

[Shri G. Lakshmanan]

third Report of the Committee on Private Members' Bills and Resolutions.

12.20 hrs.

MATTERS UNDER RULE 377

(i) RELIEF MEASURES FOR THE FLOOD VICTIMS OF GORAKHPUR DISTRICT

श्री महावीर प्रसाद (बांसगाँव) :
अध्यक्ष महोदय, मैं आपका ध्यान अपने निर्वाचन क्षेत्र में जो गत माह अर्थात् अगस्त, सितम्बर एवं अक्टूबर, सन् 1981 में प्रत्यक्ष एवं भयंकर बाढ़ से जानवरों, फसलों, मकानों, बाँवों आदि को जो तीन-तीन बार अपारक्षति हुई है, उनके प्रति आकषिप्त करना चाहता हूँ। इस भयंकर बाढ़ से गाँव के गाँव बह गए हैं। सम्पूर्ण भयन धराशायी हो गए हैं। उदाहरण के लिए गरयाकोत, ददरी, खूरभार, सिहोड़वा, अरुनवभार, पुर, चिहरी, भगदुडा, तिलवालिया, पोहरिया, नौया डुनरी, पटना, लच्छीदाह, सरार, मझगाँवाँ, गजपुर, धस्की, अइमा, कड़ जहीं, मढ़वलिया, गाणघाट, सेमराज्ञानिक चक्र आदि गाँवों के 80 प्रतिशत भयन धराशायी हो गए हैं। बाढ़ के समय राजा सरकार ने युद्ध-स्तर पर सामयिक एवं तात्कालिक सहायता की थी और आशा वाक्य की थी कि इन क्षति को पूरा करने के लिए सभी संभव सहायता की जाएगी। लेकिन समुचित कोई व्यवस्था नहीं हो पायी। फलस्वरूप बह गए गाँवों की दशा अताना दानीय हो गई है। उसके बाद पुनः केन्द्रीय सरकार की तरफ से उक्त क्षति को आकषित करने के लिए एक दल गोरखपुर में भेजा और वह दल भी सिफारिश किया था कि अविलम्ब इस क्षति को

पूरा करने के लिए भार्युः सहायता की जाएगी, किन्तु खेद के साथ कहना पड़ रहा है कि अभी तक बाढ़ से पीड़ित एवं प्रभावित लोगों को भवन आदि की जो क्षति हुई है, उनके निर्माण हेतु कोई सहायता नहीं दी गई है।

12.22 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

अभी हाल ही में क्षेत्र का दौरा करने के बाद जब मैं जिला अधिकारी गोरखपुर से सम्पर्क स्थापित किया तो पता चला कि पूरे जनपद के लिए कुल 13 लाख रुपये इस समय सुरक्षा रूः में पड़ा हुआ है। लेकिन यह रकम क्षति को तुलना में इतनी कम है कि उक्त धन का वितरण किसी भी प्रभावित क्षेत्र में नहीं हो सकता। कारण कि यदि इस रकम को जनपद के कितने भी एक क्षेत्र में बाँटा जाता है तो जनपद में एक असंतुलन का विकास धाराकरण बन जाएगा। ऐसी परिस्थिति में जिलाधिकारी ने बताया कि केन्द्रीय सरकार से डेढ़ करोड़ रुपये की माँग की गई है।

अस्तु आपके माध्यम से केन्द्रीय सरकार से अनुरोध है कि वह मेरे निर्वाचन क्षेत्र तथा जनपद के अन्य क्षेत्रों में जो लोग बाढ़ से प्रभावित हैं और उनके मकान गिर गए हैं उनके निर्माण के लिए अधिक से अधिक धन की व्यवस्था करें ताकि उक्त क्षेत्र में रहने वाले भूमिहीन, गरीब, असहाय एवं बेरोजगार कमजोर वर्ग के लोगों तथा विशेषकर हस्तियों का कल्याण हो सके।

(ii) TECHNOLOGY FOR THE EXPLORATION AND ECONOMIC EXPLOITATION ON NICKEL AND COBALT MINERALS

SHRI K. P. SINGH DEO (Dhenkanal): It is a paradox that, while rich,

scarce and strategic minerals lie buried underground, the country has to pay a heavy amount in foreign exchange year after year to import the same minerals merely because we have not been able to finalise the technology that will be used for the exploration and economic exploitation of these minerals. I am referring about Nickel and Cobalt. India imports her entire requirements of these two metals and the annual outgo is Rs. 30 crores in foreign exchange. It is a pathetic situation because as far back in 1971-72 the Geological Survey of India had established the existence of rich reserve of 15 million tonnes of nickel of 1.19 per cent nickel in Kansa area of Orissa. An Indian consultancy firm was appointed to draw up a feasibility report which suggested that annually 6,90,000 tonnes of nickel could be mined, out of which 4,800 tonnes of nickel, 200 tonnes of cobalt and 17,000 tonnes of fertiliser type ammonia could be produced. However, the process recommended by this firm was put to a pilot plant test for nearly five years between 1973—77 but it did not give the desired results. In the bargain the Government had lost an investment of Rs. 42 lakhs and much more than that, precious time was lost. Since there was no other indigenous technology available within the country, we had to look for foreign technology and offers were received from USSR, Canada and Cuba. It is rather unfortunate that even during the last three years the finalisation and the selection of the technology out of these three offers could not be made. It is now understood that the choice of technology has been narrowed down as two of these do not suit Indian condition and purpose. Expert opinion is also available after due processing. I would therefore, request the Government not to lose any more time on this issue. I may add in this connection that in addition to 15 million tonnes reserve in Kansa another reserve of 14 million tonnes have further been discovered in the Sukinda Valley in Orissa. This no doubt will help the Government to set up a plant of 10,000 tonnes capacity instead of 5,000 tonnes capacity as envisaged earlier. urge upon the hon.

Minister for Steel to take expeditious action to finalise the technology issue and initiate immediate steps to locate the plant in Orissa which has already been decided upon by the Central Government and save the foreign exchange now being incurred on imports.

(iii) TRAFFIC SURVEY OF THE PROPOSED RAILWAY LINE ON BANDEL-HOWRAH SECTION

PROF. RUP CHAND PAL (Hooghly): Bandel-Howrah section is one of the busiest sections of Eastern Railway as well as a remunerative one. Daily, thousands of people are going to Calcutta through Howrah station for various reasons, viz, service, business, medical treatment, education, etc. From the Railway time table it may be seen that there are more than 50 nos. of local trains running daily between Bandel-Howrah. Besides, during the office time, there are also 20 nos. Mail, Express, Fast Passenger and Passenger trains. Further during this peak hours a good number of goods trains also run through Bandel-Howrah Down line.

Moreover, beyond Sheoraphuli-Serampore, there are some local Down trains viz. Sheoraphuli, Tarakeswar and Serampore etc. running during the office time. As a result, most of the local trains cannot move smoothly over their own tracks and as a result of which commuters have to stay in train for a long time sometimes over a station and sometimes in the middle of the stations. The other incoming local trains have also to be stayed over the same line one after another.

Day by day the number of daily passengers, ordinary passengers, vendors as well as goods, parcels etc. are also increasing voluminously. This goes to indicate that the revenue earnings of Railways are increasing day by day and on the contrary, when the revenue earning appears to be improving, the facilities of the railway users are decreasing due to shortages of trains and irregular train services. In this connection, it will not be out of place to mention that due to irregular train