

एस्०टी०डी० सुविधा वाले कार्डहोल्डरों के लिए एक नया सिस्टम वर्चुअल कार्ड सिस्टम शुरू किया था। पहले ये कार्ड केवल मर्चेंट के काउंटरों पर बेचे जाते थे, मगर अब बिक्री बढ़ाने के लिए इन्हें प्राइवेट काउंटरों पर भी बेचा जाने लगा है। कस्टमरों की संख्या बहुत बढ़ जाने के कारण यह सिस्टम अब पूरी तरह नाकाम साबित हो गया है। एस्०टी०डी० कार्ड होल्डरों को लाइन फौरन नहीं मिल रही है। कस्टमरों की लगातार बढ़ती मांग को पूरा करने के लिए इस सिस्टम में जो कि पहले बहुत अच्छी सेवा कर रहा था, क्या सुधार किए गए हैं या किए जाएंगे?

महोदया, इस सेवा के प्रशासन और मैनेजमेंट को चुस्त बनाने के लिए शीघ्र कदम उठाए जाएं और वर्चुअल कार्ड सिस्टम जिसमें लोकल कॉल से भी एस्०टी०डी० किया जा सकता है, में लाइनें देर से मिलने के लिए कौन अधिकारी और कौन से कारण जिम्मेदार हैं? मेरा संचार मंत्री महोदय से अनुरोध है कि वे इस सिस्टम को दुरुस्त करने के लिए महानगर टेलीफोन निगम के महाप्रबंधक को आवश्यक निर्देश देने की कृपा करें।

#### **Request for Allocation of Funds for New Railway Lines in Tamil Nadu**

SHRI C. PERUMAL (Tamil Nadu): Hon. Deputy Chairperson, Madam, this is a very important Special Mention about a demand of the people of Dharmapuri district in Tamil Nadu. It relates to allocation of funds for new railway lines in Tamil Nadu. I appeal to the Government to sanction adequate funds for new railway lines in Tamil Nadu. A survey has been done for the 104 Km. long Jolarpet-Hosur line via Bargur, Krishnagiri and Soolagiri and the cost has been estimated at Rs. 226 crores. it is an important line that will connect Jolarpet Junction and the industrial centre of Hosur which is connected to Bangalore. This line will reduce the travel time between Jolarpet and Bangalore saving fuel and fare. In view of the importance of the line, I request the Government not to delay the project and allot funds for the execution of the project immediately. There is another proposed new line between Pondicherry and Bangalore via Cuddalore, Thiruvannamalai, Uthangarai, Mathur, Bargur, Krishnagiri and Hosur. If this line is laid, then, Pondicherry, Tamil nadu and Karnataka will be connected. Pondicherry is the hub of tourism, business and entertainment. Bangalore being the State capital and never centre of trading, connecting Pondicherry and Bangalore directly will help the entire southern region. Since there is huge traffic on this sector, good revenue can be earned by Railways. I appeal to the Government to include these two projects in the next budget at least. Thank you, Madam.

SHRIMATI S.G. INDIRA (Tamil Nadu): Madam, I associate myself with this Special Mention. The Railways have made so many requisitions regarding

Tamil Nadu. I would also request for extension of broad gauge. Rameshwaram is an important pilgrimage centre, Madam. So, we need broad gauge from Chennai to Rameshwaram. There are so many people coming from north India and all over the world. So, my humble request is for a separate Railway Division for Salem district or Coimbatore district. As of now, for release of even the emergency quota for passengers, we have to go to Palaghat. The Railway Division has the headquarters only there. It is a long pending requisition from Tamil Nadu to have a separate Railway Division set up either at Salem or at Coimbatore. Thank you very much, Madam, for giving me this change.

**Need to utilise sanctioned funds for control of floods and erosion by  
Brahmaputra at Hatishal, Jorhat district of Assam**

**SHRI DRUPAD BORGOHAIN (Assam):** Madam, floods and erosion by the Brahmaputra River has created two serious problems in Assam. These problems have been created on both the banks of this mighty river. Parliament had passed an Act for harnessing the waters of the Brahmaputra, 22 years ago. For this purpose, the Union Government had taken certain steps through the Brahmaputra Board.

One of these problems is at Hatishal near Nimati Ghat in Jorhat District. For saving a major part of Jorhat District and for controlling the erosion at hatishal, as also for reclaiming land for cultivation, the Ministry of Water Resources had sanctioned a little more than Rs. 31 crores, in 1997. But it is a known fact that very little of this sanctioned money has been released and, therefore, the progress of work has also been very slow.

So, through you, Madam, I want to know from the concerned Ministry what the latest position of this work is. How far has the money been utilised? Has the Ministry any desire to complete the work, so as to save a large part of Jorhat District of Assam, to control the erosion and, thereby, save land for cultivation, as also reclaim it.

This is highly essential, in the greater interest of the people of Jorhat District. I urge upon the Ministry to do the needful and release the money for expediting the work, as proposed.

**Need to Amend Airports Authority of India Act, 1994 in Connection  
with Bangalore International Airport Project**

**SHRI M.V. RAJASEKHARAN (Karnataka):** Madam, I would like to draw the attention of the hon. Minister of Civil Aviation to the need for expediting the amendment to the Airports Authority of India Act, 1994.