

MR. SPEAKER: You have you representative also in the Business Advisory Committee...

(Interruptions)

[At this stage Shri P. Chidambaram and several other Hon. Members left the House]

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI P. UPENDRA): Sir, only one small amendment I would like to suggest. The Railway Minister will not take more than forty-five minutes. Within one hour we can finish this Railway Budget because this has to be reported to the Rajya Sabha today. They have to finish it by evening there. Therefore, I will request the movers of the Calling Attention Motion to wait for an hour so that we can finish the Railway Budget.

MR. SPEAKER: Yes, I think now the House has agreed that we shall take up the reply of the Minister.

SOME HON. MEMBERS: Yes.

MR. SPEAKER: But before that we shall take up Matters under rules 377.

12.43 hrs.

[MR. DEPUTY SPEAKER in the Chair]

[English]

MATTERS UNDER RULE 377

- (i) **Need for steps to meet to drought condition prevailing Anantapur District (Andhra Pradesh)**

SHRI A. VENKATA REDDY (Anantapur): Sir, Anantapur, one of the districts of

Rayalseema region is battered by drought and famine for the last thirty years. The condition of the agriculturists, labour class, plebeian strata of society has been going down year after year. The annual rainfall of Anantapur district, compared with other districts of Rayalseema is lowest.

Every year Anantapur suffers from vagaries of monsoon. People suffer even for basic necessity like drinking water.

The survey of Anantapur District by geologists has shown that it is prone to become desert in a very short time, unless the Government arrests the famine. The water sources there are scarce. I request the Central Government to constitute 'Anantapur district drought prone area Development Authority as in the case of Jaisalmer in Rajasthan and request that at least Rs. 200 crores be allotted to Anantapur district to save it.

[Translation]

- (ii) **Need for levelling the ravines in Kanpur Dehat, Hamirpur, Banda, Jalaun, Fatehpur and Etawah districts of Uttar Pradesh to make the land cultivable, providing irrigational facilities and setting up small agro-based industries to remove unemployment there**

SHRI KESHARI LAL (Ghatampur): Mr. Deputy Speaker, Sir, Kanpur Dehat, Hamirpur, Banda, Jalaun, Fatehpur and Etawah Districts have a large number of ravines as a result of which these areas continue to remain dacoit infested. These jungles have become the hideout for the criminals and anti-social elements. As there has been no work of development in these areas, there is widespread unemployment among the youths of this region. As a result of it, they can be easily lured for anti-national

and anti-social activities. Even the geographical factors are conducive to extend a helping hand to them in their activities. It permeates terror among the local residents and the problem of law and order has become a permanent phenomenon in these areas.

Therefore, I would request the Government to undertake the work of levelling ravines along the banks of Yamuna to make the land cultivable. Irrigation facilities through tubewells and lift irrigation system from the Yamuna should be provided and agro-based industries should also be set up there so that there can be optimum development of these districts and the problem of unemployment among youths can be solved and a permanent solution to the law and order problem can be found

- (iii) **Need to formulate a uniform levy system for rice throughout the country**

SHRI SANTOSH KUMAR GANGWAR (Bareilly). Mr Deputy Speaker, Sir, Rice Industry in Uttar Pradesh is passing through a phase of financial crisis. There are one thousand modern rice units in Uttar Pradesh which employ 50,000 workers. This industry has a capital investment of Rs.100 crores. As per the Central Government Policy norms, the Rice Industry of Uttar Pradesh has to contribute 60 per cent of its production to the Central pool in the form of levy and the FCI pays the price at a rate which is less than the production cost. The Central Government have not fixed a uniform price for the levy rice. The prices paid for the levy rice in Punjab and Haryana are much higher than the prices paid in Uttar Pradesh. In Rice Industry, the tolerance limit is one per cent whereas in respect of pulse mills this limit is ten per cent. There should have been a uniform policy in respect of both the Industries. In order to give higher benefit to the

farmers, mills should be allowed to make direct purchase of paddy from the farmers. In addition to it, instead of one kg, bags, bags weighing only 750 gms. are being provided which is causing a loss of rupees three crores per annum to the Rice Industry. The system of checking in the industry should also be done away with. Due to the above mentioned reasons the Rice Industry in Uttar Pradesh is incurring a loss of crores of rupees every year and passing through a serious financial crisis

I would, Therefore, request the Central Government to intervene in the matter and formulate a uniform levy system for rice throughout the country, so that the rice industry in Uttar Pradesh may also prosper.

[English]

- (iv) **Need to declare the Digha Contai-Mecheda road a National Highway**

SHRI SUDHIR GIRI (Contai): Digha is a great tourist resort on the Bay of Bengal in West Bengal. Situated on the borders of West Bengal and Orissa, Digha has developed to be a place of attraction not only to the people of West Bengal but to the people of other States also because of the fact that besides its tourist-charming characteristics, it consists of a sea fishing net work. That is why it had assumed the character of a business centre. Hence thousands of people daily travel to and from Digha and the vast surrounding area of thick population, which is connected by a single narrow road called Digha-Contai-Mecheda Road". Further, Haldia port situated a few miles away from the said road is of great national importance because of its oil refinery and recently declared petro-chem Complexes. A vast area around this road remaining outside the ambit of rail communications, hundreds of buses, heavy trucks and vehicles have to ply on this road every day carrying thousands of people and other commercial commodities.

In view of its great importance, the