

(ii) EXTENSION OF TRAINS UPTO BHATANI INSTEAD OF TERMINATING THEM AT GORAKHPUR.

श्री रामनगीना मिश्र (सलेमपुर) : उभा-  
पति महोदय, मैं पियम 377 के अधीन  
निम्न वक्तव्य सदन के समक्ष प्रस्तुत करना  
चाहता हूँ।

वर्तमान समय में उत्तर प्रदेश के पूर्वी  
हिस्से में रेलगाड़ियों का यातायात न होने  
के कारण पश्चिमी बिहार तथा उत्तर प्रदेश  
में गोरखपुर के पूर्व के रहने वाले लोगों  
को अपार कष्ट का सामना करना पड़  
रहा है। एक साल पहले वहाँ पर  
पर्याप्त मात्रा में रेलगाड़ियों की व्यवस्था थी  
किन्तु बड़ी लाइन होने के बाद यह सारी  
व्यवस्था अस्त-व्यस्त हो गई। गाँवों को अधि-  
कंश टूटने काग कर दो गई है। बहुत  
कम टूटने लखनऊ से पूर्व को जाती है।  
उन में से भी टूटने लखनऊ से चल कर  
गोरखपुर तक हो रुक जाती है। गोरखपुर  
के आगे छपरा तक कोई यातायात का  
समयित साधन नहीं है। वहाँ के लोगों  
को लखनऊ या दिल्ली आने में अपा कष्ट  
हो रहा है। अभी पिकट भविष्य में  
कुछ लोगों ने इस के लिए आन्दोलन भी  
किया था। यह अत्यन्त लोक-महत्व का  
विषय है। मैं आप के माध्यम से माननीय  
मंत्री जी से प्रार्थना करता हूँ कि जो  
रेलगाड़ियाँ लखनऊ से पूर्व को जाती हैं  
वे गोरखपुर तक न चल कर भटनी तक  
चलाई जाएँ। अभी हाल ही में 1-10-82  
से एक नई ट्रेन गोरखपुर से लखनऊ के  
लिए चलाई गई है। फिलहाल इस ट्रेन  
को भटनी से गोरखपुर होट हुए लखनऊ  
तक अवश्य चलाने की कृपा करें। अगर  
ऐसा नहीं होगा तो यह वहाँ के लोगों के  
प्रति गोर अन्याय होगा। हमें पूर्ण आशा  
और विश्वास है कि इस लोक महत्व के  
विषय को देखते हुए माननीय मंत्री जी  
इस के सम्बन्ध में अपना एक ब्यान सदन  
में देने का कष्ट करें।

(iii) NEED FOR TERMINATING JAYANTI  
JANATA EXPRESS AT NEW DELHI  
STATION INSTEAD OF AT NIZAMUDDIN  
STATION.

SHRI NARSINGHRAO SURYA-  
WANSHI (Bidar)\* Mangalore- New  
Delhi Jayanti-Janata Train travels  
the longest distance in the country. It  
runs for five days in a week and the  
distance covered is 3028 kilometers. It  
caters mainly to the needs of the  
travelling passengers of Karnataka  
and Kerala. But as ill luck would  
have it, the train terminates at Niza-  
ruddin Railway Station. The passen-  
gers who travel for almost three days  
from the remote corners of Karnataka  
and Kerala find it very difficult to  
reach their homes from Nizamuddin.  
It is a very costly and tiring affair.  
Sensing these difficulties, auto-riksha  
and taxi drivers also exploit the  
passengers who fall a prey to these  
unscrupulous drivers. If they hire a  
taxi at Nizamuddin to go to Janak-  
puri, they have to pay at least Rs.  
60/- Convenient bus connections are  
also not available at Nizamuddin.

I urge the hon. Railway Minister,  
therefore, to look into the matter sym-  
pathetically and see that Mangalore-  
New Delhi Jayanti Janata Express is  
extended upto New Delhi Railway  
Station instead of terminating at  
Nizamuddin Railway Station. If this  
is done, I am sure that it will prove  
a boon to the travelling public.

(iv) NEED TO DELINK CREDIT GENER-  
ATED SCHEME OF SMALL SCALE IN-  
DUSTRIES UNITS FROM IDBI'S RE-  
FINANCE SCHEME.

SHRI G. NARSIMHA REDDY  
(Adilabad): In 1960, the Government  
of India introduced in consultation  
with the RBI the Credit Guarantee  
Scheme (CGS) for small scale indus-  
tries in order to encourage the flow  
of institutional credit to small scale  
industries and to provide guarantee  
cover to the lending institutions. Till  
31st March, 1981, the RBI was disig-  
nated as an agent of the Central  
Government to operate the Scheme.  
While it was not made compulsory  
for the lending institutions to cover  
all their loans and advances to

[Shri G. Narsimha Reddy]

the SSI units upto 31st January, 1970 it was made mandatory on the part of all credit institutions including SFCs to join the scheme from 1st February 1970 in order to be eligible for refinance from IDBI.

The Government of India have decided to entrust the operation of the scheme to the DICGC from the Guarantee Organisation (RBI) with effect from 1st April 1981 and directed all the credit institutions to join the revised scheme with the DICGC.

As the guarantee commission has to be collected from the SSI units they are put to considerable hardship as the aggregate of interest and guarantee commission for units in the forward areas is 14.25 per cent p.a. whereas for medium and large scale units which are not covered under the scheme it is only 14 per cent p.a.

(v) NEED FOR SETTING UP SLAG CEMENT PLANT AT ROURKELA.

SHRIMATI JAYANTI PATNAIK (Cuttack): Rourkela is suitably located to set up a slag Granulating Plant. The Steel Authority of India has obtained a letter of intent for manufacture of slag Granulating cement as for back as 1981. The Bureau of Industrial Costs and Prices and the Railway Board fully support the location of the slag Granulating plant at Rourkela. Despite the above facts, the Government of India has not taken any decision so far in regard to the location of the plant.

If the Slag Cement grinding is done at Rourkela, Granulated Slag from B.S.P. will move in any type of available wagons to Rourkela. Entire quantity of clinker can be moved from Chilhati to Rourkela in open wagons. The Granulated slag of Rourkela Steel Plant can be directly fed to the grinding plant dryer by belt conveyer without any extra handling cost. From Rourkela the finished products 'Cement' can move in covered wagons or by trucks, etc. to the Consuming Centres. As the main market for this plant is Calcutta, which is not far off from Rourkela availability of covered empties will be easy.

The required power can easily be supplied by the Orissa State Electricity Board, for which already consent has been communicated to SAIL, to supply 40 M.V.A. There will be no problem in obtaining land and also labour.

Therefore, I demand that the Slag cement plant should be set up at Rourkela without any further delay.

(vi) PERMISSION GRANTED TO SOUTH AFRICA DELEGATES TO ATTEND INTERNATIONAL BAR ASSOCIATION CONFERENCE IN INDIA.

SHRI H. N. BAHUGUNA (Garhwal): Government of India allowed three South African delegates to attend an International Bar Association Conference recently held in India.

The hard fact is that there are twenty-nine committees constituted by the said International Bar Association to go in depth into the various economic laws governing economic activities in India primarily with a view to promote a climate helpful for amending and altering all laws in a manner so as to subserve the interest of multi-national companies and create grounds for further investment by multi-nationals at the cost of our self-reliance which are already strangulating our economy.

It is obvious to the naked eye as to what can be the motivating force and objective behind this activity as the coordinating Chairman of all these twenty-nine Committees is also the Vice-Chairman of the Bank of America, New York.

It involves a basic departure from our anti-apartheid and anti-Imperialist posture. I therefore feel that Government of India owes it to the people of this country and the Lok Sabha to clearly state their position on the issues mentioned below:—

(1) Why the Government of India allowed holding an International Bar