

[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.