

MR. SPEAKER : The question is :

"That leaves be granted to introduce a Bill to provide for the appointment of a Lokpal to inquire into allegations of corruption against Union Ministers and for matters connected therewith."

The motion was adopted

SHRI A.K. SEN : Sir, I introduce** the Bill.

MR. SPEAKER : Give the amendments to the Lok Pal Bill by 5.00 PM today.

SHRI S. JAIPAL REDDY (Mahbubnagar) : It may be taken up day after tomorrow. When can the amendments be given ?

MR. SPEAKER : The amendments can be given by 5.00 PM today.

SHRI E. AYYAPU REDDY (Kurnool) : How can we give the ammendments so early ?

SHRI S. JAIPAL REDDY : We protest against the time given for giving the amendments. How can we prepare the amendments within this short time ?

MR. SPEAKER : Tomorrow is a holiday.

SHRI SURESH KURUP (Kottayam) : Make it 10 O'Clock day after tomorrow.

SHRI S. JAIPAL REDDY : How can you wring down an important Bill our throats ?

PROF. MADHU DANDAVATE : I think it is an eye wash as well as white wash.

[Translation]

MR. SPEAKER : Should it be extended till tomorrow ?

SHRI A.K. SEN : I am agreeable for tomorrow.

MR. SPEAKER : I am talking of amendment ?

SHRI A.K. SEN : You may decide for tomorrow. If office opens, Members can send their amendments.

[English]

PROF. MADHU DANDAVATE : Tomorrow is a holiday, for your information. Can it be given day after tomorrow after 11.00 AM ?

SHRI SURESH KURUP : If the office accepts, we can give day after tomorrow.

SHRI A.K. SEN : The amendment should be given by 11.00 O'Clock day after tomorrow

THE MINISTER OF PARLIAMEN-
TARY AFFAIRS (SHRI H.K.L. BHAGAT) :
Even though tomorrow is a holiday, the office can be kept open for the purpose of receiving amendments from 10.00 AM. The Bill can be taken up day after tomorrow.

MR. SPEAKER : Give the amendments tomorrow by 5.00 P.M.

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[English]

MATTERS UNDER RULE 377

- (i) Need to check large scale dropout of scheduled Tribe students in the country during the Seventh Plan.

KUMARI PUSHPA DEVI (Raigarh) : Sir, it is a matter of great concern that the rate of drop outs among the Scheduled Tribes in the country is increasing every year. The rate of drop outs at the primary level is as high as 90 per cent in respect of ST children. The rate of drop outs is increasing every year particularly in Madhya Pradesh, Bihar and Orissa. Unless immediate measures are taken to check the large-scale drop outs among ST childern from schools and colleges, the idea of spreading education among them will not be possible. Therefore, I suggest to the Government that measures like providing adequate hostel facilities, creation of more residential schools, hostels and enhancement of the stipend for the ST students should be taken up during the 7th plan period. At the same time, I request the Government to introduce mid-day meal schemes in the

**Introduced with the recommendations of the President.

schools, particularly those located in tribal areas. I request that the above measure be taken to check the large-scale drop outs of ST children without any further delay.

[Translation]

(ii) **Scientific Research Centre for coconut in Karnataka.**

SHRI G.S. BASAVARAJU (Tumkur)* : Sir, in Karnataka State, Tumkur district is very famous for coconut production. Coconuts are sent from here to all parts of the country. Copra of Tiptur is very popular. In spite of this, there is not even a single scientific Research Centre of coconut in the entire Karnataka State. In Karnataka, coconut is one of the very important commercial crops. Even then there are no facilities of research and information to the farmer about the diseases of coconut plants. This has resulted in the reduction of coconut production in the entire State and the condition of the poor coconut grower has become miserable.

Therefore, a research centre has to be opened in Karnataka State to give all information to the farmers about coconut cultivation. A plan has to be prepared in this regard to help the poor farmers. The State Government has come forward to sanction 1000 acres of land near Gubbi Taluk for the said purpose.

(iii) **Allocation of sufficient funds for completion of 2nd and 3rd phases of Banspani-Jakhpura railway line during 7th Plan**

SHRI HARIHAR SOREN (Keonjhar)** : Sir, the construction of the first phase of the Banspani Jakhpura railway line between Jakhpura and Daitari was completed and opened for traffic in the year 1979. After that, the Government of India decided to take up the construction of second and third phases of this railway line. The second phase of the above rail link was accorded sanction for construction during the Sixth Plan. But it is a matter of great regret that the

construction of the second phase has not been started so far. The State Government of Orissa has completed the land acquisition work. But the Government of India has been neglecting the construction of this line on the plea of financial stringency. I demand that the second and third phases of Banspani Jakhpura railway line should be given priority in construction during the Seventh Plan and necessary funds should be allocated accordingly.

[English]

(iv) **Declaration of inland Waterways of Kerala as National waterways**

DR. K.G. ADIYODI (Calicut) : Sir, Kerala enjoys regular inland navigation system because of several west-flowing rivers and a coast-line interspread with canals and back-waters. The total navigable route length is 1995 kms. These waterways constituted the main means of transport before the development of roads and the advent of motor vehicles. The centre of this inland water system is the 83 km. Vembanad lake, and the main waterway is the west coast canal of 558 kms. The waterways enable the distribution of agricultural products and serves the needs of merchants such as coir, timber, brick tiles, fertiliser, rubber, etc. They provide access to several minor ports and to the major port at Cochin.

The waterway is shallow in certain regions and is not navigable even with vessels in use at present due to lack of maintenance, and deepening of the shallow portions has not been carried out as required due to paucity of funds. The inland water transport system carries an average of four million tons of freight traffic and 26 million passengers every year. The State Government requested the Central Government to declare the west coast canal as a national waterway and to provide assistance for its development.

The cost of transport by water is cheaper, i.e., one-fifth when compared by road and 1/20th when compared by rail. By developing the inland waterways, consumption of petrol/diesel can be reduced and the cost of transport in general reduced. For preventing floods, widening and deepening of the canal system is the essential aspect of the system.

*The speech originally delivered in Kannada.

**The speech was originally delivered in Oriya.