

[Shri D.S.A. Shivaprakasam]

will hold a test and merit will be the only consideration for recruitment. Uptil January 1980, no news came from the Port Trust about the examination. Last year I enquired of the Chairman about the position of recruitment and I did not get any reply. At the same time recruitment has been done through Employment Exchange, while the applicants have been kept in the dark for nearly 1 1/2 years.

Suddenly, the application fee has been refunded after drawing Rs. 5 lakhs on one day and many M.Os have been sent from different places like Tuticorin, Madurai, Madras, Tiruchirappalli and Srivaikuntam. What is the hurry in refunding this from different places? The applicants have purchased guides, notes, etc. for preparing for the examination. They have spent much money on this. They have all been shocked to received back the fees, instead of the hall tickets. No examination has been conducted. It would have been better if an announcement cancelling the recruitment had been made. For two years the money had been in the Bank in the name of Port Trust earning interest for the Port Trust and other benefits for the Bank. The government owe a reply to the general public. What was the sudden need for giving advertisement about recruitment? How much money had been received from the aspirants? In which Bank it was deposited and what was the interest earned? What was the reason for dropping the proposal of recruitment? What was the need for withdrawing the entire money on one day? What was the need for going to different places for sending the M. Os.? How much was spent on travelling for this purpose?

(iii) AIR POLLUTION BY BIRLA CEMENT FACTORY IN CHITTORGARH

श्री० निर्मला कुमारी शक्तावत (चित्तौड़गढ़) : उपाध्यक्ष महोदय, विशेष रूप से बड़े उद्योगों द्वारा वायु प्रदूषण गंभीर चिन्ता का मामला है। अभी हाल में हमें इस विषय पर एक विधान पर चर्चा करने का अवसर मिला था। चित्तौड़गढ़ के ऐतिहासिक नगर में स्थित बिड़ला सीमेंट फैक्टरी द्वारा जिस प्रकार वायु प्रदूषण किया जा रहा है, उसकी

और मुझे बड़े दुःख के साथ विशेष ध्यान दिलाना पड़ रहा है।

फैक्टरी आवासीय क्षेत्रों के इतने निकट है कि यह लोगों के दैनिक जीवन को अस्त-व्यस्त कर रही है।

चित्तौड़गढ़ के प्रसिद्ध नगर के सैनिक स्कूल की दीवारों हर समय सीमेंट से ढकी रहती हैं। यह उस संस्था की दशा है जहां देश के सभी भागों से बच्चे देश की रक्षा के लिए प्रशिक्षण लेने आते हैं। हरियाली और खेत नष्ट हो रहे हैं क्योंकि फैक्टरी का धूल नियंत्रण संयंत्र अधूरा है। मैं केन्द्रीय सरकार से अनुरोध करूंगी कि वह इस मामले में हस्तक्षेप करे।

(iv) RE-OPENING OF MOHINI COTTON AND TEXTILE MILLS IN WEST BENGAL

SHRI SOMNATH CHATTERJEE (Jadavpur) : Mohini Cotton and Textile Mills in West Bengal is lying closed since February 28, 1980, as a result whereof 2,500 workers have been rendered jobless. The Government of India had issued Notification under Section 15 of the Industrial (Development and Regulation) Act appointing an Investigation Committee to go into the affairs of the Mills. It is understood that the enquiry report has been submitted as early as in November, 1980. The Mills, if properly managed will be a viable concern. The continued closure of the Mills is not only affecting production, but has reduced the large number of workers to the level of starvation and is also seriously affecting the economy of the State. It is a matter of regret and concern that in spite of several representations made by the Workers' Unions as well as the Government of West Bengal, the Central Government has not taken any step for the take-over of the Mill. I request the Hon'ble Minister of Commerce to take immediate steps for the re-opening of Mohini Mills so that the Mills can start production and the workers get back their jobs.

(Interruptions)\*\*

MR. DEPUTY-SPEAKER : This will not go on record.

(v) NEED FOR ACCORDING CENTRAL RECOGNITION TO KERALA INSTITUTE OF NAUTICAL STUDIES AT KOVALAM

SHRI A. NEELALOHITHADASAN NADAR (Trivandrum) : It has been felt that the establishment of a nautical training institution will go a long way in promoting the sea-fearing profession among the unemployed youth in Kerala which has a lengthy coastline.

Further, imparting training on the various aspects of seamanship, navigation and operation and repairs of marine engines and use of life-saving appliances to the existing personnel for operating the large number of mechanised fishing vessels and other seagoing crafts is a must for increasing their efficiency and it will avoid accidents at sea.

Considering all the above aspects, the State Government decided to set up a nautical training institution by name 'Kerala Institute of Nautical Studies' based at Kovalam, Vizhinjan, 18 Km. south of Trivandrum. The institute was formally inaugurated by the Prime Minister during September, 1977. To start with, a 6 months course of 'Seaman Training' has been introduced and 40 trainees have already completed their course. It has been decided to select 100 trainees from the next batch onwards.

Central and Kerala officials and Ministers concerned had all agreed to the setting up of the Institute and starting the 'Seaman Training Course'. However, official recognition has not yet been given. This was taken up again formally with the Director General of Shipping during August, 1979 and the approval of the Ministry is awaited. In order to derive the maximum benefit for the trainees to get employment in marine profession, it is essential that the Central Government recognises this institution, without any further delay.

(vi) NEED FOR STEPS TO INCREASE SUPPLY OF KEROSENE, DIESEL AND BITUMEN TO HILLY DISTRICTS OF U.P.

श्री हरीशचंद्र सिंह रावत (अल्मोड़ा) :  
उपाध्यक्ष महोदय, उत्तर प्रदेश के आठ पर्वतीय जनपदों में प्रान्तीय सरकार द्वारा समुचित आवंटन के बावजूद मिट्टी के तेल व डीजल की उपलब्धता नहीं के बराबर है। इसका कारण इंडियन आयल कार्पोरेशन द्वारा समय पर सप्लाई का न किया जाना है। इन दूरस्थ क्षेत्रों के लिए मिट्टी का तेल व डीजल ले जाने वाले ठेकेदारों के पास टैंकों की कमी है।

इंडियन आयल कार्पोरेशन व अन्य के वहां डिपो बने नहीं हैं। डीजल के अभाव में पर्वतीय क्षेत्रों में सप्लाई की स्थिति कुप्रभावित हो रही है। अतः पेट्रोलियम मंत्री जी से अनुरोध है कि पर्वतीय क्षेत्रों में जिला मुख्यालयों में आयल डिपो बनाये तथा टैंकों की संख्या बढ़ायें।

इसके अतिरिक्त पर्वतीय क्षेत्रों में बिटुमन के अभाव में सड़कों को पक्का करने का काम भी रुका हुआ है। सड़कों के पक्का न होने से भूस्खलन हो रहा है, जिसके कुप्रभाव से मैदानी भागों में बाढ़ आती है। पेट्रोलियम मंत्रालय से आग्रह है कि पर्वतीय क्षेत्रों के लिए बीस हफ्तर मेट्रिक टन बिटुमन का विशेष वार्षिक आवंटन करें।

पर्वतीय क्षेत्रों में जंगलों के विनाश को रोकने के लिए आवश्यक है कि वैकल्पिक ईंधन स्थानीय लोगों को उपलब्ध कराया जाये। इस संदर्भ में पेट्रोलियम मंत्रालय ने पर्वतीय क्षेत्रों में कई स्थानों में गैस कनेक्शन गत वर्ष नवम्बर, तक उपलब्ध करवाने का वादा किया था, जिसे उस समय पूरा नहीं किया गया।

अतः अब वादे के अनुसार शीघ्र गैस-कनेक्शन उपलब्ध करवाये जायें।