

12.25 hrs.

## BUSINESS ADVISORY COMMITTEE

## Sixty-first Report

[English]

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI H.K.L. BHAGAT): I beg to move:

"That this House do agree with the Sixty-first Report of the Business Advisory Committee presented to the House on the 16th November, 1988".

MR. SPEAKER: The question is:

"That this House do agree with the Sixty-first Report of the Business Advisory Committee presented to the House on the 16th November, 1988".

*The motion was adopted*

SHRI BAJU BAN RIYAN (Tripura East): Yesterday night one CPM MLA from Tripura was attacked.....(*Interruptions*)

MR. SPEAKER: What is it?

SHRI SAIFFUDDIN CHOWDHARY (Katwa): MLAs are being attacked in Tripura.

MR. SPEAKER: This is a State subject, I cannot do anything There is a State Government and State Assembly. They will take care of it.....(*Interruptions*)..... I cannot be discriminatory against any State Government. I cannot do anything.

12.26.hrs.

## MATTERS UNDER RULE 377

[English]

- (I) **Need to provide stoppage for the express trains at Khalilkote, Khurda Road, Orissa**

SHRI SOMNATH RATH (Aska): Kalilkote Railway Station under DRM Khurda Road (Orissa) is one gateway to Ganjam District and to the neighbouring Phoolbani

District, which has no railway-line. This railway station is used by thousands of labourers and other passengers to travel towards Calcutta, Madras and other parts of the country. Lakhs of labourers from Ganjam, specially from this area, are working in Surat, Ahmedabad, West Bengal, Assam, Andhra Pradesh, Tamil Nadu etc.

[MR. DEPUTY SPEAKER *in the Chair*]

12.27 hrs.

This is the only railway station which touches Aska Parliamentary Constituency. It is most unfortunate that there is no stoppage of express trains at this railway station. Even the Hirakud Express which is made to run as a passenger train from Bhubaneswar to Balugaon in Puri District does not stop at this important station. People resorted to 'Rail Roko' and 'Dharna' in front of Khalilkote Railway Station on 7th November, 1988, protesting against these decisions of the authorities. During the British regime all the trains including Howrah-Madras Mail used to halt at this station which was later withdrawn. The income from this station has considerably fallen because of withdrawal of the stoppages of the trains. For the convenience of general public mostly the labourers, fishermen, cultivators and businessmen and for the development of the area, I urge upon the Railway Ministry to take immediate steps for the stoppage of 45 UP and 46 DN East Coast Express, 908 DN Tirupati-Howrah Express, 47 UP and 48 DN Hirakud Express, 19 UP and 20 DN Konark Express trains at this Railway Station.

[Translation]

- (II) **Need to amend the Industrial Policy keeping in view the Supreme Court Judgement in the Kamani Tubes Private Ltd., Case.**

SHRI MADAN PANDEY (Gorakhpur): Mr. Deputy Speaker, Sir, the main hurdle in the way of the industrialisation of the country is that the Government machinery respon-

**[Sh. Madan Pandey]**  
 sible for implementing the Government policies do not pay timely attention to the industries set up in public and private sector well ahead their becoming sick. They pay attention only after the closure of the factories when the workers who are badly affected due to closure, start agitation. No doubt, the Government have taken some steps such as setting up of Rehabilitation Boards to control it but the persons appointed in these Boards too in-experienced to find out the reasons of their sickness and remedies there to. As a result of it, the capital amount invested for the purpose of rehabilitation by Banks and other financial Institutions is not only lost, but the capital which is needed for industrialisation also becomes scarce. Secondly, the Government is not in favour of labourer's participation in management. When the workers make demand to take over the management of sick industries in their own hands, their demand is turned down.

It is a matter of pleasure that the Supreme Court has done justice to the labour Union of Kamani Tubes Private Ltd. by allowing the Workers Co-operative Society to run this industry. The Financial Institutions have also agreed to extend financial assistance.

I, therefore, would like to say that keeping the above judgement in view, the Government should amend the present Industrial policy of the country suitably so that Gorakhpur Fertilizer factory in Uttar Pradesh and other sick industries in various parts of the country could be run efficiently.

- (iii) **Need to provide basic amenities to the people living in Slums in metropolitan cities and to take steps for environmental improvement there.**

*[Translation]*

**DR. CHANDRA SHEKHAR TRIPATHI (Khalilabad):** The number of slums has been continuously increasing in various metropolitan cities of the country. In 1981, the

number of persons living in slums in metropolitanities was estimated at about in between 3 crore 20 lakhs to 4 crore. It has been generally seen that there are more slums in metropolitan cities than in smaller towns. The number of people living in slums in Bombay is 33 lakhs, while their corresponding figures for Calcutta Delhi and Madras are 32 lakhs, 26 lakhs and 13 lakhs respectively. Sites for the persons doing civic work are not earmarked at the time of formulating Master Plans for the cities. As a result of which, the poor people are forced to live in jhuggi-jhopries where arrangements for cleanliness and other basic amenities do not exist. Basties in Calcutta, Jhopar-pattess in Bombay, Jhuggi-jhoparies in Delhi and cherias in Madras are examples of some such places where there is complete absence of basic amenities such as drinking water, cleanliness and street lights. Initially, a provision of Rs. 150.45 crore was made in the Sixth Five Year Plan for providing sanitation facilities to the people living in slums and an amount of Rs. 169.45 crore was earmarked in the Seventh Five Year Plan for this but the number of slums went on increasing and even today these can be seen everywhere in Metropolitan cities.

I, therefore, would like to urge upon the Government to take effective steps to improve the environment in Metropolitan cities so that the people living there may get rid of this polluted environment and have a sigh of relief.

- (iv) **Need to pay compensation to the people of Ganganagar district in Rajasthan affected by floods in Punjab.**

**SHRI BIBBAL (Ganganagar):** Hanumangarh, Pili Banga, Suratgarh and Anupgarh districts of Rajasthan have been submerged, as a result of floods in Punjab. Due to the cracks in Harike Barrage, Indira Gandhi Feeder and Sarhind Feeder in Punjab, the whole system of Ganganagar and Indira Gandhi canal has been crippled. In view of this heavy destruction, the Government of India should pay compensation