

**SHRI HARIKESH BAHADUR:**  
Under Rule 198. . . (Interruptions)

**MR SPEAKER :** Overruled  
Please sit down. Not allowed.  
Now, Matters under 377. Shri  
Chitta Basu.

### MATTERS UNDER RULE 377

(i) REPORTED MOVE TO DE-LINK  
CALCUTTA FROM HALDIA PORT

**SHRI CHITTA BASU (Barasat):**  
With your permission, Sir, I want to  
bring a matter of urgent public impor-  
tance.

It is a matter of grave concern to  
learn that the Ministry of Shipping  
and Transport are contemplating to  
de-link Calcutta from Haldia port.

It is to be noted in this connection  
that Haldia port was developed with  
the object of supplementing Calcutta  
Port by handling bulk cargo. It was  
never meant to operate as an inde-  
pendent unit. An earlier team of the  
Central Government in 1976, ex-  
pressed their considered opinion  
against the de-linking proposal.

A Central Team was sent to  
Calcutta to study the issue recently. It  
is surprising to note that the said  
team did not meet the representatives  
of the Government of West Bengal.

The basic problem of Calcutta  
Port is assured minimum of supplying  
4,000 cusecs of water from Farakka  
during the lean season. Mere delin-  
king of the two ports cannot solve  
the basic problem facing the Calcutta  
Port.

Since considerable misgivings have  
been created in the mind of West  
Bengal Government by the recent  
visit of the Central Team, it is  
essential, that the Minister of shipping  
and Transport makes a statement  
clarifying the matter.

I urge upon the Minister to make  
such a statement at the earliest  
opportunity.

(ii) NEED TO LOCATE OFFICE OF  
THE REGIONAL CEMENT CONTROLLER  
AT HYDERABAD

**SHRI T. DAMODAR REDDY**  
(Nalgonda): Andhra Pradesh is fac-  
ing great difficulty in making avail-  
able cement to the needy persons. It  
is extremely difficult to get cement at  
the reasonable prices, though it is  
available freely at a much higher  
price. The farmers, people in rural  
areas, small house builders and those  
who require it for ordinary  
repair find it very difficult to get  
cement. It is a common experience  
that genuine persons do not get  
cement at a reasonable price in time.  
It is indeed a travesty that about  
12 major cement plants and 4 mini  
cement plants are located in Andhra  
Pradesh, yet the people are facing  
difficulty. There is need that distribu-  
tion of cement should be arranged  
properly. It should be made available  
before the monsoon. There should be  
ample provision for the rural areas  
and the tribal regions of the State.  
Unless we provide basic essential  
material to the tribals and other  
backward people all other develop-  
ment works will come to a standstill.  
It is therefore necessary that a regional  
cement controller's office be located  
at Hyderabad so that the distribution  
could be assured. I, therefore, request  
the central Government to set up a  
Regional, Cement Controller's office  
at Hyderabad. It will fulfill a long felt  
demand of the people. It would prove  
a boon to the State. The distri-  
bution of a commodity is as important  
as its production. I am sure some  
positive measures will be adopted in  
this matter.

(iii) RESERVATION OF CANCELLED  
TRAIN SERVICES ON WESTERN RAIL-  
WAY

श्री मोतीबाई कार० चौधरी : (मेह-  
साना) : अध्यक्ष महोदय, बंदूक रेलवे ने

गुजरात में जगह जगह पर कोयले की कमी के कारण एक साथ कई गाड़ियां बन्द कर दी हैं। भाव नगर विभाग में 40 गाड़ी, महेशाना विभाग में 16 गाड़ियां बड़ोदारा विभाग में 11 गाड़ियां और महमदाबाद विभाग में भी कई गाड़ियां बन्द कर दी गई हैं। एक तरफ गर्मी के दिनों की बढ़ती ट्रेन यात्रा की शोर्क को निपटाने के लिये स्पेशल ट्रेनें चलाई जाती हैं और दूसरी तरफ ऐसे एक ही विभाग में जिसमें कि कुल 106 गाड़ियां चलती हैं उनमें से 40 गाड़ियां बन्द कर दी गई हैं। रेल मंत्रालय किस तरह से कार्य करता है, इसका यह नमूना है। अभी अभी थोड़े ही दिन पहले लोक सभा में बताया गया था कि कोयले का उत्पादन बढ़ रहा है और दूसरी तरफ कोयले के अभाव में ही इतनी गाड़ियां एक साथ एक ही विभाग की बन्द कर दी जाती हैं। सरकार किस ढंग से चल रही है, यह इससे प्रतीत होता है। कोयले के अभाव के कारण बिजली की भी भारी कमी देश भर में चल रही है जिससे हर क्षेत्र में उत्पादन पर बहुत बुरा प्रभाव पड़ रहा है। सरकार से मेरा अनुरोध है कि कोयले का उत्पादन बढ़ा करके देश का उत्पादन बढ़ाया जाय तथा देश में परिवहन भी अच्छी तरह चले यह देखा जाय। विशेषतः रेल मंत्री जी से मेरा अनुरोध है कि इस तरह गर्मी के दिनों में ट्रेनें बन्द होने से यात्रियों की ही रही परेशानियों से बचाने के लिये तुरन्त ये सभी ट्रेनें चालू कर दी जायें—ऐसा प्रबंध शीघ्र ही करें।

(iv) FINANCIAL ASSISTANCE FOR POLAVARAM IN MULTIPURPOSE PROJECT IN ANDHRA PRADESH

SHRI SUBHASH CHANDRA BOSE ALLURI (Narasapur): The Polavaram project is a multipurpose project. It confers various benefits such as irrigation, water supply for industrial development, power gen-

eration, navigation, pisciculture and recreation etc. This is a modification of Ramapadasagar project. It is based on the developed technique. It is 1½ Km. upstream of R. P. S. alignment. The releases from Inchampalli and Lower Sileru upstream hydro-electric schemes have been found sufficient to cater to the needs of this project. A project report was sent to the Government of India for Stage I, Phase I of Polavaram project. In the light of the Godavari water disputes tribunal award, an analysis has been made in regard to the quantum of water available for the project and the existing delta requirements.

The Central Water Commission examined the scheme-report of 1978. The team visited the dam site on June 3, 1980 and offered suggestions. It will also revive and give fillip to river Godavari which has a glorious tradition of navigation. It will also increase inland canal transport and commercial activities. It will create tremendous capacity for power generation. The estimated cost of the project under various components is Rs. 550 crores.

The irrigation facilities arising from the project will produce additional foodstuffs valuing Rs. 175 crores per year, 86 MW and 430 MW Power, inland water transport. There is nothing practically in the way of sanctioning of the project and the work is to be taken up earnestly to usher in a new era of prosperity for the State. The investigation of the dam has been completed. Some reinvestigation and hydrology of Godavari river basin are being worked out, the designs are under scrutiny and replies to the Central Water Commission are being prepared and estimates recast. All these will be completed by the end of June, 1981.

During the sixth Plan period, it is proposed to complete infra-structure works. It includes spill way work, rock clearance, excavation of huge spill channel and the setting up of heavy machinery workshop.