

traffic. Now, with growth of traffic on this road, the State Government have found it necessary to convert this road to four lanes from old town to Raj Bhavan situated in the heart of the capital. Another overbridge parallel to and by the side of the existing one is an absolute and immediate necessity.

The Government of Orissa has requested the Railway authorities to share the cost of the above project. But, the Ministry of Railways has not conveyed their approval in this regard so far.

In view of the above I urge the Ministry of Railways to undertake sympathetic consideration of the above matter and provide necessary financial allocation for the above overbridge to be constructed by the side of the Bhubaneswar Railway Station as early as possible.

(iv) NEED TO ENHANCE THE WHEAT QUOTA FOR ROLLER FLOUR MILLS OF ORISSA

*SHRI HARIHAR SOREN (Keonjhar) : I would like to draw the attention of the House to a matter of urgent public importance under Rule 377.

Sir, the Government of India had reduced the wheat allocation from Central Pool to Roller Flour Mills and Chakies in Orissa from 26,130 M. Ts to 12,306 M.Ts per month, from August, 1980. Subsequently the allocation was further reduced to 7600 M.Ts per month from December, 1980 and the same allocation is continuing till to-day. The present allocation is 38% of the total licensed milling capacity of 19,900 M.Ts per month of the existing 13 Rolling Flour Mills. Besides, the State Government at the instance of Central Government have issued milling licences in favour of four new Rolling Flour Mills whose total licensed milling capacity comes to 3,000 M.Ts per month.

The State Government of Orissa has been facing difficulties in allocating wheat to the new Rolling Flour Mills from the

existing quota as per Government of India's instructions to accommodate the new Rolling Flour Mills from the existing Rolling Flour Mills quota. The State Government, finding no other alternative have requested Government of India to allocate 15000 M.Ts more to accommodate new Rolling Flour Mills from the month of January, 1983. But so far no allotment has been received from Government of India with the present allocation, which is only 33.33% of the total licensed milling capacity of 22,900 M.Ts of all the 17 Rolling Flour Mills (Old and new), the economic viability of the Mills will be seriously affected.

In view of this, I request the Central Government to realise the difficulties of the State of Orissa and enhance the wheat quota for the Rolling Flour Mills forthwith.

(v) NEED TO CONTROL DECLINE IN ELEPHANT POPULATION IN NATIONAL PARK, SIMLIPAL (ORISSA) AND NEED TO STOP IVORY TRADE

SHRI MANMOHAN TUDU (Mayurbhanj) : Sir, under Rule 377 I want to raise a matter of urgent public importance. It is a matter of great concern that the elephant population in Simlipal National Park, Orissa has been diminishing day by day. The indiscriminate hunting by a group of poachers in collaboration with the ivory traders is the main reason of the decline in the elephant population in that National Park. During the last three months as many as 4 healthy elephants with tusks worth several lakhs of rupees, have been gunned down and sold to ivory traders.

The most unfortunate thing is that the poachers not only hunt down tuskers but also kill the elephants to collect femur bones which are sold as ivory. Instead of catching the poachers redhanded, the forest officials are trapping the local tribals in false cases.

Unless immediate steps are taken to protect the elephants and the local tribals their survival will become very difficult. The elephant population has already been

*Original speech was delivered in Oriya.

reduced to 375 as against 648 three years ago.

In view of this, I request the hon. Prime Minister to launch a special elephant project at Similipal in Orissa to ensure the survival of elephants. I also request that the ivory trade should be stopped without further loss of time to check poaching.

(vi) NEED TO CONSTRUCT BRIDGES ON VARIOUS RIVERS IN AROUND SITAPUR

श्री राम लाल राही (मिसरिख) : उत्तर भारत में नेपाल की तराई के नीचे जिनों में सीतापुर भी अनेकों नदियों से घिरा जनपद है। दुर्भाग्य से इन नदियों पर अभी समुचित मात्रा में मुख्य मार्गों पर भी पुल नहीं बन पाये हैं। जिनके कारण जहाँ जनपद देश व प्रदेश की जनता को कठिनाई होती है वहीं इसी पिछड़े क्षेत्र के विकास में एक प्रकार का अवरोध है। जहाँगीराबाद से बहराईच जाने वाले मार्ग पर घाघरा नदी पर पुल बनाने के संबंध में करीब दस वर्षों से मांग की जाती रही है पर अभी तक कोई कार्यवाही नहीं की गई। इसी प्रकार गाजंरी क्षेत्र के तहसील बिसवां व तहसील महमूदाबाद में अनेक नदियां हैं जिनके मुख्य मार्गों पर पुलों के बनाने की आवश्यकता है।

गोमती नदी जो जनपद शाहजहाँपुर, हरदोई और सीतापुर का सीमांकन करती है, पर तो मुख्य रास्तों पर पुल बनाना नितांत आवश्यक है। एक तो सीतापुर से हरदोई जाने वाले मार्ग पर गोमती नदी में कुलहाघाट पर पुल का निर्माण आवश्यक है, दूसरा सीतापुर से सिधौली, मनवा होते हुए हरदोई के लिए जाने वाले मार्ग पर गोमती नदी पर ही भटपुरघाट पर एक पुल बनाया जाना अति आवश्यक है। इन पुलों के बनने से इन क्षेत्रों के विकास में अपार वृद्धि होगी। मेरी सरकार से मांग है कि लोक महत्व के इन कार्यों को करने के लिए केन्द्र सरकार उ०प्र०

सेतु विभाग निगम को अविलम्ब आर्थिक सहायता दे और यह निर्देश दे कि वो इन पुलों को बनाने में अविलम्ब कार्यवाही करें।

(vii) NEED TO DIVERSIFY AND DEVELOP BHARAT BRAKES AND VALVES LTD., CALCUTTA AND TO RETAIN ITS SEPARATE IDENTITY

SHRI AJIT KUMAR SAHA (Vishnupur) : Sir, it is most disturbing to note that time and again the question of amalgamation of Bharat Brakes and Valves Ltd. Calcutta with another public sector unit is being raised by some interested quarters with a view to run down this viable and vital unit. It has come as a severe shock to all those concerned with its further development. In fact the hon Minister of Industry in a letter dated 13.10.83 to Shri Samer Mukherjee, M.P. categorically stated that this unit is up-dating its technology and that action has been initiated to diversify it by undertaking the manufacture of LPG cylinders, Air Brake and slack adjustments and that these measures would improve company's operations. The reported dropping of the plan on acquired land at Kalyani to establish another unit of BBVL clearly indicates how the expansion plan of this unit is being scuttled. Further, I would like to mention here the effort to undermine the public sector unit be non-implementation of agreements are: HRA/CCA/LTA etc. thereby trying to create labour unrest, strike, etc. Therefore, I urge upon the Government not to disturb the separate identity of BBVL. On the other hand, Government should ensure that this unit gets adequate orders from Government Undertakings like Railways etc. and the original plan to diversify and develop this unit should be implemented in public interest and in the interest of the country's economy and to implement the agreements.

(viii) DELAY IN RUNNING THE ANNOUNCED 'SABARMATI EXPRESS' ON GUNNA MAKSI LINE

DR. VASANT KUMAR PANDIT (Rajgarh) : Under Rule 377 I wish to make