

Ambedkar District is fairly a big town having a population of about one lakh. Though there is hectic business activity in the place, it is not connected by Rail. I request that this town may be connected to Katpadi junction which is nearest Railway station to the place.

- (ii) **Need for a Policy for regularisation of forest land in Orissa in favour of Adivasis who have been cultivating it for more than 50 years**

KUMAR FRIDA TOPNO (Sundargarh):

Sir, I draw the attention of the Government to the plight of the Adivasis of Sundargarh, Orissa, who are facing lot of difficulties.

The Tribals of Kiralage Mousa in Sub-dega block of Sundargarh district Orissa have been cultivating over 500 acres of reserve forest land since 1935. So also the Tribals of Suanjore, Telendihi, Dhangergudi, Lakrajore Mousa in the revenue block of Lephripara, district Sundargarh, Orissa have been cultivating forest land for more than 50 years. These Adivasis are running from pillar to post to regularise the land in their favour but in vain. The forest officials when approached by Adivasis have expressed their helplessness on the plea that they have to get a clearance from Government. Besides the Adivasis are being subjected to physical and financial harassment.

I, therefore, request that Government must come forward with a policy to regularise the land in favour of those Adivasis who more than half a century ago have cleared the jungle and made the land cultivable and are totally depending on cultivation.

- (iii) **Need to open a Railway zone with headquarters and Bilaspur, Madhya Pradesh**

[Translation]

SHRI KHELAN RAM JANGDE (Bilaspur): Mr. Speaker, Sir, there has been a persistent demand for opening of the tenth

railway zone in Bilaspur for the last so many years. Previously the Government had assured that when the opening of new zones would be considered, priority would be given to Bilaspur.

Out of all the 58 divisions of Indian railways the Bilaspur division of Indian Railway is earning the maximum revenue. The length of Bilaspur division is 1127 Kms. and it gives an income of Rs. 76 lakhs per km. whereas the average income of Indian railways is Rs. 13 lakhs.

Bilaspur railway division has established a record this year by loading 42 million tonnes this year, which is 12% of the total loading by Indian Railways. Today this division is loading 5000 wagon per day which is earning an income of Rs. 860 crores. From the point of view of profit Bilaspur circle is providing net income of Rs. 156 crore, which is 20% of the total net income.

Bilaspur is suitable from the administrative point of view and other important facilities are available there. Therefore, I urge upon the Government to set up 10th railway zone at Bilaspur (Madhya Pradesh).

- (iv) **Need to save Taj Mahal from pollution caused by vehicles**

SHRI BHAGWAN SHANKAR RAWAT (Agra): Sir, according to the Ministry of Environment 65 kilo sulphur dioxide is emitted from the vehicles plying within a radius of 3 kms of Taj Mahal in Agra, which is very harmful for the marble stone used in Taj Mahal.

Not only this, within a distance of 5 kms from Taj Mahal are three national highways viz., Delhi-Calcutta national highway, Agra-Bombay national highway and Agra-Jaipur national highway. Besides, there are many state highways also. There is heavy traffic of petrol and diesel driven vehicles on these highways. The emission of sulphur dioxide is almost equal to that which is emitted from the industries located in Agra. The Vardiarajan Committee has also made a mention of it.

[Sh. Bhagwan Shankar Rawat]

The administration has put a ban on industries which are increasing pollution but the ring road, far away from Taj Mahal, which would serve as a by pass, has not been constructed so far. This is causing regular damage to the beauty and life of Taj Mahal.

Therefore, I would like to request that the by pass linking the three national highways be constructed immediately so that Taj Mahal is saved from pollution caused by vehicles and the legacy of past is not destroyed.

- (v) **Need to have Measures to Prevent Railway accidents in the Country**

[English]

SHRI DATTATRAYA BANDARU (Secunderabad): There is a spurt in the railway accidents in the country. During the last two months itself, there were three major accidents as details below:-

- (a) The accident between Warangal and Kazipet was due to sabotage by the Naxalites in Andhra Pradesh.
- (b) The accident to the Karnataka Express was due to the falling of boulders on the track after heavy rainfall in Karnataka.
- (c) The accident to Narasapur Express which derailed near Nadikudi in Andhra Pradesh.

There were many more accidents in the recent past in the country. Many people were killed and crores of rupees worth of railway property damaged in these accidents.

I request the hon. Minister for Railways to thoroughly enquire into the reasons for these accidents and also order a probe into various acts of omission and commission. I also order appeal for the replacement of the worn out tracks which are very obsolete and

laid four to five decades ago. Further, there is immediate need to replace the coaches and rakes which are being put to overuse and made to run thousands of kilometres daily without adequate repairs and maintenance. The coaches, rakes and the wagons should have through periodical check up.

- (vi) **Need to develop mica industry in Kodarma Bihar and merge MITCIO with MMTC**

SHRI MUMTAZ ANSARI (Kodarma): Sir, Kodarma was once famous for mica industry and this mica used to be exported to foreign countries. About four and half lakh employees/workers were engaged in this industry who were leading a prosperous life. But now only 2,500 workers are engaged in this industry and the rest have been rendered unemployed, as result of which, there is mass unemployment in this area.

Government established MITCO to promote this industry. But this organisation is also running at a heavy loss and it is going to retrench a large number of workers and clerical staff on a phase-wise basis. There was a proposal to merge MITCO with MMTC but nothing came out of it.

I, therefore, urge upon the Government to take measures for the development of Mica industry in the internationally famous Kodarma area and to merge MITCO with MMTC at the earliest for the benefit of employees at large.

- (vii) **Need to bring the per capita plan investment in Assam hill area sub plan at par with that of other hill states of North Eastern region.**

DR. JAYANTA RONGPI (Autonomous District): Sir, The Sixth Schedule areas of Assam, namely the Karbi Anglong and North Cachar Hills districts are covered by a separate Hill Plan Budget. The other erstwhile Sixth Schedule areas of North East have been upgraded to separate States of Meghalaya and Mizoram since 1971 and are cov-