

[Shri Rasabehari Behera]

engines despite the fact that these engines have become badly worn out working as they are for more than a few decades. Even the minimum facilities like drinking water, lights and fans have not been provided in the trains running in Orissa.

The plight of summer passengers in the absence of fans and drinking water is beyond description. To save their belongings at night the passengers have to struggle hard with the unscrupulous and anti-social elements who enter the trains and trouble the passengers very often.

In view of the shortcomings cited above, I demand the Government of India that the following measures should be taken immediately to avoid accidents and to maintain punctuality in the passenger train services and make the train journey more human.

Firstly, a thorough investigation should be conducted to find out the reasons for the irregularities prevailing there. Secondly, old and weak tracks should be repaired without any further delay. Thirdly, the old engines should be replaced by the diesel engines. Minimum facilities like light, fans, and drinking water should be provided forthwith in all trains. Ticketless passengers should be given severe punishment. Police protection should be given to night passengers travelling in the trains as the number of thefts on trains in this division has increased very much of late.

(iii) NEED FOR PUTTING UP A T. V. RELAY TRANSMITTER AT A PLACE BETWEEN DELHI AND MATHURA.

SHRI RAJESH KUMAR SINGH (Firozabad): I want to draw the attention of the Minister of Information and Broadcasting to the fact that the people of Mathura, Agra and the adjoining areas are being totally deprived of the facility of a TV Reception even from Delhi Doordarshan Kendra which is the nearest TV centre for this area. This area cannot receive signals from the Lucknow Centre. So many people—mostly the middle class ones—own TV sets in these areas but, in spite of their having spent a good deal additionally on TV signal boosters and on installation of high and larger antennas, the reception they get is unsatisfactory, uncertain and distracted by other internal and at times by certain foreign TV stations.

I would, therefore, urge upon the hon. Minister to direct that a TV Relay Transmitter be put up somewhere between Delhi and Mathura, at Chhatta or Kosi Kalan or even at Vrindavan in order to relay Delhi Doordarshan Kendra's programmes

for the benefit of the people including the rural folk of Mathura, Agra and the neighbouring areas preferably before the ASIAD 82.

I would also request the hon. Minister to direct the Delhi Doordarshan to include programmes of dance and songs in Brij Bhasha for at least 15 minutes daily.

(iv) STAFF QUARTERS FOR E. S. I. HOSPITAL (IN NAC AREA OF JODA IN ORISSA).

SHRI HARIHAR SOREN (Keonjhar): I would like to bring to the notice of the Government about certain difficulties of the staff of the E. S. I. Hospital Joda, in Orissa. This E. S. I. Hospital has been established in the year 1978. Funds have already been allocated by the Union Ministry of Labour for the construction of staff quarters near the premises of the Hospital. But construction work has been delayed beyond the target time of completion. The slow progress of work has put the staff in great difficulties. This Hospital is situated in the N. A. C. area of Joda where rented quarters are available, as most of the areas in and around the N. A. C. are under the possession of Tata, Birla and several other private limited companies. They have taken the occupation of the entire iron-ore belt around Joda on long term lease. Under the circumstances, the doctors and particularly the Class III and Class IV employees of this Hospital are passing days without any accommodation.

In view of this, I demand the Government of India to take immediate steps to expedite the construction of staff quarters.

(v) NEED FOR INSTALLING A RADIO STATION IN THE BORDER DISTRICTS OF BARMER—JAISALMER

श्री वृद्धि चन्द्र जैन (बाड़मेर) : सभापति महोदय, मैं नियम 377 के अन्तर्गत निम्न वक्तव्य सदन के समक्ष प्रस्तुत करता हूँ.—

सूचना एवं प्रसारण विभाग द्वारा देश में उच्च शक्ति वाले ट्रांसमीटर महत्वपूर्ण नगरों एवं शहरों में न लगाने के कारण देश के बाँस प्रतिशत भाग रेडियो प्रसारण की सुविधा से बिल्कुल वंचित रहते हैं। यह अधिकांश भाग सीमावर्ती क्षेत्रों में आये हुए हैं। मिर्जोरम, लेह, यू० पी० के सीमावर्ती क्षेत्र जो कि चीन और नेपाल की सीमाओं पर हैं, बाड़मेर एवं जैसलमेर जिलों के 60 हजार वर्ग किलोमीटर क्षेत्र जो कि पाकिस्तान की सीमा पर

है, के अधिकांश भाग रेडियो सुविधाओं से वंचित है।

बाड़मेर एवं जैसलमेर में रेडियो स्टेशन की स्थापना के बारे में चौथी एवं पांचवीं पंचवर्षीय योजना में प्रस्ताव था परन्तु वित्तीय कठिनाई का सहारा लेकर उक्त प्रस्ताव को क्रियान्वित नहीं किया गया। छठी पंचवर्षीय योजना सन् 1980-85 के प्रस्तावों को तैयार करते समय उक्त प्रस्ताव पर विचार किया गया था। किंतु संसाधनों की कमी का कारण बता कर उक्त प्रस्ताव को छोड़ दिया।

सूचना एवं प्रसारण विभाग रेडियो स्टेशन स्थापित करने में आवश्यकताओं के अनुसार प्राथमिकता नहीं देता। विभाग को यह भलीभांति जानकारी है कि ये सीमावर्ती क्षेत्र हैं। यह भी जानकारी है कि पाकिस्तान और चीन का क्षेत्र जो कि इन क्षेत्रों से बिल्कुल लगा हुआ है, में रेडियो स्टेशन बड़ी शक्ति के हैं जिन की बुलन्द आवाज बाड़मेर, जैसलमेर, लेह, मिजोरम एवं यू० पी० के सीमावर्ती क्षेत्रों में जोरों से पहुंचती है।

दूरदर्शन एवं रंगीन दूरदर्शन के विस्तार में अधिक संसाधन लगाने में विभाग को कोई कठिनाई नहीं आती परन्तु विभाग सीमावर्ती पिछड़े क्षेत्रों की न्यूनतम आवश्यकता की पूर्ति नहीं कर, उनकी घोर उपेक्षा कर रहा है।

सीमावर्ती क्षेत्रों की जनता को देश की प्रगति की जानकारी से वंचित न रखना और उन के मनोबल को बढ़ाने के लिये रेडियो प्रसारण की सेवा का लाभ देना, केन्द्र सरकार का प्रथम कर्तव्य है।

अतः सूचना एवं प्रसारण मंत्री से आग्रहपूर्वक निवेदन है कि छठी पंचवर्षीय योजना में राजस्थान प्रान्त के सीमावर्ती बाड़मेर एवं जैसलमेर में रेडियो स्टेशन स्थापित

कर सीमावर्ती क्षेत्रों की जनता की आवश्यक से आवश्यक मांग की पूर्ति करें और देश के महत्वपूर्ण स्थानों में शक्तिशाली ट्रान्समीटर लगा कर देश की आवश्यक मांग की पूर्ति करें।

(vi) REMEDIAL MEASURES TO IMPROVE WORKING OF PARADIP PORT IN ORISSA

SHRI K. P. SINGH DEO (Dhenkanal): Under 377, I make the statement: The port of Paradeep is passing through a very critical phase and unless immediate remedial measures are taken it will seriously affect the economic prosperity of the entire state of Orissa.

Conceived in 1962 to exploit the vast mineral resources of the State of Orissa, Paradeep is the third deepest port of the country having a draft of 13.5 metres, has the facility of loading 2,500 M. T. per hour and can receive vessels of 80,000 DWT. In the recent years the iron ore importing countries due to phenomenal rise in oil prices are showing preference to import iron ore in bigger vessels of 75,000 D. W. T. in order to effect greater economy in freight rates. As these bigger ships cannot reach the port of Paradeep, the off-take of iron ore from this port over the last one year has recorded a sharp decline. Japan which was the main importer of iron ore has suspended its imports from this year mainly because of the difficulties of reaching the port. South Korea has also sounded that they would like to review their contract for the supply of iron ore for the next two years and this too is due to the lack of port facilities for bigger vessels at the port of Paradeep. In 1979 the total cargo handled by this port was 2.3 million tonnes which was 1 million tonnes less than the cargo handled in 1978. This only illustrates how the income of the port is dwindling. Even MMTC has cut down procurement of mineral ores from Orissa because they are finding it difficult to satisfy their foreign importers. The situation has been further aggravated by the refusal of the Government to give 15% increase in the price of iron ore of Banaspani-Barbli sector iron ore mine as has been done in the case of Bellary-Hospet region. These two factors have compelled many mines of Orissa to pull down their shutters throwing nearly 25000 mine workers out of employment who are none but the poor tribals of the area.

On 21-7-1979 the M. M. T. C. had requested the Ministry of Shipping and Transport to examine the desirability of increasing the draft from 13.5 metres to 15 metres so that ships of 7,5000 D. W. T can approach the port. This proposal, it is understood, did not find favour with the