

products, coconut and coconut products, tapioca, chips, tiles, coir yarn, fibre rope, frozen cargo, handicrafts and handloom clothes, industrial goods, rayon pulp, pepper, tea, coffee, etc. If Beypore Port is made an all weather port, it can expect to generate a traffic of about five lakh tonnes per annum. During 1988-89 about 1,03,000 M.T. of rice and wheat were imported through this port.

There was proposal to develop Beypore sub-port of Calicut as an all weather port in two stages. The first stage is a project costing Rs. 15 crores and the second stage is around Rs. 50 crores, totalling Rs. 72.50 crores. The State Government have moved with Central Government to approve the first stage. I urge upon the Government to take up the matter.

(vii) **Need for early completion of portions of link channel of Ganga Canal passing through Punjab**

(Translation)

SHRI BIRBAL (Ganganagar): Mr. Deputy Speaker Sir, the Ganga Canal of Sriganganagar district is very important which has been providing irrigational facilities for the last 65 years. This canal with a capacity of 2750 cusec water has been completely damaged in Punjab. As a result thereof, it is not able to take its quota of water. In order to ensure that the canal carries its full quota of water, the Government of Rajasthan has undertaken a scheme to construct a link channel at R. D. No. 491 near Lohgarh by flowing its share of water in Indira Gandhi Canal and connect it with first head of Ganga Canal at Sadhuwali. The Government of Rajasthan has almost completed its portion of work. Some portions of this link channel fall under Haryana. This portion of work has also almost been completed. Now the remaining work has to be done by the Punjab Government. The Centre should direct the Punjab Government to close the Sarhind Pir Canal for 15 days so that work on this link channel can be completed immediately and the farmers depending on the Ganga Canal

could get full quota of water. The damaged portions of this link channel in Punjab should be repaired again so that it can get its full quota of water.

(viii) **Need to lay a railway line between Migrendisa and Diktokcherra in Badarpur Lunding Hill Section in North Eastern Region**

(English)

SHRI KABINDRA PURKAYASTHA (Silchar): Sir, I would like to raise the following matter under Rule 377.

The railway line from Lunding to Badarpur serves the Southern parts of Assam, Tripura, Manipur and Mizoram. It also provides an outlet to Meghalaya. This line serves the transport needs of 50,000 sq. km. area of the North Eastern part of the country involving five States in this Region.

The existing passenger train services on Badarpur-Lunding Hill Section are quite inadequate to meet the requirement of growing needs of this region. So introduction of more trains are absolutely necessary. But the bottleneck is due to inadequate capacity of the Hill section. As per survey report, for removal of this bottleneck an additional line should be laid between Migrendisa and Diktokcherra which will involve considerable expenditure.

Railway Board also feels that this additional line is fully justified but as it is difficult for Railways alone to fund it, they suggested that NEC should consider funding 75 per cent of the Project.

I appeal that the Railway Ministry and NEC should take up the Project jointly for removal of bottleneck in the interest of the five States of the North-East.

SHRI G. MADE GOWDA (Mandya): Mr. Deputy Speaker, Sir, I would like to raise this matter.