

helpless spectator. For India to regain its lost glory, the whole body of I.H.F. should be scrapped.

(iv) SUPPLY OF CEMENT TO ASSAM TEA ESTATES FOR CONSTRUCTION OF QUARTERS FOR LABOURER.

SHRI PURNANARAYAN SINHA (Tezpur): I take the liberty to make the following Statement. The Regional Cement Officer Calcutta, on the allocations of cement made by the Ministry of Industries, issues allotments of cement for different tea estates of Assam and since no one tea estate can afford to hire one or more trucks to carry the cement allotted to it at Chaibasa or Shalmar from where also no direct truck haulage service into Assam is available, all the tea estates, which are hurriedly completing the construction of labour housing as required under the Plantation Labour Act passed by the Lok Sabha, have their transporters based at Calcutta and Jogighopa, Assam. The cement that is taken for road haulage due to non-availability of railway wagons are at first carried to Calcutta from where another fleet of trucks having permits to ply between Calcutta and Assam carry it to different tea estates. This process is going on for over a decade. The transporters, having no title to the cement they handle, are not required to take out storage licence under the Essential Commodities Act though they have to hold cement for some days to weeks pending transshipment into Assam bound trucks. On or about 27th April, 1979, the West Bengal Government sealed up all the cement that was held by some transporters at Cassipore and arrested two transporters for allegedly not possessing storage licence for the cement that was held by them pending transshipment and thereby created unnecessary obstacle in the process of constructing labour housing in Assam tea estates before the rains set in June-July, next. The Ministries of Industry and Commerce, Government of India might be pleased to take up the matter in collaboration with the Tea Board so that the cement is

forthwith released and no further obstacles with harassment are created on baseless grounds on transport of cement.

(v) REPORTED DECISION OF GOVERNMENT TO CHANGE THE VENUE OF THE NEXT NON-COMPETITIVE INTERNATIONAL FILM FESTIVAL FROM CALCUTTA TO BANGALORE.

SHRI CHITTA BASU (Barasat): Mr. Speaker, Sir, under Rule 377 I want to draw the attention of the government to the following matter of urgent public importance.

It is a matter of dismay to note that the Government of India has reportedly decided to hold the next non-competitive International Films Festival of India in Bangalore in January, 1980 instead of in Calcutta as had been promised. This decision of the change of venue from Calcutta to Bangalore tantamounts to going back upon its own commitment.

The criterion and reasons for such selection of venue lend the whole matter open to question. The primary objective of such film festival being the involvement of film-makers, technicians, workers, artists and the film-goers Calcutta's claim is pre-eminent.

The West Bengal government have also requested the Government of India to revise the decision regarding the venue of the International Film Festival and hold it at Calcutta.

(vi) NEED FOR IMMEDIATE COMPLETION OF DURGAPUR-CALCUTTA EXPRESS HIGHWAY.

SHRI RAJ KRISHNA DAWN (Burdwan): Mr. Speaker, Sir, under Rule 377 I want to draw the attention of the government to a matter of urgent public importance.

West Bengal is the most densely populated State of India and it is one of the industrially developed State also. There are two biggest ports in Calcutta and Haldia. Besides, these ports, railway track are also not in-

[Shri Raj Krishan Dawn]

significant. But due to heavy shortage of railway wagons transportation of goods by road transport has increased considerably. There are two Steel Plants in this State. There are too much pressure or congestion on roads as supply of coal and other steel and industrial products to and fro Calcutta are entirely dependent on the lorries. Moreover, vehicle traffic is becoming heavy every day as satellite towns are growing in the hinterland of Calcutta. G.T. Road is the only means of communication from one end to the other part of West Bengal and also other parts of India for carrying goods traffic and vehicular traffic. For these reasons, in the year 1965, to enhance the road transport facilities and decrease the congestion on the G.T. Road, the then Government of India, with a view to connect the industrial belt of West Bengal with Calcutta, decided to construct Durgapur-Calcutta Express Highway and for this purpose hundreds of acres of valuable cultivable lands were acquired and those lands are still being left unutilised. The earthwork of this road has also been completed to a certain extent—not only this, articles required for the construction of the roads had been purchased and stacked. Stockyards and watchmen's rooms by the side of this road have been constructed and more than Rs. 2.2 crores have already been spent for the purpose. But the work has been kept suspended for want of funds. As a result, the transportation of goods is not only put at a jeopardy but also number of road accidents have been increasing day by day. I have come to know from the answers given by the Departmental Minister in this August House that by this time goods for the construction of the road worth few lakhs of rupees have already been stolen. On the other side more than Rs. 2 crores have been spent. The Minister also informed me in reply to my Question that shortage of funds does not permit the Government to finish the construction of this vital Highway.

Mr. Speaker, Sir, neither any of the Hon. Members of this House from West Bengal, including myself nor any citizen of West Bengal is happy with the replies given by the Central Government through the Minister.

It is a matter of deep regret that the Government of India could not complete the road during the last 14 years.

To meet the urgent needs of the State, I would request the Government of India to complete the road without any least possible delay as otherwise there might be wide-spread unrest for this in the State of West Bengal.

MR. SPEAKER: Now we pass on to the next item.

SHRI VASANT SATHE (Akola): I have written to you. This week has also gone...

MR. SPEAKER: I will look into it.

SHRI HARI VISHNU KAMATH (Hoshangabad): I wish to make a submission, with your permission regarding Rule 31, sub-rule (2). I would like to say at the outset that it is a useful and helpful innovation which has been made by you in the Procedure in pursuance of the pledge you took when you assumed this august office that you would make Parliament more effective, and this Rule 377 interlude has become very interesting, Sir. But, I am sorry to say that sub-rule (2) of Rule 51 is not helpful to us. It does say that a subject-matter not listed in the List of Business can be taken up with the permission of the Speaker. That saving clause is there. Otherwise it is not possible for us to take up something which is not listed in the List of Business. I am given to understand, Sir, that these statements to be made at this particular point of time in the House are considered and disposed of one way or the other by you in your Chamber around about 10 or 10-30 in the morning. Now, Sir, I fail to see why it is not possible for the efficient Lok Sabha Secretariat—whose efficiency I have always held was and is superior to that of the