[Shri Narayan Datt Tiwari]

a Bill to provide for the acquisition and transfer of the undertakings of the Inchek Tyres Limited and the National Rubber Manufacturers Limited, with a view to securing the proper management of such undertakings so as to subserve the interests of the general public by ensuring the Continued Manufacture, production and distribution of tyres, tubes and other rubber goods which are essential to the needs of the economy of the country and for matters connected therewith or incidental thereto.

MR. DEPUTY SPEAKER : The question is :

"That leave be granted to introduce a Bill to provide for the asquisition and transfer of the undertakings of the Inchek Tyres Limited and the National Rubber Manufacturers Limited, with a view to securing the proper management of such undertakings so as to subserve the interests of the General public by ensuring the continued manufacture, production and distribution of tyres, tubes and other rubber goods which are essential to the needs of the economy of the country and for matter connected therewith or incidental thereto."

The motion was adopted.

SHRI NARAYAN DATT TIWARI : I introduce** the Bill.

Statement giving reasons for immediate legislation by the Inchek Tyres Ltd. and National Rubber Manufacturers Ltd. (Nationalisation) ordinance, 1984

THE MINISTER OF INDUSTRY (SHRI NARAYAN DATT TIWARI) : Sir, I lay on the Table an explanatory statement (Hindi and English versions) giving reasons for immediate legislation by the Incheck Tyres Limited and National Rubber manufacturers Limited (Nationalisation) Ordinance, 1984.

15.07 hrs.

MATTERS UNDER RULE 377

MR. DEPUTY SPEAKER : Now, matters under Rule 377. Shri Saif-ud-Din Soz.

(i) Alternative National Highway to connect Srinagar with rest of the country.

PROF SAIF-UD-DIN SOZ (Baramulla) : Mr. Deputy Speaker, Sir, I rise to make the following statement under Rule 377 :—

The National Highway connecting Kashmir Valley with the rest of the country has for all practical purposes proved to be only a fair weather road. The highway remains broken for days, nay, weeks together at Nashri Nullah which is finally reported to be irrepairable. This year too, the road remained blocked for about thirty days during the past three months due to landslides and deep erosion around Narshir Nullah and other places. A by-pass constructed near Nashri a couple of years ago seems to have proved useless as it gets closed due to landslides in rainy season before even Nashri gets unusable. According to an estimate, construction of an alternative highway would cost less than what it costs the nation to maintain the present highway.

The construction of Moghul Road, which used to be the time-tested highway, is the only answer to the present difficulty. The road stands completed upto Noorichum and the construction of a thirty kilometre stretch can

**Introduced with the recommendation of the President.

bring joy to the people of Kashmir, who have all along suffered the misery of shortage of essential commodities, exorbitant prices and other concomitant economic deprivations, due to the closure of the present national highway during the winter months and the rainy season.

I urge upon the Union Ministry of Transport to take note of the magnitude of the problem and explain the same to the Planning and Finance Ministry in right perspective, so that the difficulty could be solved for ever.

(ii) Working of Jawahar Lal Nehru University.

SHRI E. BALANANDAN (Mukundapuram) : Sir, what is happening in Jawaharlal Nehru University today is not only the concern of the students, teachers and Karmacharis alone, but is the concern of the entire democratic-minded people of the country.

Sir, the admission policy which the JNU authorities have taken will deprive the students from 16 States and a large number of socially and economically deprived students. This policy will only cater to the privileged sections of our society. This change in the admission policy not only is a move to alter the basic character of this University, but also has bearing on the educational policy in the country as a whole.

Sir, the University failed to achieve any of the targets set by the Government. With regard to the utilisation of funds for 1980, there is a shortfall of the targets : For Construction, the shortfall is 65%; for Built-up area, the shortfall is 66%; for Students-Intake, the shortfall is 14%; in Faculty Position, the shortfall is 26%.

This failure to achieve the construction target has deprived the University of Hostels, Auditorium, Canteen, etc. Till now, 44 successive Enquiry Commissions have gone into the corruption cases, but no action was taken in any of the cases.

Therefore, I urge upon the Government to set up an All-Party Parliamentary Committee to go through all these allegations and consider the 8-Point Demands of the JNU Students' Union.

(iii) Setting up of a Super Thermal Power Station at North Karampura, Bihar.

प्रो० अजीत कुमार मेहता (समस्तीपुर) : उपाध्यक्ष महोदय, बिहार का विद्युत उत्पादन इतना क्षीण है कि 24 घंटे में कहीं दो घंटा और कहीं वह आपूर्ति भी नहीं हो पाती। बहुत से उद्योग पहले ही रुग्ण या बन्द हो गए हैं और ऐसा चलता रहा तो बचे हुए उद्योग भी बन्द हो जायेंगे। डीजल जेनरेटिंग सेट बैठाने के लिए प्रोत्साहित किया जा रहा है किन्तु इससे उद्योगों पर अतिरिक्त भार ही पड़ता है। उत्तर बिहार की परिस्थिति तो और भी विषम है। कांटी थर्मल पावर स्टेशन और छोटा नागरपुर में 'कोयल कारो' हाइड्रो इलेक्ट्रिक परियोजनायें अधर में लटकी हुई हैं। उधर उत्तर प्रदेश के मिर्जापुर जिले के शक्ति नगर में. 20 कि०मी० के व्यास में पांच तापीय बिजली घर बनाये जा रहे हैं। इन सब में कोयले पर आधारित संयंत्र होंगे जहां 1.3 लाख टन कोयला रोज जलेगा। कितना कार्बन डाइआक्साइड, कार्बन मोनोक्साइड और नाइट्रोजन आक्साइड बनेगा सोचा जा सकता है और वायुमंडल प्रदूषण के परिमान की कल्पना की जा सकती है। ऐसी परिस्थिति में क्या यह उचित नहीं होगा कि "सुपर तापीय बिजली घर" दूर-दूर पर बनाये जायें। दक्षिण बिहार का "उत्तरी करणपुरा कोयला क्षेत्र" इसके लिए उपयुक्त स्थान है। इससे जहाँ बिजलीघरों के केन्द्रीयकरण से उत्पन्न प्रदूषण का खतरा कम होगा, इस क्षेत्र में ऊर्जा संकट का भी हल निकलेगा।