MATTERS UNDER RULE 377

(i) Construction of a Fishing Harbour at Paradip Port

SHRI LAKSHMAN MALLICK (Jagatsinghpur): A serious discontentment has arisen in Orissa due to the inordinate delay in the establishment of a Fishing Harbour at Paradip. Fishing Industry has suffered a great setback in the absence of Fishing Harbour facilities. As many as 300 trawlers are under operation at Paradip.

Those Trawlers have been congesting the port area and obstructed traffic at the entrance channel. With the delay in the construction of a Fishing Harbour, the cost of the project is also going up.

It is regrettable that the task force set up under the Port Development Adviser has not yet finalised a suitable site to locate the project.

The site should be selected at an early date. Unless immediate steps are taken for the establishment of the Fishing Harbour, the Fishing Industry will continue to suffer. Therefore, I urge the Minister of Shipping and Transport to make all possible efforts for the construction of a Fishing Harbour at Paradip Port.

MR. DEPUTY-SPEAKER : Shrimati Jayanti Patnaik:

(ii) Need to check sail erosion in Orissa.

SHRIMATI JAYANTI PATNAIK (Cuttack): Orissa is facing a serious problem due to soil erosion. About 47 per cent of the total surface land of the State suffer from soil erosion of some kind or the other. Previously erosion through wind was confined to coastal areas, but now it is spreading over to the adjoining districts like Keonjhar, Mayurbhanj Dhenkanal and Sambalpur. Erosion through water is the problem for the entire State.

About 31 lakh hectares of agricultural lands, which are mostly cultivated without bunds and terraces, suffer from soil erosion. According to some other estimate, about 28.8 lakh hectares of waste lands, devoid of adequate vegetation, are also affected by soil erosion. Besides, 2.5 million hectares of lands are affected by soil salinity or water logging. In the coastal regions, the cultivated lands, adjoining about 55 kms. of sea coast are affected by drifting sand through wind erosion.

Unless immediate measures are not taken by the Ministry of Agriculture, the erosion problem cannot be checked. Therefore, I urge on the Government of India to take immediate soil conservation measures like tree planting, bunding, terracing, pasture development.

(iii) Declaration of Porbander Port as all-weather Port.

SHRI DAULATSINHJI JADEJA (Jamnagar): Porbandar is existing as a port since many decades and the mercantile community and sea-farers of Porbander have established a flourishing trade with Saudi Arabia, East Africa and Persian Gulf Ports. In 1904 when the India-Africa passenger service was started by the British Indian Steam Navigation Co. Ltd., Porbandar was selected as a port of call for the passenger service and since then, there has been sizable passenger traffic between Porbandar and the African ports. Until recently, the Port has been a seasonable roadstead and cargo handling facilities were provided along with banks of river Ashrawati. Now, with the development of all weather direct berthing facilities, the port has assumed much more importance particularly because of its favourable location in respect to established sea routes between India and the Middle East and the European countries.

The physical conditions at Porbandar are favourable. Tide is moderate. Tital currents are, practically, absent and