

[Prof. Rupchand Val]

try Minister making the same request. But no answer has yet been received even after five days.

I urge upon the Central Government to respond to the request of West Bengal and arrange release of at least 50,000 acre feet of water from Tenughat at least from a few days to save the standing crop in D.V.C. command area.

(x) NEED TO CONSTRUCT DAMS IN BIHAR.

प्रो० अजित कुमार महता (समस्तीपुर) :
उपाध्यक्ष महोदय, उत्तर बिहार और विशेष कर समस्तीपुर सदा से उपेक्षित रहा है। स्वतंत्रता के 35 वर्ष बाद भी यहां विकास को गति अत्यन्त धीमी रही है। यद्यपि यह कृषिप्रधान क्षेत्र है, फिर भी सिंचाई के साधनों एवं सिंचित भूमि का विस्तार अति संकुचित रहा है। गंडक कोसी, जैसी धमधूसर सिंचाई परियोजनाएं तो किसानों के लिए अरबों रुपये खर्च होने के बाद भी विशेष लाभदायक नहीं हो सकी। नहरों के टटने और रिसने से जितना नुकसान हर साल होता है, उतना सिंचाई से फ़ायदा भी नहीं पहुंचता है। लघु सिंचाई तथा उदवह योजनाएं तथा राजकीय नलकूप कुछ लोगों के लिए सोने का अंडा देने वाली मुर्गी जैसी हो, पर किसानों के लिए ग्यर्थ हैं। लगभग 80 प्रतिशत राजकीय नलकूप मृतप्रायः ही रहते हैं, कुछ बिजली के बगर और कुछ तकनीकी खराबियों से तथा बाकी बिजली की आपूर्ति के अभाव से।

समस्तीपुर के दक्षिणी भाग दलसिंह सराय पटोरी और मोहीउद्दीन नगर प्रखंडों में कहीं-कहीं तो 24 घण्टे में मुश्किल से लगातार 24 मिनट भी बिजली नहीं टिक पाती। अब पीने के पानी का भी संकट बढ़ गया है। पूर्वी चम्पारण, मुजफ्फरपुर, वैशाली, समस्तीपुर, सीतामढ़ी, दरभंगा, मधुवनी, पूर्णिया, गोपालगंज छपरा, सीवान नवादा, नालंदा, राँची

संथाल परगना और भागलपुर में अभूतपूर्व अकाल की भयावह स्थिति पैदा हो गई है।

एक ओर बिहार में सूखा है, दूसरी ओर उत्तर प्रदेश में अतिवृष्टि के कारण गंगा, गंडक, सोन को बाढ़ से कुछ जिले तबाह हो गये, समस्तीपुर के दक्षिणी भाग में गंगा के किनारे गांवों का कटाव जारी है। इन क्षेत्रों के बचाव के लिए हाजीपुर, बाजिदपुर बांध (बरुआ बांध) और चिनगिया बांध तथा मीरजान नाले में स्लुइस गेट का निर्माण शीघ्रताशीघ्र आवश्यक है।

(xi) JAMALPUR RAILWAY WORKSHOP.

SHRI D. P. YADAV: (Monghyr): Sir, Eastern Railway workshop Jamalpur's story over the last ten to fifteen years is a story of promises that have not been honoured. In 1973, the then Minister for Railways had promised that the Rolling mill of Jamalpur would be expanded by establishing one more mill. Nothing has been heard of since then and today workload of even the existing rolling mill has been reduced. During his visit to Jamalpur in March, 1981, the then Minister for Railways had promised, among other projects, the establishment of a wagon construction unit at Jamalpur. It is understood that the Ministry of Railways even directed the Eastern Railway to plan for wagon manufacture. Other projects approved for Jamalpur at the same time were establishment of a Spring Shop, facilities for manufacture of Spheroidal Graphite Cast Iron (SGCI) and Malleable Castings and production of heavy duty cranes. It is painful to note that not one of these projects is any where in sight. With special reference to manufacture of crane, this was one of the few activities started by the Railways in the 60s. Today even the level of manufacture achieved 10 years back is not being adhered to.

Other activities started at Jamalpur are also being allowed to die out. Capacity for manufacture of electric jacks

is 4 sets per month. The Railway's need is much more. The same applies to manufacture of ticket printing machines where actual manufacture has gone down over the years.

Periodic overhaul of diesel locomotives is another promise that the Railways continue to make. But progress of this project is also painfully slow. Although sanctioned in 1977, even half the target capacity of 36 shunters per month has not been achieved till now. As far as main line diesel locomotives are concerned, instead of turning out 3 locomotives per month, facilities have not been even set up of 1 loco every six months. During 1982-83, only Rs. 48 lakhs have been allotted for this project leaving a balance of over Rs. 1.5 crores.

Over 70 per cent of the workshops' machinery is overaged and outdated. Yet, Jamalpur did not figure in the modernisation scheme launched by the Railways in 1978-79.

In view of the above, I request the Minister for Railways to personally intervene to stop the deterioration and closure of India's biggest Railway workshop and make a statement thereof.

(xii) FINANCIAL ASSISTANCE TO PEOPLE AFFECTED BY CYCLONE IN ANDHRA PRADESH.

SHRI PASALA PENCHALAI AH (Tirupathi): Sir, on Monday, the 18th October, 1982, at about midnight, a cyclonic gale with an intensity of 120 K.M./hour, hit the east coast near Sri Harikota of Nellore district in Andhra Pradesh. In Nellore, Chittore and Cuddapah districts of Andhra Pradesh, nearly five lakhs of poor people have been rendered homeless and one lakh of houses have been completely collapsed due to the cyclone havoc. Ten human lives were lost and hundreds of cattle died. The worst hit taluqs are Gudur, Vakadu, Naidupet, Sullurpet, Venkatagiri in Nellore district, Satyavedu, Kalahasti, Nageri, Puttur

and Chandragiri in Chittore district and some in Cuddapah district.

Communications have been disrupted in these areas. Roads and tanks are breached. Train and bus services are dislocated. Paddy nursery lime, gardens, mango gardens and paddy crop under filter points are heavily damaged. Big trees are uprooted.

The people were reeling under drought till yesterday and today they have become victims of cyclonic havoc in the above districts.

Official estimate of damage runs into crores. I request the Government to come to the aid of the cyclone affected area in Andhra Pradesh in a big way to mitigate the misery and sanction immediate financial assistance to take up relief operations.

14.56 hrs.

INDUSTRIAL DEVELOPMENT BANK OF INDIA (AMENDMENT) BILL—
Contd.

MR. DEPUTY SPEAKER: Now, we take up the legislative business.

Further consideration of the following motion moved by Shri S.B.P. Pattabhai Rama Rao on the 19th October, 1982, namely:—

“That the Bill further to amend the Industrial Development Bank of India Act, 1964, be taken into consideration.”

Shri Mool Chand Daga was on his legs. He was on his legs for more time....

SHRI MOOL CHAND DAGA (Pali): I spoke only for 15 minutes.

MR. DEPUTY SPEAKER: You have already taken 20 minutes. You have to conclude within 3 minutes. If everybody takes 20 minutes, how can we conclude it within 2 hours allotted? Already, 50 minutes are over.