

Kerala is famous for the natural beauty of the land and by providing facilities for the tourists, the entire State will be benefited by increased tourist traffic. I, therefore, request the Union Government to take necessary action to declare the inland waterways of Kerala as a national waterway and assist by providing necessary funds.

[*Translation*]

**(v) Setting up of a Doordarshan Relay Centre at Hanumangarh in Rajasthan**

**SHRI BIRBAL (Ganganagar) :** Mr. Speaker, Sir, I want to raise a matter of urgent public importance that in Hanumangarh (Rajasthan), which is on the Indo-Pak border, a TV Relay Centre should be set up.

The Central Government's resolve to make available the National Programmes of Doordarshan to the maximum people and its implementation is laudable.

Recently, in Srigangangar a low power Doordarshan Relay Centre has been commissioned. Hanumangarh being out of the range of Srigangangar and Suratgarh in East, the people of the area cannot view the programmes of these Centres. The programmes of Amritsar and Jalandhar Centres can be seen occasionally depending on the climate. Lahore (Pakistan) station's programmes, of course, are received with clarity and are, therefore, very popular in this area.

It is very necessary to stop cultural infiltration by Pakistan. Some 6 lakh people of this area, which consists of one Municipal Corporation area, four Municipality areas and one Tehsil Headquarter, including many big villages in 2 thousand square kms. of area are forced to watch these programmes as they are deprived of the National Programmes. I, therefore, submit to the Communications Minister of the Central Government that in the above circumstances to avoid Pakistan programmes it has become a national necessity to set up a Doordarshan Relay Centre in Hanumangarh.

It is, therefore, humbly requested that in the national interest, a Doordarshan Relay Centre should be set up immediately in Hanumangarh.

[*English*]

**(vi) Taking up the matter with Bangladesh for ensuring proper treatment of waste water of Darshana Sugar Mills being discharged into the Churni river to prevent pollution**

**SHRIMATI BIBHA GHOSH GOSWAMI (Nabadwip) :** Sir, The waste waters of Darshana Sugar Mills and Brewery in Bangladesh pollute the river Churni in the district of Nadia in West Bengal throughout the year. In the past this problem had been taken up with the then East Pakistan authorities and afterwards with the Bangladesh authorities, but with very temporary results. The pollution is deadly for fish and fowl and most of the time the river water is unfit even for bathing cattle not to speak of any human use. Besides having deprived the fishermen of their traditional livelihood, the pollution has been creating health hazards of an alarming dimension directly to tens of thousands of our citizens.

Government should take up the matter immediately and urgently with the Bangladesh Government and ensure that the waste waters of Darshana Mill are properly treated before being poured into the river Churni (Mathablanga in Bangladesh) and thus relieve the people from constant fear.

**(vii) Remunerative price for sugarcane**

**SHRI V. SOBHANADREESWARA RAO (Vijayawada) :** Sir, sugarcane crushing season is fast approaching. Sugar is being sold at very high prices in the country. The country is importing lakhs of tonnes of sugar spending very huge foreign exchange. Cane area reduced due to the unremunerative price for cane for the last few years. The cane grower is very much disappointed with the policy of the Government which is showing more attention to the sugar industry by increasing levy sugar price after the end of previous sugarcane crushing season while denying the just price to growers. So, to induce the grower to go for more cane area there is urgent need to announce remunerative price of Rs. 25 per quintal linked to 9 per cent recovery for the ensuring season. This will help in supply of most of the cane to the vacuum pan sugar factories and discourage diversion of cane to Gur and Khandasari sectors. This will also have definite bearing

on the growers to plant more sugar cane in more area.

- (viii) **Need to prepare a twin city development project on both sides of the Ganges to join Howrah with Calcutta and to set up a Howrah Industrial city Development Authority for the purpose**

**SHRI PRIYA RANJAN DAS MUNSI** (Howrah) : Sir, the Seventh Plan proposals are taking a final shape and the Prime Minister has expressed his deep concern both for rural development as well as for metropolitan city development keeping ecological balance and purification of the environment from pollution.

Patna city of Bihar and Calcutta have an unique advantage of being at the Bank of Ganges and the development of both sides of the Ganges in terms of city development could generate the idea of twin city programme with satellite counter magnets. After the completion at the 2nd Hooghly Bridge, Calcutta will be directly linked with Howrah which industrially the biggest and otherwise the 2nd biggest in the Eastern India. If in the third phase, the Calcutta Metropolitan Railway (Tube Rail), as sanctioned by 7th Plan, connects Salt Lake with Ramrajatala having underground tunnel through the Ganges and if the 2nd Hooghly Bridge is completed expeditiously, then Calcutta can have satellite cities and counter magnets upto Baruipur, Canning and Diamond Harbour in the south 24 Parganas and upto Uluberia of Howrah. The Kona Express Highway and the link of the Delhi Highway and Bombay Highway, which pass through Howrah, can carry the burden of road transport and goods traffic to the trade centres and commercial centres in both sides.

The South Eastern Railway and Eastern Railway are operating from Howrah and the two major national highways are also connected through Howrah. The industrial burden from the major complexes and other projects and the development burden of Calcutta city can, therefore, be shifted to these areas. This will only be possible after having a twin city development idea on both sides of the Ganges so that Howrah can be expanded and the present Howrah city can be further developed with all modern civic amenities and Calcutta and Howrah can be connected having a complete city character.

Like CMA, an exclusive Howrah Industrial City Development authority should be formed to look into this project.

11.33 hrs.

**RAILWAY PROTECTION FORCE  
(AMENDMENT) BILL—Contd.**

[English]

**MR. SPEAKER** : The House will now take up further consideration of the Bill to amend the Railway Protection Force Act, 1957. Shri R. Jeevarathinam to continue with his speech.

[Translation]

\***SHRI R. JEEVARATHINAM** (Arakkonam) : Hon. Mr. Speaker, Sir, On Friday, the 23rd instant I was talking about the compulsions of the Government to increase the passenger fare and the freight rate because of the recurring losses in the pilferage of railway materials and fittings and the consignments in transit. When the Railways lose annually several hundreds of crores of rupees in such pilferage, there is no alternative but to raise the freight rates and passenger fares. This adversely affects the common commuters of the Railways. By converting the Railway Protection Force into an Armed Force of the Union, this kind of pilferage should be stopped. I am happy that this Bill provides for the achievement of this objective. I welcome this Bill and by referring to a few more issues I will continue my unfinished speech.

At the outset I demand that the Director-General of the Armed Forces should be made a Member of the Railway Board. Then only the day to day administrative problems of the Armed Force can be solved expeditiously. The Member in charge of the Armed Forces should also be made responsible for the recovery of pilfered goods. Last year the Railway Board had paid Rs. 30 crores as compensation for the loss of goods in transit. Unless the pilferage of consignments is stopped and unless the drain of railway resources in the form of compensation is stopped, the Railways will not be able

\*The speech was originally delivered in Tamil.