

[English]

(iii) Financial Assistance to Goa for purchase of Ferry Boats

SHRI SHANTARAM NAIK (Panaji) : Since the collapse of Mandovi Bridge on the river Mandovi in Goa on 5th July, 1986, the Department of River Navigation in Goa has been operating additional ferry services across the River to ferry passengers and vehicles. On an average, the River Navigation Department is operating round the clock 10 ferry boats and 3 motor launches per day to transport about 1 lakh passengers and 20,000 vehicles across river Mandovi. To meet this huge demand of traffic at least 25 ferry boats were assured by the Transport Ministry to the Goa Government when an official team visited Goa immediately after the collapse of the Bridge. The Ministry had also assured a sum of Rs. 50 lakhs for the purchase of 2 motor launches, 4 ferry boats and 4 R.P.L. vessels provided by the Transport Ministry to the Goa Government to meet the situation are found to be inadequate. The R.P.K. vessels are lying practically unused as they have been found not to be in good working condition. The River Navigation Department had also requested the Transport Ministry to utilise/reinvest monthly revenue of Rs. 3 lakhs obtained by the Department from the sale of tickets on ferry services.

In the circumstances, I request that the transport Ministry should provide necessary funds to the Goa Government for the purchase of new ferry boats and also allow them to 'utilise or re-invest the monthly amount of Rs. 3 lakhs obtained from the sale of tickets.

(iv) Need to take steps for modernisation of Visvasvaryya Iron and Steel Ltd.

SHRI G.S. BASAVARAJU (Tumkur) : Sir, the Visvasvaraya Iron and Steel Limited was started by the great statesman Bharat Rataa, Sir, M. Visvasvaraya in the year 1922 and was the first public sector steel plant in the country.

It has grown up to the level of highest alloy and special steel plant in the country and enjoys reputation for its quality in the market.

The factory is jointly owned by the Government of India through SAIL and State Government in the ratio of 40:60 respectively. Due to paucity of funds, steps for its modernisation have not been taken so far.

The State Government is not in a position to invest more funds for modernisation of the plant.

Ten thousand people are working in this plant. I, therefore, request the Government of India to take steps for its modernisation and take over.

(v) Conversion of highway between Hyderabad and Ramagundam into a National highway.

SHRI G. BHOOPATHY (Peddapalli) : Sir, Ramagundam is an important industrial area with large potential for growth. It has large coal reserves. Offices of N.T.P.C., Fertilizer Corporation of India and cement factories are located here. Ramagundam being such an important industrial centre, the road between Hyderabad and Ramagundam which is a State highway is inadequate to cater to the needs of such an important industrial centre.

I, therefore, urge upon the Ministry of Surface Transport that the State highway may be taken up by the Centre as a National Highway.

(vi) Need to provide drinking water and other basic amenities in Rohini Residential Scheme, Delhi.

SHRI PURNA CHANDRA MALIK (Durgapur) : Sir, in 1979, Delhi Development Authority invited applications for the plots developed by it in the Rohini Residential Scheme, Delhi. As per information given by the Minister of Urban Development, the number of plots were more than the number of applications received by the DDA for this scheme. 1982 onwards, DDA started allotting plots to the applicants. The allottees were given 3 years' time to construct the houses on the plots. A large number of houses have come up in sectors 3, 7 and 8 but the DDA has failed to provide the basic amenities of water, road, electricity and sanitation. Those who have not built