

14.55 hrs. . .

MATTERS UNDER RULE 377

(i) *Supply of more railway wagons to Orissa for transporting Sabai ropes and Sal leaves.*

SHRI CHINTAMANI JENA (Balasore): Under Rule 377, I make the following statement:

The supply of Railway wagons to various Railway stations in Orissa is very unsatisfactory. The sal leaves and Sabai ropes are being sent to other states through Railway wagons which are not supplied as per indent for a pretty long time as a result of which lakhs and lakhs of heaps of sal leaves and Sabai ropes are dumping in various Railway stations of South Eastern Railway in Kharagpur Division specially at Amarda Road, Basta, Rupsa and Haldipada Railway stations which are the main Railway stations from where these commodities are being sent. It is a well known fact that those Sabai ropes and Sal leaves are prepared by the poor tribals who are maintaining their livelihood by selling those commodities to middle-men who use to send them to various states of our country. Non-despatch of these commodities is creating a great problem for these poor adivasis since the middle men have no place to keep those commodities in their godowns which are filled up always and due to lack of adequate funds to purchase these commodities from them. The prices of those commodities are going down day by day. Lakhs of tribals of Balasore and Mayurbhanj district in Orissa are starving without any earning. In these circumstances, I would like to draw the kind attention of the Railway Minister for supply of railway wagons to these Railway stations as per their indents immediately without further delay.

15 hrs.

(ii) *Steps for the release of stranded vessels in the Gulf due to Iran-Iraq conflict and use of Indian vessels for bringing dates from Dubai.*

SHRI DAULATSINHJI JADEJA (Jamnagar): Mr. Deput-Speaker, Sir, I wish to bring to the notice of the Government of India that because of the Iran-Iraq conflict, about 30 mechanised Sailing Vessels from India were stranded in the Gulf. Six of them have been completely destroyed and their crew have safely returned to India. 22 Sailing Vessels at Basrah and 3 at FAO have been stranded with a crew of over 400 since the beginning of the war. The Crew and the Sailing Vessels owners are facing severe hardships. In spite of our relations with Iraq and Iran being friendly, we have failed to help these helpless Indians who belong to the poor families. They have been asked by the Iraqi Government to pay fines for the Crew and the vessels for over-staying. This is no fault of the people who were stranded because of the war. The six mechanised sailing vessels which have been destroyed completely belong to very ordinary families and their only source of livelihood has been lost. Arrangements should be made for adequate compensation and assistance for them to renew their trade.

Monsoon is fast approaching and any delay in helping these 25 mechanised vessels and their Crew coming out of the Gulf will be disastrous to the affected families.

For the past several years, the Government of India with a view to help the Sailing Vessels Industry had banned the import of dates by any other mode of transport except the Indian Sailing Vessels. This was the main source of income and trading activities that kept the Sailing Vessels Industry alive. Almost 500 Sailing Vessels depend entirely on the trading of dates. Even after the State Trading Corporation and NAFED entered the import of dates, they were also compelled to bring their consignment through Sailing Vessels. At a time when the Sailing Vessels Industry is in crisis, a foreign flag ship HADI has brought 1600 tonnes of dates from Dubai on 31-3-1981 being