

[Sh. Basudeb Acharia]

and southern regions, together, would account for 66.42% of the total installed capacity at the end of 7th Plan. The share of the eastern region, on the other hand, is likely to dwindle to 10.73% at the end of 7th Plan.

With the present capacity of 2.5 million tonnes per annum, the Haldia Oil Refinery can produce only 1.2 lakh tonnes of Naphtha. Now that the State Government expects implementation of the Haldia Petro-Chemical complex in the near future, the requirement of Naphtha for this project alone would be above 5 lakh tonnes per year.

Expansion of Haldia refinery is, therefore, an urgent necessity. IOC has submitted an expansion proposal from 2.5 million tonnes to 5 million tonnes per annum in 1983, which has not yet been approved by the Government.

In view of the demand for Naphtha in the eastern region, and to keep the distribution capacity even amongst the regions, I request the Government of India to take an immediate decision on the IOC proposal on Haldia expansion.

[*Translation*]

- (vi) **Demand for an electric train between Madras and Kanchipuram**

\*SHRI KANCI PANNEER SELVAM (Chengalpattu): Kanchipuram in Tamil Nadu is the seat of His Holiness Kanchi Sankaracharya. It is an important cultural and religious centre. Kanchipuram is also famous for its elegant textiles. Kanchi silk is a famous brand of silk sarees. Thus, it is the habitat of thousands of handloom weavers, textile designers and other artisans. It is also a famous business centre. However, Kanchipuram is not linked to Madras by rail. There is an electric train from Madras to Arakkonam. There is also an electric train from Madras to

Chingleput. But there is no electric train from Madras to Kanchipuram. I, therefore, urge upon the hon. Minister of Railways to introduce an electric train from Madras to Kanchipuram. The project may not cost much, as it would involve diversion or extension of existing lines over a small distance. Devotees of Indian culture, weavers and businessmen will be grateful to this Government, if such a train is introduced.

12.39 hrs.

[MR DEPUTY SPEAKER *in the Chair*]

- (vii) **Need to construct the West Bengal portion of the road from Katihar in Bihar to West Bengal**

[*English*]

DR. GOLAM YAZDANI (Raiganj): Under Inter-State Economic Programme, a road from Delhi-Dewanganj railway station in Bihar border near Katihar to Harischandrapur in Harischandrapur P.S. of Malda district in West Bengal was sanctioned about five years back. But the money sanctioned for this was later transferred to construct a road from Katihar to Bihar-Bengal border. So, the connecting road from Katihar to West Bengal has not been made. So, in the interest of the people, I request the hon. Minister for Surface Transport for the construction of the West Bengal portion of the road soon.

- (viii) **Demand for steps to check overcrowding the south bound express trains**

SHRI R. JEEVARATHINAM (Arakkonam): The South-bound Express trains, particularly the Tamil Nadu Express and the G.T. Express having more than 20 bogies always run full. These trains leave New Delhi Railway Station daily in the evening, and are over-crowded. This is more so in the case of G.T. Express because it suits the passengers reaching their destinations like Mathura,

\*Translation of the matter originally raised in Tamil.