

facilities and proximity to the rail, road air port are projected as the plus points. The land offered is adjoining the port.

Under the existing conditions, the port can handle 14 million tonnes and by 1984-85, it is expected to handle 16 M.T. With the iron ore export to Japan showing decline, there is spare capacity which can be diverted for handling exports from the free trade zone.

During 1982-83, the Vizag Port handled only 11.2 million tonnes of cargo, which is only 11.67 per cent of the total cargo handled by all the 10 major ports.

Vizag port is best suited on the east coast for the location of a free trade zone and I request the Minister to take suitable action in this regard.

(ix) **Need to Issue a Commemorative stamp in memory of late sheikh Mohammad Abdullah**

PROF. SAIFUDDIN SOZ (Bara-mulla) : Soon after the demise of Sher-e-Kashmir Sheikh Mohammad Abdullah, it was expected that the Ministry of Communications would issue a commemorative stamp for preserving the memory of Sheikh Sahib. It was expected that Government of India would take this measure as a mark of respect to the man who was one of the tallest and fiercest freedom fighters in the country. Sheikh Sahib rejected communal politics and all kinds of parochialism and strengthened the base of secularism in the country. It was a tribute to Sher-e-Kashmir's relentless efforts directed towards communal harmony during a period of unprecedented communal holocaust, that Mahatma Gandhi said in 1947, I quote :

"If there is any place in the country where from I can see a ray of light in this darkness, it is Kashmir and Kashmir alone."

The Ministry of Communications did not respond even after Sher-e-Kashmir memorial Committee requested it to issue a commemorative stamp as a mark of respect to the memory of Sheikh Mohammad Abdullah.

I would, therefore, urge the Ministry to accede to this request without delay.

(x) **Acute shortage of coins of small denomination and need for arranging supply of such coins in the rural areas also**

DR. A. KALANIDHI (Madras Central) : One, two, and three paise coins have almost become extinct. At present, we are able to see only five, ten and twenty paise coins besides 45 and 50 paise coins. Only soiled one rupee notes are available now. Even the one rupee coins are not available in plenty, these days. Due to this shortage of coins of different denominations all over the country, especially rural areas, people are finding it very difficult to lead a smooth life in their transactions while purchasing or travelling. With two rupee notes, it is very difficult to make purchases without loss of money in small denominations each day and on each transaction. Small denomination coins are being sold at a premium by certain vested interests and in certain places tokens are given in lieu of these small changes. This shortage of small denomination coins leads to fighting, struggle and trouble to the public. Due to shortage of the small coins, the traders exploit the situation to their advantage. Government of India should arrange to supply enough small denomination coins not only in the urban areas but also in the rural areas where the pinch of the shortage of small denomination coins is felt very much to the annoyance of general public.

[Translation]

(xi) **Sharp fall in the price of mustard seed and need for fixing the price of mustard seed at Rs. 600 per quintal.**

SHRI BIRBAL (Ganganagar) : Mr. Deputy Speaker Sir, I want to raise a matter of urgent public importance in the House.

The price of mustard seed last year was Rs. 600 per quintal which has slumped to Rs. 300 to 350 now.

The farmers raise mustard seeds crop after putting in hard labour by using quality seeds costly fertilizers, but they are not getting due reward for their input and labour. The mustard crop is already in the market. If no attention is paid by the Government in this regard, it would be a blow to the economic condition of the farmer.

I, therefore, request the Union Minister of Agriculture to fix the price of mustard seed at Rs. 600 per quintal so that the farmers may get remunerative price for their produce.

15 26 hrs.

#### DISCUSSION ON THE REPORT OF NATIONAL TRANSPORT POLICY COMMITTEE

[English]

MR. DEPUTY SPEAKER : I now request Prof. Dandavate to raise a discussion on the Report of the National Transport Policy Committee, laid on the Table of the House on 12th August, 1980.

PROF. MADHU DANDAVATE (Rajapur) : Mr. Deputy Speaker, Sir, I rise to initiate the discussion on the Report of the National Transport Policy Committee which was laid on the Table of this House on 12th August 1980.

This Report was actually the result of the Committee that was appointed as early as 26th April 1978. Here, I may recall an interesting experience : In 1978, when I was replying to the debate on Railways, some Members had already made a suggestion during the discussion that some sort of a National Committee should be appointed to coordinate various modes of transport in the country, and streamline and rationalize the entire transport in our nation. In response to that suggestion, I had already assured during the debate that the Government would appoint such a Committee. And I was very happy that on our suggestion the National Transport Policy Committee was appointed on 26th April 1978. Its Report was laid on the Table of this House on 12th August 1980.

I may remind you that right from 1980 i.e. for the last five years, in every session without any exception I have been demanding a discussion on the Report of National Transport Policy Committee. It took me a long period of five years to get this discussion admitted ; and I must thank the Speaker for allowing me to raise this important discussion on the floor of Lok Sabha.

The terms of reference that were given to this National Transport Policy Committee were very significant, because they sum up all the issues that were to be taken up by the country in order to rationalize and streamline our transport. These terms of reference were :

- (1) To propose a comprehensive national transport policy for the country for the next decade or so, keeping in view the objectives and priorities set out in the Five Year Plan. . . .
  - (2) To identify the areas in which the data base of the transport system should be strengthened in order to be able to formulate integrated transport plans, and to suggest procedures and methodologies for formulating and appraising such plans at the Central, State, District and Block levels.
  - (3) To recommend areas in which research and development in the transport field should be undertaken and the institutional framework for carrying it out,
  - (4) To suggest measures for improving training facilities in transport planning and management.
- and (5) To recommend any other measures which the Committee may consider relevant in relation to items (1) to (4) above.

I was very happy to find that this Committee which was headed by Shri B.D. Pande did very fine work and tried to analyze in depth all these problems to