

and import trade is dwindling. Various Committees that the Government of India appointed for examining location of naval yard, petrochemical complex and fishing harbour, have recommended Paradip giving highest preference. But surprisingly these recommendations have been cold shouldered. I urge upon the Government to take immediate measures so that the hurdles that are impending the growth of this major port are overcome without any further loss of time and the port is saved.

(vi) Pollution of Kallada river near Quilon district (Kerala) and need to take anti-pollution measures.

SHRI K. KUNJAMBU (Adoor) :

Sir, I wish to draw the attention of the Government to the serious problem arising out of pollution of Kallada river due to the poisonous effluents being discharged from the Panalur Paper Mill in Kerala.

Kallada river near Panalur in the Quilon district of Kerala is highly polluted today. The people living all along the banks of this river depend on it for their daily requirements of water. There was a time when the water in this river was clean and crystal-clear. But, after the paper mill at Panalur started discharging the effluents into this river, it has turned into a curse. The water has become highly polluted and totally unfit for human consumption. Even plants dry up after being watered by it. The period between January and May is the worst period when there is no steady flow in the river and water remains in puddles. People dig shallow wells on the sandy river bed and use the water. But now it is too dangerous to use this water.

The agitated public has been demanding strict anti-pollution measures, but unfortunately no effective steps have been taken so far. Therefore, I would request the Central Government to send a team of experts to this place and inquire into the lapses in the implementation of the anti-pollution measures and take stern measures to arrest pollution.

(vii) Need to clear the Polurwaram Project In Andhra Pradesh.

SHRI S.M. BHATTAM (Visakhapatnam) : The Polavaram Project proposed across the river Godavari near Polavaram in Andhra Pradesh is conceived as a multipurpose project concerning irrigation, water supply, power and navigation benefits. The above project for Stage I comprising Dam and left canal was submitted to Central Water and Power Commission in 1978 at an estimated cost of Rs. 298 crores. Based on the comments and suggestions of the CWPC, the modified report prepared for Rs. 884 crores was submitted by A. P. Government to CWPC in April, 1983. It is not so far cleared.

The left canal of Polavaram Project will cater to the irrigation requirements of the upland areas in Visakhapatnam, East and West Godavari to the extent of five lakhs of acres. The project is more particularly needed to meet the full water requirements.

(viii) Acute shortage of drinking water in Kharagpur (West-Bengal) and need to take immediate steps to bring water from Savarnarekha

SHRI NARAYAN CHOUBEY (Midnapore) : There is a severe scarcity of water in Kharagpur in West Bengal, having a population of more than three lakhs. Underground water in the area is going down everyday, all the deep wells are yielding lesser and lesser water and are going to be inoperative soon. If no new measures are taken from now, the entire town complex will have to be shifted or the people will desert Kharagpur only for water. The only viable plan which can save Kharagpur from water scarcity is to bring water from the river Subarnarekha which is at a distance of 25 KM from the town. The Ex-Railway Minister ordered survey for such a plan whose cost was to be equally borne by the railways and Kharagpur Municipality. But after the ex-Railway Minister vacated his office, the plan has been dropped. In the meantime hardship of the people of Kharagpur has further grown and people fight at community taps for a bucket of water. I request the

Government to immediately intervene and order to take up the plan to bring water to Kharagpur from Subarnarekha to save citizens from disaster.

and it can come forward with its proposals either of taxation or otherwise. Now they are entitled to present another budget, over and above that which is presented for the country as a whole by the Minister of Finance.

12.22 hrs.

RAILWAY BUDGET 1985-86
GENERAL DISCUSSION

[English]

MR. SPEAKER : Now, we will take up the General Discussion on Railway Budget.

SHRI S.M. BHATTAM (Visakhapatnam): Thank you for giving me an opportunity to initiate discussion on the Railway Budget. The decades old practice of presenting a separate Budget for Railways has been there. At the outset, I would like to raise a fundamental and basic question and ask if this is proper and if there is beneficial justification and a special purpose in allowing the Railway Ministry to present a separate Budget.

12.23 hrs.

[MR. DEPT. SPEAKER *in the Chair*]

It is known Sir that the Railways are owned and maintained by the Government, even though the operations are controlled and directed by the Railway Board. About Rs. 8500 crores have gone to the Indian Railways from the national exchequer. I also remember on a previous occasion when the then Railway Minister was giving a reply to the Debate in the House, he was mentioning that nothing could move unless it be with the permission, concurrence and consent of the Finance Ministry. That being so, where is the question of the Railway Ministry bringing in a separate Budget on its own and that too it has got precedence and priority over the General Budget. It is as if this a Government within Government, it is a parallel Government. I cannot conceive of such a situation. Therefore, I suggest that this procedure may be given up. Just as in the case of any other Department, this Department can also present its Demands under the usual manner

In this connection, I would also like to invite your attention to Article 112 of the Constitution. I quote-

“The President shall in respect of every financial year cause to be laid before both the Houses of Parliament a statement of the estimated receipts and expenditure of the Government of India for that year”

I specially underline the words ‘a Statement’ of the estimated receipts and expenditure of the Government of India’.

There can only be one statement; there cannot be two statements; nor that two statements cannot be given. But what was visualised in the Constitution? What was envisaged in the Constitution? The presentation of only one composite budget and not two separate budgets to be presented here. Therefore, for the last about 60 years’ ever since the dawn of the independence, I am conscious of the fact that this practice obtains. Even for the last about 60 years, during the days of the British, this system obtained; and continuance of the practice for a period of 60 years alone provides justification. I think it is not proper; and this is the relic of the past; this is the reminiscence of the colonial rule and it better be given up. We should fall in line with the rest of the departments and let the Railway Ministry prepare and present demands of its own on par with the rest of the departments.

The next point is about exorbitant, abnormal and unprecedented hike in the taxes. This is the second biggest hike in the last two decades which they have done with impunity. I do remember that on a previous occasion, on the eve of election, the then Minister of Railways, while presenting a budget, imposed no burden on the tax-payers, on the common passengers. Now, immediately after the elections, they