

on the growers to plant more sugar cane in more area.

- (viii) **Need to prepare a twin city development project on both sides of the Ganges to join Howrah with Calcutta and to set up a Howrah Industrial city Development Authority for the purpose**

SHRI PRIYA RANJAN DAS MUNSI (Howrah) : Sir, the Seventh Plan proposals are taking a final shape and the Prime Minister has expressed his deep concern both for rural development as well as for metropolitan city development keeping ecological balance and purification of the environment from pollution.

Patna city of Bihar and Calcutta have an unique advantage of being at the Bank of Ganges and the development of both sides of the Ganges in terms of city development could generate the idea of twin city programme with satellite counter magnets. After the completion at the 2nd Hooghly Bridge, Calcutta will be directly linked with Howrah which industrially the biggest and otherwise the 2nd biggest in the Eastern India. If in the third phase, the Calcutta Metropolitan Railway (Tube Rail), as sanctioned by 7th Plan, connects Salt Lake with Ramrajatala having underground tunnel through the Ganges and if the 2nd Hooghly Bridge is completed expeditiously, then Calcutta can have satellite cities and counter magnets upto Baruipur, Canning and Diamond Harbour in the south 24 Parganas and upto Uluberia of Howrah. The Kona Express Highway and the link of the Delhi Highway and Bombay Highway, which pass through Howrah, can carry the burden of road transport and goods traffic to the trade centres and commercial centres in both sides.

The South Eastern Railway and Eastern Railway are operating from Howrah and the two major national highways are also connected through Howrah. The industrial burden from the major complexes and other projects and the development burden of Calcutta city can, therefore, be shifted to these areas. This will only be possible after having a twin city development idea on both sides of the Ganges so that Howrah can be expanded and the present Howrah city can be further developed with all modern civic amenities and Calcutta and Howrah can be connected having a complete city character.

Like CMA, an exclusive Howrah Industrial City Development authority should be formed to look into this project.

11.33 hrs.

**RAILWAY PROTECTION FORCE
 (AMENDMENT) BILL—Contd.**

[English]

MR. SPEAKER : The House will now take up further consideration of the Bill to amend the Railway Protection Force Act, 1957. Shri R. Jeevarathinam to continue with his speech.

[Translation]

*SHRI R. JEEVARATHINAM (Arakkonam) : Hon. Mr. Speaker, Sir, On Friday, the 23rd instant I was talking about the compulsions of the Government to increase the passenger fare and the freight rate because of the recurring losses in the pilferage of railway materials and fittings and the consignments in transit. When the Railways lose annually several hundreds of crores of rupees in such pilferage, there is no alternative but to raise the freight rates and passenger fares. This adversely affects the common commuters of the Railways. By converting the Railway Protection Force into an Armed Force of the Union, this kind of pilferage should be stopped. I am happy that this Bill provides for the achievement of this objective. I welcome this Bill and by referring to a few more issues I will continue my unfinished speech.

At the outset I demand that the Director-General of the Armed Forces should be made a Member of the Railway Board. Then only the day to day administrative problems of the Armed Force can be solved expeditiously. The Member in charge of the Armed Forces should also be made responsible for the recovery of pilfered goods. Last year the Railway Board had paid Rs. 30 crores as compensation for the loss of goods in transit. Unless the pilferage of consignments is stopped and unless the drain of railway resources in the form of compensation is stopped, the Railways will not be able

*The speech was originally delivered in Tamil.