

"That leave be granted to introduce a Bill further to amend the Reserve Bank of India Act, 1934, the State Bank of India Act, 1955, the State Bank of India (Subsidiary Banks) Act, 1959, the Deposit Insurance and Credit Guarantee Corporation Act, 1961, the Banking Companies (Acquisition and Transfer of Undertakings) Act, 1970, the Regional Rural Banks Act, 1976, the Deposit Insurance Corporation (Amendment and Miscellaneous Provisions) Act, 1978, the Banking Companies (Acquisition and Transfer of Undertakings) Act, 1980, the Export-Import Bank of India Act, 1981 and the National Bank for Agriculture and Rural Development Act, 1981."

The Motion was adopted.

SHRI JANARDHANA POOJARY : I introduce the Bill.†

12.13 hrs.

CUSTOMS TARIFF (AMENDMENT)  
BILL\*

[English]

MR. SPEAKER : Mr Poojary—item No. 13.

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI JANARDHANA POOJARY) : On behalf of Shri Vishwanath Pratap Singh, I beg to move for leave to introduce a Bill further to amend the Customs Tariff Act, 1975.

SHRI INDRAJIT GUPTA (Basirhat) : Sir, this Bill has been criculated to us only last night. It weighs one kilogram. I do not know whether you have seen it, and whether it is being taken up for consideration and discussion during this session. We want time to read it also. We should not rush it through.

[Translation]

MR. SPEAKER : Sometimes when they do some useful work, you object to it.

[English]

MR. SPEAKER : The question is :

"That leave be granted to introduce a Bill further to amend the Customs Tariff Act, 1975."

The Motion was adopted.

SHRI JANARDHANA POOJARY : I introduce the Bill.†

12.14 hrs.

[MR. DEPUTY SPEAKER *in the Chair*]

MATTERS UNDER RULE 377

[English]

(i) Demand for conversion of Dhund-Manmad-Poona rail link into a double line

SHRI BALASAHEB VIKHE PATIL (Kopargaon) : The Dhund-Manmad Poona rail link was originally constructed for goods traffic. But during the course of time, this section of the railway has been increasingly used for passenger traffic also. The goods traffic has also increased manifold. Thus the single rail line is awefully inadequate to cope with the present passenger and goods traffic. The area served by this rail line is concentrated with industries like sugar, molasses, alcohol etc. It is, therefore, most necessary that a double rail line should be urgently constructed here in place of a single rail line, so that the needs of both passenger as well as goods traffic may be served. The railway stations at Kopargaon, Belapur and Ahmednagar should also be renovated and expanded, in view of increasing traffic.

The Jhelum Express which starts from Poona and passes over this section, needs a lot of improvement. Its running time needs to be reduced and it should strictly adhere to its starting time. Its late running should be prevented. The capacity of the train should also be increased and its coaches should be renovated with bettary sanitary and electrical fittings.

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†Introduced with the rocommendation of the President.