

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 delinking 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 लोतीभाई भार० बोधरी :** (मेरू-साना) : अध्यक्ष महादय, वैस्टर्न रेलवे ने

गुजरात में जगह जगह पर कोयले की कमी के कारण एक साथ कई गाड़ियाँ बढ़ कर दी हैं। भाव नगर विभाग में 40 गाड़ी, महेशना विभाग में 16 गाड़ियाँ बढ़ोदारा विभाग में 11 गाड़ियाँ और अहमदाबाद विभाग में भी कई गाड़ियाँ बढ़ कर दी गई हैं। एक तरफ गर्मी के दिनों की बढ़ती ट्रेन यात्रा की ओड़ को निपटाने के लिये स्पेशल ट्रेनें चलाई जाती हैं और दूसरी तरफ ऐसे एक ही विभाग में जिसमें कि कुल 106 गाड़ियाँ चलती हैं उनमें से 40 गाड़ियाँ बन्द कर दी गई हैं। रेल मंत्रालय किस तरह से कार्य करता है, इसका यह नमूना है। अभी अभी ओड़ 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 गाड़ियाँ 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 विजली 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 प्रचली तरह चले यह देखा जाय। विशेषज्ञ रेल मंत्री जी से मेरा अनुरोध है कि इस तरह गर्मी के दिनों म ट्रेनें बन्द होने से यात्रियों को हो रही परेशानियों से बचाने के लिये तुरन्त ये सभी ट्रेनें चालू कर दो जायें—ऐसा प्रबंध क्षीघ्र ही करें।

(iv) FINANCIAL ASSISTANCE FOR POLAVARAM IN MULTIPURPOSE PROJECT 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. alignment. The releases from Inchampalli and Lower Sileru upstream hydroelectric schemes have been found sufficient 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 disputes 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 power generation. The estimated cost of the project under various components is Rs. 550 crores.

The irrigation facilities arising from the project will produce additional 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 re-investigation and hydrology of Godavari river basin are being worked out, the designs are under scrutiny and replies to the Central Water Commission 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.