

SEVERAL HON. MEMBERS : We support it.

SHRI RAMAVATAR SHASTRI (Patna): Everybody supports it.

SHRI KRISHNA CHANDRA HALDER : All support it. Everybody is supporting it. All are unanimous in supporting it. Please convey the feelings of the House.

MR. CHAIRMAN : Yes. But that is a different thing. Now statements under Rule 377.

MATTERS UNDER RULE 377-CONTD.

(v) Need for taking effective measures for controlling hazards of pesticides

SHRI LAKSHMAN MALLICK (Jagatsinghpur) : Many States of the country in general and Orissa in particular, are in the grip of pesticides tread mill. It is the most injurious phenomenon produced by the indiscriminate use of toxic agro-chemicals. It consists in the use of larger and larger quantities of pesticides. The pesticides tread mill seplls ruin for the peasant and is disastrous for the economy. The effects of the use of these toxic agrochemicals on the environment, plant life, on animals and most importantly on the health of those employed in the pesticides manufacturing plants are very disastrous. It is regrettable that India accounts for one third or more of all the five lakh cases of pesticides poisoning estimated by World Health Oraganisation to occur in in the underdeveloped country each year.

Unless immediate protection measures are taken against the situation created out of large use of pesticide, it will cause a great hazard to our environment. Therefore, I suggest the Government of India immediately to control and regulate the use of such pesticides responsible for creating health hazard to human beings, animals and causing great damage to the crops and soil.

(vi) Need to Develop Krishana Patanam Port in Andhra Pradesh

SHRI PASALA PENCHALAI AH (Tirupathi) : The Krishnapatnam Port is one of the good minor and intermediate ports situated in the east coast near Nellore in Andhra Pradesh.

The anticipated traffic likely to be generated at the Port was estimatted a 3.5 lakh tonnes per annum to move the commodities like rice rice, bran, salt, oilcake, tobacco, fertilisers, chilles turmeric and Limestone from Rayalaseema area, Nellore and Prakasam Districts. At present the traffic is being diverted to other ports due to lack of port facilities at Karishnapatnam Port.

The Central Team headed by the Adviser (Ports) Government of India, and the Director General, water Power Research Station, Poona, visited Krishnapatnam Port in 1973 and 1974 respectively and after examination opined. that the Krishnapatnam Port is an ideal one to be developed.

The Department of Lighthouses constructed a lighthouse of 18 miles range at this port for shipping and general navigation. An approach road, the signal station, stocking yard, and Jetting, are provided to the port. Even though the Krishnapatnam Port has the advantage of excellent physical and natural features to render it technically feasible for development into an efficient minor port and fishing harbour, the State and Central Governments have neglected it. In order to cater to the needs of the above backward, areas, the port has to be developed.

Therefore, I urge upon the Minister of shipping and Transport to take up the development of Karishnapatanam Port as it covers the backward areas in Andhra Pradesh.

(vii) Financial Assistance to Kerala for solving drinking water problem in the State.

SHRI K. KUNHAMBU (Cannanore): The State of Kerala is reeling under the impact of a severe drought. There is widespread damage to crops which has resulted in loss to the extent of hundreds of crores of rupees. Although it has rained in some parts of Kerala, it has in no way provided any significant relief to the people. The most urgent problem is scarcity of drinking water in the drought-affected villages. As many as 1106 villages out of 1362 villages in the State are facing this problem.