

काम करना चाहिए जिससे उनकी जान की हिफाजत हो सके।

MR. SPEAKER : They are on their job.

(Interruptions)

MR. SPEAKER : If there are friends like you, only God can help us.

अध्यक्ष महोदय : एक दफा उनको बचा लेने दो, फिर फेल्योर बात करेंगे।

... (व्यवधान)

श्री जगपाल सिंह (हरिद्वार) : इस वक्त प्लेन कहा है ?

अध्यक्ष महोदय : आपको मालूम नहीं है, वे उसी काम में लगे हुए हैं।

(व्यवधान)

श्री रामविलास पासवान : विदेश में इस तरह की घटना हो जाती तो एक मिनट में सरकार को.....

(व्यवधान)

MR. SPEAKER : Are you interested in the welfare of the people or not ?

(ii) Demand for T.V. Transmitters at Banswara and Dungarpur Districts of Rajasthan

श्री भीखाभाई (बांसवाड़ा) : अध्यक्ष जी, बांसवाड़ा एवं डूंगरपुर राजस्थान के दक्षिणी आदिवासी अंचलों में है।

यहां के लोग रेडियो प्रसारण से बंचित रहते हैं। कभी-कभी कोई रेडियो पकड़ सकता है तो केवल इन्दौर पकड़ा जा सकता है, कहने के मायने यह है कि डूंगरपुर बांसवाड़ा दोनों जिले की जनता आज के राष्ट्रीय प्रसारण से बंचित है।

अभी तक सूचना एवं प्रसारण मंत्रालय का ध्यान आल इण्डिया रेडियो एवं टेलिविजन से जोड़ने का कोई इरादा नहीं है। पिछड़े एवं दूरदराज के इलाकों की बाहुल्य जनता को बंचित रखकर केवल उन्नत एवं बड़े शहरों में टेलीविजन एवं रेडियो स्टेशन स्थापित किए जा रहे हैं। मेरे ख्याल से उपेक्षित आर्थिक दृष्टि से गिरे हुए पिछड़े आदिवासी बाहुल्य क्षेत्रों को प्राथमिकता दी जानी चाहिए। डूंगरपुर बांसवाड़ा जिलों में टेलीविजन ट्रांसमीटरों की स्थापना किया जाना अत्यावश्यक है।

(iv) Construction of a Dam and barrage on the Sahabi river in Haryana

SHRI RAM SINGH YADAV (Alwar) : Sir, the State Government of Haryana during the Janata Party rule at Centre forwarded to the Central Water Commission, New Delhi for examining and approving a project report for construction of a 'Masani Dam' with 'Barrage' on the Sahabi State. The project was accepted by the planning Commission for implementation. Government of Haryana started the construction work of 'Masani Dam' in the year 1979 without obtaining permission from the State Government of Rajasthan. Central Water Commission, New Delhi and Planning Commission, New Delhi did not keep in view the interests of the people of villages of Rajasthan State whose residential properties and agriculture lands would submerge in the bed of 'Masani Dam.'

'Masani Dam and Barrage' will cause submergence of the ABADI areas and agriculture lands of several villages, viz., Akoli, Lalpur, Dhani Akoli, Vijoli, Kaririwas, Jhokhawas, Rabadka, Bhattu Dhani Mabsara, Jamalpur, Jajanaka, Narwas, Jatuwas, Khushkada and others. 'Masani Dam' has already been constructed and the construction work of Barrage is in advanced stage which might be completed within a month. Residents and farmers who are owners of residential properties and agriculture lands situated in the affected villages had not been paid any compensation for

damaging, spoiling and for ultimately being deprived of their properties.

I, therefore, urge upon the Government of India to direct the State Governments of Haryana and Rajasthan that 'Masani Barrage' in district Mahendragarh, of Haryana State shall be kept open for all the months of a year and no water would be stored in the bed of Masani Dam. I also stress upon the fact that no village of Rajasthan State should be dislodged because of this project.

(iv) Conversion of Hyderabad Airport into an International Airport

SHRI K. S. NARAYANA (Hyderabad) : Sir, situated in the centre of the Southern peninsula, Hyderabad is a city not only of strategic importance but it has gained importance from the point of view of commerce and trade also. It has got considerable export potential being the capital of a State with surplus foodgrains and several industries—small, medium and large sale—developed around it during the last fifteen years. Both the industrial and agricultural products of this area have a substantial market in the Gulf countries.

Apart from the above, there has been a persistent flow of skilled, semi-skilled and unskilled workers from Hyderabad to various Gulf countries. The industrial training institutes and polytechnics situated in Hyderabad have been producing technically trained personnel in large numbers, whose services are in great demand in the Middle East countries.

At present, passengers going to the Gulf countries are put to many inconveniences as they have to travel to Bombay first by domestic flights and catch international flights there. During the last four years, it has been noticed that the Gulf traffic, both passenger and cargo emanating from Hyderabad and handled by All India and other carriers has considerably increased and this trend is continuing. In view of the heavy increase in passenger traffic and cargo movement from Hyderabad, there is a strong case for declaring Hyderabad Airport as an International airport.

A facility like this created in Hyderabad will also serve to meet the requirements of passengers from neighbouring States like Karnataka and Tamil Nadu, who now travel all the way to Bombay where the airport is already over-crowded and who can also choose Hyderabad as an embarkation point.

(v) Need to provide more halts for the train running between Ernakulam and Trivandrum

PROF. P.J. KURIEN (Mavelikara) : Sir, the Railway has recently introduced two new trains in Kerala, one from Ernakulam to Trivandrum and the other from Ernakulam to Cannanore. These trains fulfil a long-felt need of the people of Kerala and I heartily congratulate the hon. Minister for this step.

12.34 hrs

[MR. DEPUTY SPEAKER *in the Chair.*]

PROF. P.J. KURIEN : However, the train running between Ernakulam and Trivandrum is becoming less useful mainly because it has halts only at Kottayam and Quilon. It has no halt at any of the stations in two districts, namely, Pathanamthitta and Alleppey which provide the maximum volume of traffic in Kerala.

There is a very popular train by name Venad Express running between Trivandrum and Ernakulam. The popularity of this train can be attributed to the fact that it has halts at all important stations in Kerala. The train running between Ernakulam and Trivandrum, although runs in the opposite direction and should be equally popular, does not, at present, cater fully to the requirements of the travelling public. Moreover, the running time of this train is the same as that of the Venad Express even though it has only two halts.

Kerala is a densely populated State and its population is more or less evenly spread throughout the State. Therefore, in order, to cater to the requirements of the people the trains must have halts at all important stations in all districts.