

[Shri Rajesh Kumar Singh]

asked for comments of the State Government in respect of certain promoted IPS Officers.

The question of allowing or disallowing the benefit of ad hoc period of officiation to promoted IPS Officers has to be decided in accordance with the rules and in consultation with the Ministry of Home Affairs.

Since a number of IPS Officers are adversely affected, the matter requires immediate attention of the Central Government.

(ii) NEED TO EMPLOY LOCAL PEASANTRY IN THE RAYCHAK' FISH HARBOUR OF 24 PARGANAS DISTRICT, WEST BENGAL

SHRI MUKUNDA MANDAL (Mathurapur): Sir, Raychak Fish Harbour and its township in the District of 24 Parganas, controlled and cooperate with the authorities concerned has been constructed on the tears of the poor cultivators. Yet, the cultivators in Raychak are came forward to cooperate with the authorities concerned for the construction of the Harbour and township, sacrificing their only source of livelihood, i.e., the agricultural land, in exchange of a pretty amount of compensation.

Surprisingly, a good number of cultivators have not yet received the full compensation money.

The poor peasantry, by losing land, would have thought that at least one from each family would get employment opportunity in the Harbour on compassionate grounds. But the authorities concerned gave appointment, both unskilled and skilled, to persons from outside ignoring the demand of the said people.

On the other hand M/s. Gannon Dunkerly & Co., Ltd., a building construction company gave appointment, for a number of skilled and unskilled jobs, to labour from Raychak area,

including labour from outside. Though more than one-third of the contracted work in the Fish Harbour is still undone, the company has retrenched 32 labourers (both skilled and unskilled) on 29th April, 1980, incidentally belonging to the Raychak area.

I would urge upon the Government to look into the matters and ensure justice to the peasantry and labourers concerned.

(iii) NEED FOR IMMEDIATE ACTION ON THE NHAVA SHEVA PORT PROJECT

SHRI R. K. MHALGI (Thane): Sir, under Rule 377, I would like to raise the following matter of urgent public importance:—

In June, 1979, the Planning Commission set up a Working Group on the Nhava Sheva Port Project. This Group finalised its report in November, 1979. The Group came to the conclusion that the capacity of the Bombay Port Trust which is at present reckoned at about 7.1 million tonnes may be capable of being augmented to the extent of 7.84 million tonnes as against which the traffic projections have been made at 9.22 million tonnes for 1982-83, 11.90 million tonnes for 1987-88 and 13.43 million tonnes for 1992-93. The Working Group felt that it may be necessary to create additional port capacity by 1987-88 for catering to the anticipated increase in traffic.

Separately, the Ministry of Shipping and Transport made a survey some time ago of the entire west coast which had shown that locating a new port at Nhava Sheva may provide the least cost solution.

The Planning Commission has recommended that a detailed project report may be prepared for the proposed Nhava Sheva, examining *inter alia* the technical and economic implications of locating the new Port at other alternative places on the west coast. The Planning Commission is of the view that the construction of

Nhava Sheva Port is extremely important in order to relieve port congestion in the country and should not be delayed unduly.

Also, the need for a port with deep draft facilities that can receive large bulk of cargo ship of 60,000 tonnes and over is understood to have been gone into by the Committee of National Transport Policy that was constituted by the Planning Commission under the chairmanship of Shri B. D. Pande. This Committee has since submitted its report. From the report, it is seen that the Committee has made out a very strong case for taking up the work of Nhava Sheva Port on a priority basis.

It is learnt that recently the Ministry of Transport and Shipping have been asked to take action on the Nhava Sheva Port till the objections of environmentalists are sorted out. Because of this, the action to commission a detailed project report has not been initiated by the Ministry. Apparently, environmentalists have no objection to the Nhava Sheva Project as such, but their objection is to the location of supply base of ONGC at Nhava.

It is, therefore, necessary to speed up the detailed project report and the social cost benefit study. It would also be necessary to set up a separate Nhava Sheva Port Development Authority headed by an Administrator-cum-Engineer with appropriate powers and responsibilities. I, therefore, very strongly urge upon the Government of India to immediately vacate the said stay so that the Ministry of Shipping can commission the project report soon.

(iv) NEED FOR DECLARING KODAIKANAL, PACHAIKUMATCHI OF MADURAI DISTRICT, TAMIL NADU AND IDUKKI DISTRICT OF KERALA AS HILL AREAS

SHRI CUMBUM N. NATARAJAN (Pariyakulam): The districts of Mikhir and North Cachar in Assam, the Nilgiris in Tamil Nadu, Uttar

Pradesh, Darjeeling in West Bengal, all districts of Jammu and Kashmir, all districts of Himachal Pradesh, all districts of Nagaland and all districts of Manipur, have been declared as Hill areas under Article 366 of our Constitution and they get the necessary infra-structure facilities.

But Kodaikanal and Pachaikumachi Hill which lie in my Parliamentary Constituency Pariyakulam and Idukki district of Kerala have not been declared as "Hill areas" which need the special attention of the Central Government.

Besides Kodaikanal being a tourist resort, the foreign exchange-earners like Coffee, Potato and Plaintains are grown in abundance. The surrounding villages of Kodaikanal do not have communication facilities. Adivasis are living in Kodaikanal area. Pachaikumachi Hills produce fine variety of tea.

More than 50,000 people of my constituency live in Idukki district which produces Coffee, tea, cardamom, pepper and some other spices which earn foreign exchange.

These places are under-developed. The people in the Hilly regions experience a lot of hardship and suffering.

Unless the Government declares Kodaikanal, Pachaikumachi of Madurai district of Tamil Nadu and Idukki district of Kerala as Hill Areas, there will be no development of infra-structure, rail and road transport for the economic growth of these backward areas. I demand a statement from the hon'ble Minister in this regard.

(v) REPORTED SHORTAGE OF CEMENT IN UTTAR PRADESH

श्री जैनुल बखर (गाजीपुर) : अध्यक्ष महोदय नियम 377 के अधीन मैं एक लोक-महत्त्व का प्रश्न रख रहा हूँ और प्रार्थना करता हूँ कि सरकार इस पर एक बहत्त्व देगी ।