

[Dr. Chandra Shekhar Tripathi]

trol Order, the VPCL, an expert body had recommended to fix the prices of these drugs around Rs. 200 per Kg. but as the prices of these drugs have not been fixed by the Government so far, the drug manufacturers are selling these drugs at more than Rs. 500 per Kg. As a result, the drug manufacturers have got an opportunity to earn a profit of crores of rupees and the crores of consumers are being fleeced as they have to pay exorbitant prices for these drugs.

I would, therefore, urge the hon. Industry Minister that keeping in view the interests of crores of consumers, the prices of these drugs be fixed immediately and the high profit earned by all these companies through the sale of these drugs at excessive prices be deposited in the D.E.A. account.

[English]

(iii) Need for the Central Government to meet the entire cost of dredging in Paradip Port

SHRI LAKSHMAN MALLICK (Jagdishpur): I request the Government of India to take the following measures for the development of Paradeep Port. The handling of cargo has been increasing in Paradip Port since 1985-86 and the growth rate is increasing every year. The increase has been mostly in respect of Cargo other than iron ore. Therefore, there is an urgent need for increasing the capacity of the port by constructing at least two additional general cargo berths. As the construction takes about three years, investment decision should be taken immediately.

The gross income of the port has increased since 1985-86 and the gross expenditure has also increased from that year. While the rise in gross income is quite appreciable over the years yet the port is running in deficit because of high interest burden which has been increasing every year. I would suggest to the Government

that such of the ports as are still developing should be given interest subsidy otherwise they cannot compete with old established ports which are developed when the cost of investment was much lower.

The port has been spending huge amount on dredging as littoral drift which is a natural phenomenon moves a lot of sand from the South into the channel of the port. For such dredging activity, Calcutta Port gets subsidy. I would request the Government to bear the entire cost of dredging in Paradip Port.

12.14 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

[Translation]

(iv) Demand for opening a Central School at BHEL, Bhopal

SHRI K.N. PRADHAN (Bhopal): Mr. Speaker Sir, I want to raise the following matter of urgent public importance under rule 377.

The scheme of Central Schools was formulated in 1962 and came into effect in 1963. At present there are more than 600 Central Schools in the country. The popularity of the Central Schools is responsible for their such a rapid growth as these schools have provided great relief especially to the employees of the Central Government, Defence forces and the public sector undertakings.

There are about 20,000 workers in BHEL, Bhopal and there is an urgent need for opening a Central School. There are Central Schools in most of the units of BHEL. There are two Central Schools in Haridwar Unit of BHEL. In Jagdishpur, one Central School has been opened recently. For the last 15 or 20 years, there has been a demand for a Central School in BHEL, Bhopal. I hope, the hon. Minister for Human Resource Develop-

ment would pay his special attention towards this demand.

[English]

(v) Need to fix norms for utilising funds available for maintenance of irrigation dams

SHRI JUJHAR SINGH (Jhalawar): This is a year of severe famine in Rajasthan and it is very essential that every drop of water available in tanks and in irrigation Dams is economically and profitably utilised to grow crops in the State.

It has however been observed that lot of water is going waste in Gopalpura Dam, in Umaid Sagar Dam and in the Sarans in Sita Bari in Tehsil Kishen Ganj. It is also going waste in Sarans in Tehsil Atru in Kota District.

Lot of water is similarly wasted in Bhim Sagar Dam and in Harish Chander Sagar Dam in Jhalawar District. The wastage of water in these places is due to lack of maintenance of the canal system and of dams. The reason given for poor maintenance is that all the funds under "maintenance head" gets used up in the payment of salaries of the work charged staff and nothing is left for actual maintenance.

In view of these factors, I request the Minister of Water Resources to fix up a norm where the salaries and the strength of the staff is kept within limit and the interests of the cultivators and of the State do not suffer on account of overhead charges in future.

(vi) Demand for setting up a 100 MW Thermal Plant near Cochin Refinery to meet the power needs of the area

SHRI THAMPAN THOMAS (Mavelikara) There is acute shortage of power in Kerala. There is no likelihood of any heavy rain and getting power from hydel project, in the near future. The Cochin Oil Refinery has got oil, and a one hundred MGW Thermal Plant can

be started near the refinery, which can cater to the needs of the locality.

(vii) Demand for reconsidering the cess of 3.6 per cent on FOB prices of pepper

SHRI K. MOHANDAS (Mukundapuram): India's pepper exports have fallen sharply during this season. The cess imposed by the Government on pepper will further push down the exports.

The Government has imposed a cess of 3.5 per cent on FOB prices of pepper, with effect from November 6. This is certainly going to adversely affect the pepper exports. At the current level, FOB prices are in the region of Rs. 63,000/- per tonne. The new levy, along with the existing levies, works out to 15 per cent of the cost price. The Indian pepper is already out-priced in the international market, and the present levy is going to further weaken our position in the pepper trade.

I, therefore, request the Government to re-consider this levy and take all steps to reduce the cost of production of pepper, so as to make it competitive in the international market.

(viii) Need to absorb the loaders-cum-packers earlier working with Air Freight (P) Ltd. in International Airports Authority of India

SHRIMATI VYJAYANTHIMALA BALI (Madras South). About 100 loaders-cum-packers were employed by Air Freight (P) Ltd. at Madras Airport Cargo Complex from 1978 to November 1985. But all of a sudden, the IAAI terminated the contract with Air Freight (P) Ltd., and employed these loaders as casual labourers. They were working for eight months in a year as casual labourers, upto June 1986. They were then advised to form a cooperative society and enter into contract with IAAI to perform the job of loaders and packers, which has accordingly been done.