

SHRI HARIKESH BAHADUR:
Under Rule 198. ... (*Interruptions*)

MR SPEAKER : Overruled. Please sit down. Not allowed. Now, Matters under 377. Shri Chitta Basu.

MATTERS UNDER RULE 377

(i) REPORTED MOVE TO DE-LINK CALCUTTA FROM HALDIA PORT

SHRI CHITTA BASU (Barasat):
With your permission, Sir, I want to bring a matter of urgent public importance.

It is a matter of grave concern to learn that the Ministry of Shipping and Transport are contemplating to de-link Calcutta from Haldia port.

It is to be noted in this connection that Haldia port was developed with the object of supplementing Calcutta Port by handling bulk cargo. It was never meant to operate as an independent unit. An earlier team of the Central Government in 1976, expressed their considered opinion against the de-linking proposal.

A Central Team was sent to Calcutta to study the issue recently. It is surprising to note that the said team did not meet the representatives of the Government of West Bengal.

The basic problem of Calcutta Port is assured minimum of supplying 4,000 cusecs of water from Farakka during the lean season. Mere de-linking of the two ports cannot solve the basic problem facing the Calcutta Port.

Since considerable misgivings have been created in the mind of West Bengal Government by the recent visit of the Central Team, it is essential, that the Minister of shipping and Transport makes a statement clarifying the matter.

I urge upon the Minister to make such a statement at the earliest opportunity.

(ii) NEED TO LOCATE OFFICE OF THE REGIONAL CEMENT CONTROLLER AT HYDERABAD

SHRI T. DAMODAR REDDY (Nalgonda): Andhra Pradesh is facing great difficulty in making available cement to the needy persons. It is extremely difficult to get cement at the reasonable prices, though it is available freely at a much higher price. The farmers, people in rural areas, small house builders and those who require it for ordinary repair find it very difficult to get cement. It is a common experience that genuine persons do not get cement at a reasonable price in time. It is indeed a travesty that about 12 major cement plants and 4 mini cement plants are located in Andhra Pradesh, yet the people are facing difficulty. There is need that distribution of cement should be arranged properly. It should be made available before the monsoon. There should be ample provision for the rural areas and the tribal regions of the State. Unless we provide basic essential material to the tribals and other backward people all other development works will come to a standstill. It is therefore necessary that a regional cement controller's office be located at Hyderabad so that the distribution could be assured. I, therefore, request the central Government to set up a Regional, Cement Controller's office at Hyderabad. It will fulfill a long felt demand of the people. It would prove a boon to the State. The distribution of a commodity is as important as its production. I am sure some positive measures will be adopted in this matter.

(iii) RESERVATION OF CANCELLED TRAIN SERVICES ON WESTERN RAILWAY

श्री मोतीबाई आर० चौधरी : (मेह-साना) : अध्यक्ष महोदय, वेस्टर्न रेलवे ने

गुजरात में जगह जगह पर कोयले की कमी के कारण एक साथ कई गाड़ियां बन्द कर दी हैं। भाव नगर विभाग में 40 गाड़ी, महेसाना विभाग में 16 गाड़ियां बड़ोदारा विभाग में 11 गाड़ियां और अहमदाबाद विभाग में भी कई गाड़ियां बन्द कर दी गई हैं। एक तरफ गर्मी के दिनों की बढ़ती ट्रेन यात्रा की जोड़ को निपटाने के लिये स्पेशल ट्रेनें चलाई जाती हैं और दूसरी तरफ ऐसे एक ही विभाग में जिसमें कि कुल 106 गाड़ियां चलती हैं उनमें से 40 गाड़ियां बन्द कर दी गई हैं। रेल मंत्रालय किस तरह से कार्य करता है, इसका यह नमूना है। अभी अभी बोर्डे ही दिन पहले लोक सभा में बताया गया था कि कोयले का उत्पादन बढ़ रहा है और दूसरी तरफ कोयले के अभाव में ही इतनी गाड़ियां एक साथ एक ही विभाग की बन्द कर दी जाती हैं। सरकार किस ढंग से चल रही है, यह इससे प्रतीत होता है। कोयले के अभाव के कारण बिजली की भी भारी कमी देश भर में चल रही है जिससे हर क्षेत्र में उत्पादन पर बहुत बुरा प्रभाव पड़ रहा है। सरकार से मेरा अनुरोध है कि कोयले का उत्पादन बढ़ा करके देश का उत्पादन बढ़ाया जाय तथा देश में परिवहन भी अच्छी तरह चले यह देखा जाय। विशेषेण रेल मंत्री जी से मेरा अनुरोध है कि इस तरह गर्मी के दिनों में ट्रेनें बन्द होने से यात्रियों को हो रही परेशानियों से बचाने के लिये तुरन्त ये सभी ट्रेनें चालू कर दी जायें—ऐसा प्रबंध योज्य हो करें।

(iv) FINANCIAL ASSISTANCE FOR
POLAVARAM IN MULTIPURPOSE PRO-
JECT IN ANDHRA PRADESH

SHRI SUBHASH CHANDRA
BOSE ALLURI (Narasapur): The
Polavaram project is a multipurpose
project. It confers various benefits
such as irrigation, water supply for
industrial development, power gen-

eration, navigation, pisciculture and
recreation etc. This is a modification
of Ramapadasagar project. It is
based on the developed technique. It is
1½ Km. upstream of R. P. S. align-
ment. The releases from Inchampalli
and Lower Sileru upstream hydro-
electric schemes have been found suffi-
cient to cater to the needs of this
project. A project report was sent to
the Government of India for Stage
I, Phase I of Polavaram project. In
the light of the Godavari water dis-
put tribunal award, an analysis has
been made in regard to the quantum
of water available for the project and
the existing delta requirements.

The Central Water Commission
examined the scheme report of 1978.
The team visited the dam site on
June 3, 1980 and offered suggestions.
It will also revive and give fillip to
river Godavari which has a glorious
tradition of navigation. It will also
increase inland canal transport
and commercial activities. It will
create tremendous capacity for po-
wer generation. The estimated cost of
the project under various compo-
nents is Rs. 550 crores.

The irrigation facilities arising
from the project will produce addition-
al foodstuffs valuing Rs. 175 crores
per year, 86 MW and 430 MW Power,
inland water transport. There is
nothing practically in the way of
sanctioning of the project and the
work is to be taken up earnestly to
usher in a new era of prosperity for
the State. The investigation of the
dam has been completed. Some rein-
vestigation and hydrology of Godavari
river basin are being worked out,
the designs are under scrutiny and
replies to the Central Water Commis-
sion are being prepared and estimates
recast. All these will be completed
by the end of June, 1981.

During the sixth Plan period, it is
proposed to complete infra-structure
works. It includes spill way work,
rock clearance, excavation of huge
spill channel and the setting up of
heavy machinery workshop.