

particularly due to the increase in the iron ore and coal mining activities in the district and also due to the rise in the standard of living and flexibility and speedy transportation are some of the primary causes for increase of vehicular traffic. On the other hand, the National Highway is narrow and causing increasing traffic congestion. For the safety of the people and also to bring tribal belt under economic activities and for ultimate social and economic upliftment of the tribals, it is very necessary to develop and widen this Road. The State Government is financially not sound to bear the cost of the widening work. As there is constraint of resources with the Centre too, I demand that the Government of India should seek World Bank or Asian Development Bank assistance for widening and the Development of the National Highway between Sambalpur and Rourkela without any further delay.

[*Translation*]

- (ii) **Need to run the Gorakhpur Fertilizer Factory on gas based plant and extend Jagdishpur Gas Pipe line upto Gorakhpur for industrialisation of this backward region**

SHRI MADAN PANDEY (Gorakhpur):

Mr. Speaker, Sir, during the last four decades, industrial progress has set in the pace of economic revolution in our country and to some extent, some percentage of people who were earlier dependent on agriculture, have now changed over to industrial sector. But it is also a fact that industrialisation has been restricted only to certain specific areas of our country and the areas which were lagging behind in this race, have been left further behind resulting in the heavy regional imbalances. Although, the present Government have made commendable efforts to remove these regional imbalances through various development schemes and a climate of industrialisation is being created in

these areas with the creation of growth centres and Development Authorities in the backward areas of the country. But in spite of the availability of these infrastructure facilities in this area, public sector shall have to take a lead in creating the industrial climate. For example, since 1960, not a single public sector undertaking has been set up even at a place like Gorakhpur in Eastern Uttar Pradesh and the only fertiliser factory, which was set up there at that time with a total outlay of only Rs. 20 crores, has now become technically and economically a non-viable unit. However, it is a matter of happiness that revamping of this factory is under consideration of the Government and an amount of Rs. 66 crores is being sanctioned for the purpose which will enable this factory to operate for another two to four years but it is not a permanent solution.

Therefore, I would like to request the Government that a new gas based plant may be provided at the Gorakhpur Fertilizer Factory and Jagdishpur Gas pipe line may also be extended upto Gorakhpur. Infrastructure facilities and land is already available in Gorakhpur district for this purpose. Besides, public and private sector companies should also be attracted to this place to set up their units there.

- (iii) **Need for steps to remove backwardness of Bundelkhand region of Madhya Pradesh**

SHRI DAL CHANDER JAIN (Damoh):

Mr. Speaker, Sir, the Bundelkhand region of Madhya Pradesh is a very backward area. There is not even a single industry in the Panna district of this region, due to which there is wide spread unemployment in this area. All the diamond mines in this region, which were previously operated by the N.D.M.C., are now lying closed. Hence to solve the problem of unemployment in Panna district, mining operations in these mines

should be restarted without any further delay. Here thousands of families of labourers find it hard to manage two square meals as even the stone quarries are not operating regularly because of the Forest Act. Therefore, arrangements should be made to start the mining operations in these mines on a regular basis. Panna district is also a very suitable place for an ordnance factory. Hence the Government may set up an ordnance factory here. I hope, the Government will help remove the backwardness of this area by setting up industries and by restarting the mining operations in these mines.

**(iv) Need to open 'Krishi Vigyan Kendra' and Agriculture College in Sagar district of Madhya Pradesh**

SHRI NANDLAL CHOUDHARY (Sagar): Sagar district of Madhya Pradesh is predominantly an agriculture based district, but the economic condition of farmers and agriculture labourers of this district is not good. This district is lacking in various such modern agricultural techniques which could help increase the agricultural production in this district. There is also for training in modern agricultural techniques in this district. People of this district have been requesting the Union Ministry of Agriculture for the last several years for setting up a Krishi Vigyan Kendra there. Assurances were also given in the past for setting up a Krishi Vigyan Kendra but it has not been opened here so far. Similarly, a demand has also been made on several occasions to set up an agriculture college at Khuria in Sagar district but even this college has not been provided here so far.

Therefore, I would like to request the Government to announce that very soon a

Krishi Vigyan Kendra and an agriculture college will be opened in Sagar district.

**(v) Need for run 208 Down as Express train upto Agra and 22 Down as passenger train**

SHRI VIRDHI CHANDER JAIN (Barmer): 207 UP/208 DN Barmer-Agra Fort Express is an important train which covers distance of 900 Kms. On this route there are two important cities of Rajasthan i.e. Jaipur, the capital city of Rajasthan and Jodhpur city. This train terminates at Agra which is also an important town of Uttar Pradesh. Jaisalmer, Jodhpur, Jaipur and Agra are the important centres of tourist attraction. But Western Railway has adopted an indifferent attitude in respect of this train and it is because of that attitude that this train has been running as a passenger train between Jaipur and Agra whereas the 22 Down which also runs between Jaipur and Agra is an express train.

208 DN reaches Jaipur at 5.35 A.M. whereas 22 DN. Express leaves Jaipur at 6.10 a.m. For the passengers, tourists, army officers and jawans reaching there by 208 DN, 22 DN is the connecting train for their onward journey to Barmer, Jaisalmer and Jodhpur. Here they are charged exorbitantly by the coolies for the transportation of their luggage. It is almost a daily affair. Here the engine of 208 DN is shunted and attached to the 22 DN. Both these trains are run under the charge of Western Railway. Because of indifferent attitude of Western Railway 208 DN has been running as a passenger train and facing heavy damage. I, therefore, request the Minister of Railways that for the convenience of passengers, 208 DN train should be run as express train upto Agra and 22 DN train should be run as a passenger train.