

[श्री चन्द्रपाल सिंह]

अतः माननीय वित्त मन्त्री जी से निवेदन है कि प्रथम बैंक के अध्यक्ष के विरुद्ध सख्त कार्यवाही करें और इस बैंक की सभी शाखाओं में कामकाज चालू करवायें, जिससे जनता को होने वाली कठिनाइयों एवं बैंक के ठप्प कामकाज को सामान्य गति प्रदान की जा सके।

(viii) Need for a railway line between Sardar Sahar-Hanumangarh via Mandi Rawatsar in Rajasthan

श्री बीरबल (गंगानगर) : उपाध्यक्ष महोदय, सरदार शहर से वाया मंडी रावतसर होती हुई हनुमानगढ़ जंक्शन तक रेलवे लाइन मंजूर की जाए और यह नई लाइन दो जिलों को जोड़ेगी, जिला श्रीगंगानगर और चुरू। इस लाइन के ऊपर (1) मंडी जंक्शन, नं० (2) मंडी हनुमानगढ़, नं० (3) मंडी रावतसर, नं० (4) पल्लू कस्बा, यह कस्बा जिला गंगानगर का सबसे पुराना और ऐतिहासिक है, इस कस्बे में श्री दुर्गा माला का मेला लगता है और इस मेले में श्रद्धालु यात्री लाखों की संख्या में आते हैं और सरदार शहर से लेकर गांव धन्नासर तक का एरिया जिप्सम का भण्डार है और इस जिप्सम का लदान ट्रकों पर होता है और रोजाना हजारों ट्रक हनुमानगढ़ जंक्शन पर आकर रुकते हैं और सरदार शहर से लेकर हनुमानगढ़ जंक्शन के बीच में बड़े बड़े गांव भी संकड़ों आते हैं। तो मैं आपसे आशं करता हूँ कि इस 185 किलोमीटर लम्बी लाइन की मंजूरी देंगे।

(ix) Need to direct the concerned authorities to purchase wheat from farmers in Kheri (U.P.)

श्रीमती ऊषा वर्मा (खीरी) : उपाध्यक्ष महोदय, मैं एक अत्यन्त महत्वपूर्ण मामला सदन के सामने रख रही हूँ।

मेरे प्रदेश उत्तर प्रदेश में और खासकर मेरे संसदीय क्षेत्र लखीमपुर-खीरी में इस समय एक बहुत बड़ा संकट आ गया है। इस वर्ष गेहूँ की

फसल काफी अच्छी है। लेकिन किसान को दड़ी आपदा आ पड़ी है। बिजली न होने के कारण गेहूँ की कटाई व सफाई में काफी परेशानी हो रही है। इसके अलावा जो गेहूँ मंडियों में आ गया है उसकी सरकारी खरीद में काफी देर से किसान परेशान हैं। इतनी मेहनत के बाद अगर किसान को समय पर अपनी फसल का लाभ नहीं होगा तो यह एक बहुत गम्भीर हालत पैदा कर देगा।

मेरा सरकार से अनुरोध है कि कृषि मन्त्री तुरन्त गेहूँ की खरीद के बारे में समुचित आदेश दें।

(x) Need for modernisation of Paradip Port and to improve the railway facilities in Orissa to make Paradip Port profitable

SHRI CHINTAMANI JENA (Balasore) : Paradeep Port in Orissa once considered to be one of the deepest ports in the East Coast of our country, is now going to be totally defunct. As the modernisation of this port was not taken up from the beginning, this port is running in heavy loss as per experts opinion. This port, though constructed in the year 1966 to accommodate 6500 tonne ships, could not be modernised yet, but the port of Madras, Visakhapatnam after modernisation long after 1966, are now able to accommodate 1 lakh tonne ships and the Goa port 1.5 lakh tonne ships. The experts opined that due to the lack of railway facilities in the State, the port is running in loss. They have reported that after completion of 147 kms. of Daitari-Banspani rail link, the iron ores and other mineral products from Gandhamardan and Banspani area, instead of the present practice of bringing mineral, covering 664 kms railway line via Rajkharsun, Kharagpur and Cuttack the distance will be reduced by 326 kms and the Railway freights at present paid 66% of the price of these minerals will be reduced to 30% and then only, the Orissa Mining Corporation, who are the sole distributor of iron ore, will be able to compete with the prices of iron ore from Brazil and Australia.

The countries like Japan, South Korea

etc. who are the main purchasers of iron ore from Paradeep Port, are using more than 1 lakh tonne ships instead of small ships as in the past. To accommodate ships of more than 1 lakh tonnes at Paradeep Port, digging to more depth than that of 39' at present and without making up of the construction of very expensive outward port for loading and unloading of shipments, which need be done mechanically in the mid-sea are the main objectives of making Paradeep Port a profitable one.

I would request the hon. Minister for Shipping and Transport to kindly take up this problem so that the port in question may be made a profitable one.

- (xi) Need to reconsider the move of Railway Board to transfer the wagon inspection work from RDSO to RITES

SHRI BASUDEB ACHARIA (Bankura) : The Railway Board is contemplating to transfer the inspection agency for wagons manufactured mostly in the private sector from Research, Designs and Standards Organisation (known as RDSO). It is an acknowledged fact that standard of inspection by RDSO is superior because of strong and intimate technical back-up readily available from its design wing whereas M/s RITES do not enjoy this advantage. Numerous complaints from the zonal railways about the poor quality of inspection of Railway Stores by M/s RITES are on records of the Railway Board. It appears the Ministry of Railways have ignored the fact that wagons are very important from safety point of view as amongst the three types of Rolling Stock, wagons contributes the maximum towards mishaps. A Committee of Senior Directors of the Railway Board appointed for this purpose recommended categorically that the inspection of wagons and its safety items should continue to remain with RDSO. The Managing Director, M/s RITES has favoured to maintain status quo. Furthermore, the inspection conducted by RDSO is cheaper than the Railways will have to pay to M/s RITES for the same job. There will be a serious setback to the existing staff of RDSO Wagon Inspection Organisation by way of transfer, pay, seniority and reversions.

MR. DEPUTY-SPEAKER : We will go to the next item.

SHRI G.M. BANATWALLA (Ponnani) : Sir, I had submitted my matter for consideration under 377 and I have met the Speaker also. It is a very important subject and during the whole of the session, I have not come forward with any matter under 377. I would therefore make a special request that I may be permitted to make the statement in this House, specially when the Education Minister is also present now.

MR. DEPUTY-SPEAKER : It may be considered tomorrow.

SHRI G.M. BANATWALLA : 'May be' or 'shall be' ?

MR. DEPUTY-SPEAKER : 'May' will also have the meaning of 'shall' some time.

13.30 hrs.

VISVA-BHARATI (AMENDMENT) BILL

As Passed by Rajya Sabha

MR. DEPUTY-SPEAKER : Now the House will take up further consideration of the following motion moved by Shrimati Sheila Kaul, namely :

"That the Bill further to amend the Vishva-Bharati Act, 1951, as passed by Rajya Sabha be taken into consideration."

Shrimati Sheila Kaul may continue her speech.

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL) : Mr. Deputy-Speaker, Sir, it is significant that we began the consideration of the Visva-Bharati Amendment Bill on the auspicious day of the birth anniversary of Rabindranath Tagore yesterday, the 7th May. I am sure that the present Bill which has been proposed by the Joint Committee of the Parliament and which embodies a refreshing