

SHRI INDRAJIT GUPTA : He said that all the people are in favour of the Bill but only the trade unions are opposed to it. Is it the job of the Chairman to go about saying these things ?

MR. SPEAKER : It was brought to my notice earlier also by Shri Sunil Maitra.

SHRI INDRAJIT GUPTA : He is transgressing the powers of the Chairman of the Select Committee.

MR. SPEAKER : I must be on record that nothing should go in the Press before the final Report.

SHRI MOOL CHAND DAGA : Sir, I have denied it many times.

12.25 hrs.

MATTERS UNDER RULE 377

- (i) Need for early payment of pending D.A. instalments to Central Government Employees

श्री रामावतार शास्त्री (पटना) : केन्द्रीय सरकारी कर्मचारियों के महंगाई भत्ते की चार किस्तें, 1 जनवरी, 1 फरवरी, 1 अप्रैल तथा 1 मई 1984 से देय हैं। जिन के भुगतान में आवश्यक विलंब हो रहा है।

अप्रैल के बाद भी महंगाई लगातार बढ़ रही है। कोई भी आवश्यक वस्तु ऐसी नहीं है जिसके मूल्य में वृद्धि नहीं हुई हो। प्रेस ट्रस्ट के समाचार के अनुसार सभी वस्तुओं के लिये (1970-71 को आधार आंकड़ा 100 माना जाये) सरकारी थोक मूल्य सूचकांक पिछले हफ्ते के 336.0 (अस्थायी) की तुलना में अब बढ़ कर 338.0 (अस्थायी) हो गया है। इससे यह स्पष्ट है कि, सभी वस्तुओं के खुदरा मूल्यों में निश्चित रूप से

वृद्धि हुई है। इससे यह परिणाम निकाला जा सकता है कि 35 लाख सरकारी कर्मचारियों के महंगाई भत्ते की बकाया राशि का और किस्त बकाया पड़ गया है।

ऐसी स्थिति में सरकारी कर्मचारियों में असंतोष का होना स्वाभाविक है। कर्मचारी महीनों से घोषित चार किस्तों की बकाया राशि के भुगतान की मांग को लेकर महीनों से आंदोलन चला रहे हैं। 24 अप्रैल को वे वित्त मंत्री के निवास स्थान तथा देश के सभी प्रमुख नगरों में सामूहिक प्रदर्शन कर चुके हैं। अभी 31 जुलाई, 1984 को केन्द्रीय कर्मचारी महासंघ के आह्वान पर तमाम केन्द्रीय कर्मचारी वेतन बहिष्कार दिवस मनाने जा रहे हैं। इनका आंदोलन आगे भी बढ़ सकता है।

अतः भारत सरकार के वित्त मंत्री से मेरा अनुरोध होगा कि वह महंगाई भत्ते का बकाया चार किस्तों के नगद भुगतान की घोषणा कर उनके असंतोष को दूर करें।

- (ii) Need for clearing the projects for increasing the storage capacity of D.V.C. to avoid floods in Hoogly and Howrah districts of West Bengal.

SHRI CHITTA BASU (Barasat) : Every year, during the rainy season, the people of lower Bengal particularly the districts of Hoogly and Howrah are exposed to great hardships due to flood and water logging caused by the discharge of excess waters from reservoirs of Maithan and Panchet dams of the Damodar Valley Corporation. It is because the master plan to eliminate floods from the Damodar Valley has only been partially implemented.

Mr. W.L. Voorduin of the Tennessee Valley Corporation who had prepared the the DVC master plan, envisaged the construction of a total of seven multi-purpose

[Shri Chitta Basu]

dams. Till today only four at Maithon, Panchet, Tilaiya and Konar have been built. The fifth reservoir at Tenughat has no flood control functions.

Though Mr. Voorduin planned for a flood water reserve of 29.15 lakh acre feet, the four flood control reservoirs can theoretically hold back only about 15 lakh acre feet of water. The catchment areas of the existing dams is about 7.63 lakhs acre feet, which is approximately only half their intended capacity. In 1971, a Committee headed by K.V. Srinivasa Rao found that the drainage channels in the lower valley were not even capable of discharging 60,000 cusecs of water which is just 30 per cent of the flow, that was estimated by Mr. Voorduin.

Considering the above facts, I would urge upon the Government to immediately clear the projects for increasing the storage capacity of the Damodar Valley Corporation.

- (iii) Need to tighten the Security measures at Proof and Establishment Depot of Defence Ministry at Chandipur in Balasore (Orissa)

SHRI ARJUN SETHI (Bhadrak) : There have been series of theft cases committed at Proof and Establishments Depot of the Ministry of Defence at Chandipur Dt. Balasore (Orissa) in the recent months despite the assurances of the Government on the floor of the House that the recurrence of such cases will be stopped and the culprits be punished severely. Recently it was reported that anti-tank live-shells have been missing from the site since 2nd May, 1984. But no police information was lodged by the authority till May, the 24th. When the local newspapers published the incident then only the FIR report was lodged with the DIG (Intelligence) at Cuttack, who referred it for inquiry at Balasore. But no one involved in the case has been arrested till date. Such cases are common and happen every now and then at

Chandipur despite its importance on the national security.

Since the Government have taken decision to have the National Range in its adjacent places keeping Chandipur as the nucleus, unless steps are taken to tighten the security in the area, the desired goal and the security of the national defence may be in jeopardy. Hence, early steps may be taken in this direction.

- (iv) Development of Alleppy as a satellite part of Cochin Port

PROF. P.J. KURIEN (Mavelikara) : I make the following statement under Rule 377 :

The Alleppy port in Kerala was one of the most important roadstead ports in the country before Cochin was developed into a major port. With the development of Cochin as a major port, there has been a steady decline in the traffic handled by the Alleppy Port.

This port is situated about 48 kms. South of Cochin and has all the facilities for handling cargo during the period between September and May. This port has a pier fitted with electric cranes, trolley lines and trolleys, barges and tugs for transportation of cargo to and from ships and godowns. But, due to the decline in traffic, these facilities mostly remain unutilised.

The Cochin port is congested. Presently it handles import of foodgrains, fertilizers, cement and other cargo in bags consigned to areas formerly served by Alleppy port. Diversion of a small portion of this traffic to Alleppy port would reactivate this port and reduce congestion in the Cochin port.

A working group set up by the Ministry of Commerce has made out a strong case for making Alleppy a satellite port of Cochin port and has suggested that the development of this port should be taken up a part of the National port development activity.