

[Translation]

MATTERS UNDER RULE 377

- (i) **Need to provide facilities in all T.V. centers in Kerala for relaying programme in Malayalam from T.V. stations in Trivandrum**

*SHRI V.S. VIJAYARAGHAVAN (Palghat): Sir, although Doordarshan Transmission centres had been set up in different parts of Kerala a few years ago, the programmes in Malayalam are not available in any of the centres except in Trivandrum. The local people will get the benefit in full of the medium of T.V. only when apart from the national programmes, there are programmes in the local language also. For example, the T.V. centre at Palghat relay only programmes from Delhi and it is not equipped to relay the programmes in Malayalam from Trivandrum. Same is the case with other centres too. A language, not understood by local people and programmes depicting an unfamiliar cultural background make the T.V. programmes uninteresting. Therefore, it is necessary to equip all the relay centres in the State to relay programmes in the regional language apart from the national programmes. It is not proper to refuse to fulfill a basic cultural need of the people merely on the ground of financial constraints.

Therefore, I request the Government to provide the facilities in all the T.V. centres in Kerala for relaying programmes in Malayalam from the T.V. Station at Trivandrum.

[English]

- (ii) **Conversion of National Highway between Bangalore and Nelamangala into a double road**

SHRI G.S. BASAVARAJU (Tumkur): National Highway No. 4 is a double road only between Bangalore and Nelamangala. At least five to ten accidents take place every day leading to the loss of many precious lives. Therefore, it is very essential to immediately convert this high way into a double road between Tumkur and Nelamangala. In addition to this rest houses should

be constructed at important places on the high way. The state highway between Tumkur and Honraver should also be declared as National High way. By doing so it will enable thousands of people of Karnataka to go to Karwar and other parts. It will help the transportation of goods also. I hope that the Central Government will take necessary steps to convert this National Highway into a double road.

[Translation]

- (iii) **Extension of Tirori Tumsar Road Passenger train up to Bhandara town.**

SHRI KESHAORAO PARDHI (Bhandara): Chanderpur, Gondia, Balaghat, Jabalpur cities of Maharashtra and Madhya Pradesh are connected with narrow gauge railway line. This railway line, linking the cities mentioned above, passes through such areas where there are forests and Adivasis live there. There are iron, copper and manganese mines also in these areas. This narrow gauge line is more than 100 years old and the engines and coaches have become obsolete and dilapidated. Some two or three years back, due to collapse of a culvert, an entire train fell down into the river. About 400 persons had lost their lives in the accident. The then Railway Minister had visited the site and assured on the spot that during the Seventh Five Year Plan this line would definitely be converted into broad gauge line. But no action has, so far, been taken in this regard.

Similarly, there has been a long standing demand that the passenger train running between Tirori-Tumsar Road should be extended up to Bhandara Town. The railway line is available upto Jawahar Nagar passing through Bhandara. The coaches and engine which remain idle at Tumsar Road after coming from Tirori can be taken upto Bhandara Town via Bhandara Road. In this connection assurance had been given by the General Manager of the South Eastern Railways as also by the hon. Railway Minister that the train would be extended up to Bhandara Town.

I request the hon. Railway Minister to issue immediate orders to extend the Tirori Tumsar Road passenger train upto

*The speech was originally delivered in Malayalam.

[*Shri Kesharao Pardhi*]

Bhandara Town and action should be taken at the earliest to convert Chanderpur, Gondia, Jabalpur narrow gauge line into a broad gauge line.

(iv) **Need to set up the Proposed Steel Plant at Daitari in Orissa.**

***SHRI ANADI CHARAN DAS (Jaipur):** The Government of India had a proposal to set up a Steel Plant at Daitari in Orissa during the Sixth Plan Period. The site for the Plant was selected on a Piece of land on the borders of Cuttack, Dhenkonal and Keonjher Districts. But is a matter of great regret that the proposal has not been implemented so far. All sorts of infrastructural facilities like labour, water and raw-material are readily available near the proposed plant site. The Government of Orissa has made good progress in land acquisition and a sum of Rs. 9 crores had already been spent in the preliminary works. But the steel plant has not been established so far.

As you know, Orissa is a backward State and unemployment problem is increasing in that State every year. If the steel plant is set up, the unemployed Youths will be absorbed by the plant.

A serious discontentment is prevailing among the people of Orissa due to the inordinate delay in the setting up of steel plant. Therefore in the larger interest of the State of Orissa and the country as well I appeal to the Government of India to set up the steel plant at Daitari forthwith.

SHRI BALKAVI BAIRAGI (Mandsaur): Mr. Speaker, Sir, I would like to say only this much that a reference to Birla etc. has annoyed you. When will you wear a smile?

MR. SPEAKER: Your order cannot be disobeyed.

(v) **Development of hilly regions**

SHRI BRAHMA DUTT (Tehri Garhwal): Mr. Speaker, Sir, I want to make the following statement under Rule 377:

In the hilly areas, due to the Forest Protection Act, developmental activities have been greatly hampered. Construction work on many roads, a major part of which has

been constructed, has been stopped due to forest land coming in the way. The same thing applies to projects relating to drinking water, electrification, industrial, educational institution and hospital schemes. This has slowed down the pace of development works.

In Dehradun district, Lohkhandi-Atal, Dudhli-Navada roads etc., in Tehri, Gular-Gaja and Kot-Akhora roads etc. and many roads in Uttar Kashi on which crores of rupees have been spent, are not being constructed further as some forest land has come in the way.

In this connection, the Centre, and the State Government should adopt a rational procedure under which, along with the protection of environment and the forests, development may also become possible, as it is the policy of the Government that the villages should be connected with the roads and basic facilities like electrification, drinking water, education and health institutions are to be provided to them.

It is necessary that permission to start the stalled development work like construction of roads should be given. It may be allowed to carry on road construction etc. on that part also which falls under forest land. Along with it, provision can be made to plant trees whose number should be many times more than the felled ones. Measures for land conservation may also be undertaken.

The Forest Department itself constructs roads in the forests and there are roads which can be used for connecting the villages situated in the forests. Many multi-purpose river valley projects like Tehri Dam, Lakhwar-Beasi project etc. in this area are pending due to this reason. These projects should also be given early clearance after providing for land conservation and afforestation schemes so that the hilly areas may also be developed like other areas.

(vi) **Need to limit the LPG cylinder quota to one thousand cylinders per dealer for ensuring speedy delivery to the consumers.**

SHRI BALWANT SINGH RAMOO-WALIA (Sangrur): Mr. Speaker, Sir I am raising the following matter under Rule 377:

*The speech was originally delivered in Oriya.