

are running poultry farms. Namakkal occupies the second place in poultry industry in India. For the poultry industry, the raw materials such as maize, bran, broken rice, dry fish, etc., are transported to Namakkal daily from various places. The eggs produced numbering about 1.2 crores, are transported to various places daily only by road.

Namakkal is not connected by rail. Therefore, all these things are transported only by road. Apart from this, since there is no direct train connection between Salem and Karur and Salem and Trichy, passengers and traders from Bangalore to Trichy, Tanjore, Pudukottai and Nagapattinam, from Bangalore to Karur, Madurai, Tuticorin, Tirunelveli and Cape Comorin and passengers and traders going from the above said districts to Bangalore are going via Namakkal only by road.

Further Namakkal has the world-famous Anjaneyar, (Namagiri) Amman and Ranganathar Temples which the pilgrims, not only from all over India, but people from abroad are also, visiting daily. They have to come only by road.

In Namakkal there are two arts colleges, one College of Veterinary Science with a research centre, and many high schools, higher-secondary schools and one Industrial Training Institute. The students who are studying in these institutions, who have to go in the morning and come back in the evening, add their share to the road traffic. There are 11 cinema theatres which also add their share to the traffic.

Namakkal is the only big town for 50 km. radius. People from all over the areas have to come to Namakkal only for their employment, purchase and for entertainment. On account of these factors the road traffic increases and gives problems to the normal and routine life of the entire public.

For the various reasons stated above the road is fully packed with traffic, and accidents have become very common resulting in loss of life and property. Because of the traffic congestion the precious time and valuable fuel is wasted unwantingly, which can be easily avoided by providing a bye-pass road between Salem Road and Paramathi Road. Because of the traffic congestion sometimes the people have to wait for hours together to cross the town.

Namakkal common public represented the above facts and grievances to the concerned authorities through all the political parties, Namakkal Taluk lorry owners' association and all other social organisations. All this has gone without any impact so far and I do not know whether there will be any impact in the near future also. I do not know the reasons for not considering the request even when the Government policy is to provide bye-pass road to all the towns on the National Highway. As far as I know, on NH-7 Namakkal is the only town which is not having bye-pass road.

The Namakkal people have exhausted all the remedies. Even they have sent the request to the President of India, the Prime Minister of India. This too has yielded no results. That is why I am raising this issue here.

I urge upon the Government to pay special attention to the long long pending issue and provide them the bye-pass road.

Need to close down mechanised Slaughter House in Madakdistrict of Andhra Pradesh

श्री नरेश पुगलिया (महाराष्ट्र) :
उपसभापति महोदय, मैं आपके माध्यम से केन्द्र सरकार का ध्यान इस महत्वपूर्ण मुद्दे पर आकषित करना चाहूँगा। देश की जो मीट एक्सपोर्ट पालिसी है उसके

[श्री नरेश पुगलिया]

कारण इस देश के जो गरीब बच्चे हैं, इस देश का जो सर्वसाधारण समाज है, उसको आज जिस परिमाण में दूध उपलब्ध होना चाहिए था, वह नहीं हो रहा है। उसका मुख्य उद्देश्य यह है कि केन्द्र सरकार ने फॉरेन एक्सचेंज के लालच से जो मीठ एक्सपोर्ट के मेकैनिकल स्लाटर हाउस के जो लाइसेंस देने की पालिसी है उसके कारण यह जो मेकैनिकल स्लाटर हाउस है, मैं आपके माध्यम से सरकार का ध्यान दिलाऊंगा कि उसमें से एक महाराष्ट्र में होने जा रहा था अल कबीर एक्सपोर्ट लि. का माडर्न फूड प्रोसेसिंग प्रोजेक्ट के नाम से महाराष्ट्र के भिवाडी में पिछले चार साल पहले यह प्रोजेक्ट आया था। महाराष्ट्र में काफी बड़े पैमाने पर आंदोलन होने के बाद वहां फार्मिंग के अन्दर 5 लोग मारे गए थे। महाराष्ट्र सरकार ने उसका विरोध किया और वह प्रोजेक्ट वहां से चला गया। लेकिन वह प्रोजेक्ट वहां से जाने के बाद तमिलनाडु में आया। तमिलनाडु में उसका विरोध हुआ लेकिन पिछले दो साल से 1989 में आन्ध्र गवर्नमेंट ने हैदराबाद के पास और मेडक डिस्ट्रिक्ट में यह खदम विलेज जो है इसमें इस स्लाटर हाउस के लिए परिमिशन दी है। इस स्लाटर हाउस में दो लाख जानवर प्रतिवर्ष कटने वाले हैं जबकि आन्ध्र गवर्नमेंट का आंकड़ा कहता है कि आन्ध्र गवर्नमेंट में जो अनयूजफुल एनीमल है उनकी तादाद सिर्फ 3.5 लाख मतलब वह साढ़े तीन लाख जानवर वहां उपलब्ध हैं, लेकिन इस स्लाटर हाउस में दो लाख जानवर प्रतिवर्ष लगने वाले हैं। इस इश्यू का लेकर यात्रिकी कत्लखाना विरोध समिति, हैदराबाद ने पिछले 6 महीने से वहां आंदोलन चला रखा है। दिल्ली में भी उन्होंने डिमास्ट्रेशन किया था और प्रधान मंत्री से वे लोग मिल चुके हैं। प्रधान मंत्री जो ने इस विषय को गम्भीरता से लिया है और उसमें ध्यान देने का आश्वासन भी दिया है। लेकिन एक तरफ हमारी एग्जीक्यूटिव मिनिस्ट्री देश में दूध का उत्पादन बढ़ाने के लिए

नई प्रकार के दुधारू जानवरों का उत्पादन करने के लिए कोशिश कर रही है और दूसरी तरफ यह हमारे दुधारू जानवरों का कत्लखाने में बड़े पैमाने पर कत्ल हो रहा है।

उपसभापति महोदया, मैं आपको दिल्ली का उदाहरण दूंगा। दिल्ली के कत्लखाने की कपेसिटी 400 जानवर की है, लेकिन चार हजार दुधारू भैंसे वहां रोज कटती हैं। इस प्रकार से अगर देश में जानवरों का कत्ल होता रहा तो आने वाले साल में यहाँ जो एक सर्वे रिपोर्ट है, उपसभापति महोदया, इसमें इस सर्वे रिपोर्ट के हिसाब से आज जो जानवरों की तादाद हिन्दुस्तान में है, मैं कहना चाहूंगा कि प्रति हजार व्यक्ति के पीछे 1951 में हमारे यहाँ 430 कैटल थे, बकैलोज 130 थे, गोट 141 और शीप 108 थीं। लेकिन यह कमी

सन 2001 में कैटल के बारे में 110, 1.00P.M. बकैलोज 60 और गोट व शीप नॉन-

अवलेबिलिटी बता रहा है। इसका मतलब आने वाले दस साल में हमारे यहाँ जानवरों की काफी कमी होने वाली है। इसलिए मैं आपके माध्यम से केन्द्र सरकार का ध्यान आकर्षित करना चाहूंगा कि इस कत्ल खाना विरोधी समिति की जो मांग है उसके अनुसार अल कबीर एक्सपोर्ट यूनिट जो कि हैदराबाद के नजदीक बनने जा रहा है, उसको तुरंत बंद किया जाए। मंडम, इसका कन्स्ट्रक्शन वर्क चालू है। अगर फॉरेन एक्सचेंज के लिए हम इस प्रकार के कत्ल खाने के लाइसेंस देश में देने लगे तो हमारे यहाँ गरीब बच्चों को आज से 10 साल के बाद पीने के लिए दूध उपलब्ध नहीं होगा। मंडम, यह एक गम्भीर मसला है। मुझे उम्मीद है कि यह मसला बढ़ने से पहले ही केन्द्र सरकार इस पर ध्यान देगी और इस कत्ल खाने की परमीशन रद्द कर के इस बारे में जांच कमीशन बिठाएगी।

मंडम, आपने मुझे बोलने का मौका दिया, इसके लिए धन्यवाद।

SHRI JAGESH DESAI (Maharashtra): Madam Deputy Chairman, I am surprised that when the population of these animals is only 3.5 lakhs, how the Government has given them permission for two lakhs annually. From where are they going to get the animals? That means they are only going to slaughter those animals which are giving milk and at present there is short supply of milk and the prices are going up. In spite of that, if only for earning foreign exchange this kind of actions are taken by the Government, I think it will be anti-people and anti-children because they will not get milk. I am not speaking in real anger but I am speaking as a person who is interested that our animals should be preserved. When everywhere we want to preserve even tigers, here we are giving licence for killing animals which are giving milk and, as such, the Andhra Government should review it and, at least, they should reduce the licence capacity from two lakhs to 50,000 or so, so that this kind of a situation may not arise. I strongly support Mr. Euglia in this.

SHRI J. P. JAVALI (Karnataka): Madam, I also associate myself with this Special Mention.

Delineation of New Hill Areas in the Country

SHRI R. S. NAIK (Karnataka): Madam Deputy Chairman, I want to draw the attention of this august House to an important matter, that is regarding delineation of new hill areas in the country.

Madam, some of the backward hilly areas of the country had been identified the Fourth Five Year Plan to take up certain developmental works. I appreciate the stand taken by the Government. It is rather essential and needed for the upliftment of the downtrodden people residing in the hilly areas. But many talukas in different districts in the country have been left out from the list of hilly

regions. As a consequence, people of those areas have been deprived of the facilities extended by the Government. These facilities are, subsidy on LPG, concession in kerosene distribution, development of Ghat region, and so on and so forth.

Madam, the Committee of Secretaries on the Western Ghat Development Programmes had submitted its report to the Government of India in 1988. It was also promised by the Government that hill areas as such would be included in the Eighth Five-Year Plan. Now the draft Eighth Five-Year Plan is almost ready and it is time for the Government to consider the demands of the people and apprise the Planning Commission. I hope the report of the expert group on hill areas will be taken into consideration by the Planning Commission.

Madam, in Karnataka, 18 talukas have been excluded from under the Integrated Development Programme for Western Ghat Region. They are in Shimoga, North Kanara, South Kanara, Dharwar, Hasan, Chikmagalur and Mysore districts. I am sorry to state here that my own taluka of Haliyal and its adjacent talukas of Mundagad and Sorab are missing from the list. As a matter of fact, we are having rich forest hills, known as the evergreen forest, in Karnataka. People of that area, including women, are demonstrating off and on, demanding their legitimate rights. I had written a letter to the Planning Commission in this regard and wanted to know whether these talukas have been included in the Eighth Five-Year Plan or not. In case they are not included already they should be considered for inclusion in the Eighth Five-Year Plan—and that is the thrust of my Special Mention here in this august House.

Thank you, Madam.