

in the State. The progress in the implementation of the project has been quite satisfactory in the State of Kerala.

The impact of the development which has resulted from the implementation of the above programme has created a great deal of enthusiasm among the other small and medium towns in the State.

I request the Government to include at least Attingal, Nedumangad, Kili-manoor, Varkala and Neyyattinkara towns of Trivandrum District in Kerala under the Centrally sponsored scheme.

- (ii) Demand for setting up an Enquiry Office at Gudur railway station of South-Central Railway in Andhra Pradesh.

SHRI P. PENCHALLIAH (Nellore): Sir, Gudur in Nellore district of Andhra Pradesh is one of the biggest and most important Railway junction of South Central Railway. Gudur Railway station is the starting point of south Central Railway. The town is a densely populated one and also a 1st class municipality. It is internationally famous for Mica export and acid limes are also transported from here to various parts of the country. So many public institution and factories like Mica, ceramic, Glass, Groundnut oil mills and rice mills are situated here. It is a pilgrim centre also. Most of the pilgrims from Northern India come to Gudur to worship Lord "Balaji" (Tirumala Hill) via Gudur. Two buses leave Gudur every day from the Railway Station to Tirumala Hills. At least 50,000 tickets are sold at this station for various destinations every day.

It is regrettable to note that the Railway authorities have not so far provided an enquiry office at this station.

Hence, I request the Minister for Railways to set up an enquiry office at Gudur Railway Station which should attend to the pilgrims and others round the clock.

- (iii) Need to give priority to completing work on the Kazhakuttom-Neyyattinkara bypass to remove present traffic congestion in Trivandrum.

SHRI A. CHARLES (Trivandrum): Sir, Trivandrum is a fact growing city with a population of about 5 lakhs. In Trivandrum district alone, there are more than 40,000 registered vehicles. The roads in the city are too narrow and not at all fit for the present day traffic requirement. Widening of the city roads is impossible. The only way out to avoid congestion in the city is to provide a bye-pass from Kazhakuttom to Nayyattinkara in the National Highway 47.

This proposal was taken up as early as in 1959. The proposed bye-pass starts from Kazhakuttom at K.M. 551/900 and joins the present national Highway 47 at K.M. 596/050 near Parasala. The first stage of the work was approved by the Government of India, Ministry of Shipping and Transport (Roads Wing) on 5.1.1978. Land acquisition proceedings for the second stage are under progress and about 80% of the land has already been acquired. Through the work was sanctioned in 1978, it is regrettable that no substantial progress has been made in this regard. It is, therefore, prayed that priority may be given for this bye-pass in the 7th Plan and the work completed within a period of one year.

[Translation]

- (iv) Need to amend the relevant laws so that the heirs of the victims of bullockcart accident could file suit for claims of compensation.

SHRI SHANTI DHARIWAL (Kota): Mr. Speaker, Sir, under Rule 377, I would like to draw the attention of the House to subsection (18) of Section 2 of the Motor Vehicles Act, which defines that a vehicle running on road with a machine is called a motor vehicle.

Under this definition, a bullockcart is not a motor vehicle. It has been provided in the Motor Vehicles Act that

[Shri Shanti Dhariwal]

any legal heir of a person killed in a motor vehicle accident can prefer claim for compensation before the Motor Vehicles Accident Claims Tribunal after paying a court fee of Rs. 10 only.

Sometimes, very strange circumstances develop. When a person is killed in a bullockcart accident, his heir makes payment of court fee according to the Court Fees Act in such a case. For example, if a person is killed in a bullockcart accident in Rajasthan and if his legal heir wants to prefer claim for compensation of Rs. 1 lakh, he will have to deposit Rs. 5,055 as court fee and only then his civil case will be taken up in the court of District Magistrate and the provisions of Indian Fatal Accidents Act, 1855 will apply in this case.

12.14 hrs.

[MR. DEPUTY-SPEAKER *in the Chair.*]

In a situation of this nature, the Indian Fatal Accidents Act, 1855 needs to be amended and a Fatal Accidents Claims Tribunal should be set up which should have all the powers enjoyed by the Motor Vehicles Accidents Tribunal so that the legal heir of the person killed in a bullockcart accident or in an accident caused by a vehicle other than a motor vehicle can prefer his claim after depositing the court fee of Rs. 10.

I, therefore, request the hon. Minister of Law that necessary amendment may be made so that the difficulties being faced by the owners of light vehicles covered by the Motor Vehicles Act, 1939 can be removed.

[*English*]

- (v) **Need to redress the grievances and meet certain longstanding demands of the railwaymen.**

SHRI BASUDEB ACHARIA (Bankura) : Sir, several thousand railwaymen are staging a dharna today at Boat

Club lawns in order to draw the attention of the Government to their long-standing demands !

1. To repeal articles 310(1), 311 (2), a, b, c and 311 (3) of the Constitution of India and delete rule 14 (ii).
2. To reinstate all victimised employees under rule 14 (ii) and and 149, etc.
3. To publish report of the IV Central Pay Commission immediately by accepting wage parity with ONGC (a public sector undertaking).
4. To withdraw ban on recruitment and ensure creation of posts and jobs for all.
5. To restore a system of channel of representation and negotiations with all Trade Unions pending adoption of policy of recognition by democratic norms.
6. To stop computerisation and automation till guarantee of employment is ensured by amending the Constitution of India.
7. To ensure maximum of 8-hour duty and weekly rest for allemployees and amend HOER accordingly.

The railwaymen have long been fighting for realization of these demands. Meanwhile, the recent Supreme Court judgment on the applicability of articles 310 and 311 (2) (a), (b), (c) has made the matter worse. Several hundred railwaymen who were getting pay so long, under court injunctions, are going to be thrown out of jobs. Moreover, the ban on recruitment has added further burdens on the railwaymen; computerisation is also threatening their jobs. Economic demands are also being ignored.