

12.14 : hrs.

MATTERS UNDER RULE 377

[MR. DEUTY-SPEAKER *in the Chair*]

(i) Immediate Supply of Kerosene Oil to Orissa.

SHRI CHINTAMANI JENA (Balasore): Kerosene oil has become a rare commodity everywhere in the State of Orissa. The consumers, not getting required kerosene oil for their daily needs from the existing fair price shops, are depending on open market to get the kerosene oil. But in the open market too, kerosene oil is not available in plenty and the users, who are mainly from poor, lower middle class and middle class communities are getting kerosene oil from the open market at the rate of Rs. 7 to 8 per litre, which is beyond their purchasing capacity. Due to scarcity of kerosene oil in the State, lakhs of students ranging from primary to college standards, are suffering a lot. The State of Orissa, once known as surplus State in electricity, became a deficit State after expansion and establishment of several industries. In addition to this, 75 per cent of the total electricity production in the State comes from Hydel Projects. Due to water scarcity and there being not a single drop of rainfall for the last about six months lead to reduction in the production of electricity and drastic cut in the supply of same the users of electricity have been compelled to depend on kerosene oil. The supply of kerosene oil to the State was not at all regular in the past and at present too. Irregular supply of railway wagons and the port strikes, etc. are the other hurdles in regular supply of kerosene oil to the State. So, almost the entire population of the State is facing a grave crisis of not getting kerosene oil as per the requirements.

In the face of such grave situation, I would request the concerned Ministry to take immediate action on this issue so that the required kerosene oil to the State of Orissa is supplied immediately.

(ii) Development of Chandbali Port of Orissa during Seventh Five year Plan

SHRI ARJUN SETHI (Bhadrak) : Chandbali is one of the small ports in Orissa State, situated in the no-industry district of Balasore, identified by the Government at the Centre for its intense economic development. The hinterland of Chandbali Port covers an area of about 12,700 sq. miles and includes Balasore, Mayurbhanj and Keonjhar districts and Kamakahya Nagar sub-division of Dhenkanal district. Chandbali is also well-connected by road, 34 miles in length with Calcutta-Madras National Highway No. 5.

The Central Committee of the Ministry of Shipping and Transport had visited the site in 1973 and identified Chandbali having technical potential for development as a small port in the district.

But the attempts to revive the port had been very meagre. The Minor Port Committee of 1974 recommended and entrusted to work of its development entirely to the respective maritime States; due mainly to paucity of funds and desired will, there has been no progress in this direction.

I, therefore, urge upon the Government at the Centre, since the overall development of the economically backward regions rests with the Centre, to see that in the Seventh Five Year Plan Chandbali Port is included for development to help development of the area, and provide avenues of employment to the people.

(iii) Expeditions Doubling of Railway Line between Khurda and Puri

SHRI CHINTAMONI PANIGRAHI (Bhubaneswar) : Puri town is famous in the world for Lord Jagannath. Puri railway station is at a distance of 44 km from the Khurda Railway Station. Large numbers of tourists from different parts of India and also from abroad visit Puri throughout the year. At present 13 passenger trains up and down are running daily in between Khurda and Puri Stations. Besides, goods trains are also running daily on the said line. During important festivals like Car