

[Shri Shambhunath Chaturvedi]

despite all possible efforts. So far hard-coke was supplied by M/s. Durgapur Products Ltd. (Coke-oven plant) Durgapur. Now the movement of this coke to other States has been stopped by the West Bengal Government. They were the major suppliers of B.P. Hard-coke. At the same time, M/s. Coal India Ltd. and Bharat Coking Coal Ltd. have also refused to release movement for less than full rake load at a time for which supplies are not readily available. Unless this condition is relaxed and transportation of hard-coke is allowed in whatever quantity and from whichever producer available, production at these foundries will come to a halt throwing thousands of workmen out of employment. Immediate action is called for arranging the supply and movement of coke as per allotment.

(ii) NEED TO DREDGE RIVERS SUVANSHIRI AND LOHIT TO SAVE CERTAIN VILLAGES IN ASSAM FROM FLOODS.

SHRI PURNANARAYAN SINHA (Tezpur) : Sir, through you I would like to draw the attention of the Minister concerned to a matter of urgent public importance.

The waters of the rivers Suvanshiri and Lohit fall in the river Brahmaputra at Jamuguri and Arimara villages in the Bihpuria segment of Tezpur Lok Sabha constituency. But due to formation of a sand char at the mouth of these rivers in the bed of the main river, the flood waters had been surging backwards to spill and revive an old dried up Channel and from 1976 the lands on either side of this dead channel are being eroded and last year (1977) a large number of families of both these villages and more villages further downstream have lost their properties. During the last floods the villages of Jamuguri, Arimara, Lohimukh, Rawanmukh in Bihpuria and Gahpur Assembly constituencies of Tezpur Lok

Sabha constituency were gravely endangered and later heavy erosion of these villages have threatened the four villages inhabited by scheduled castes and scheduled tribes. The attention of the Brahmaputra Flood Control Commission was drawn to the situation and it was suggested that the BFC Commission engage its Dredging Team, which is equipped with two heavy dredgers since left lying unused for the last five years except for a temporary utilisation sometime in 1974 near Gauhati. But unfortunately the Commission has taken no care to carry out the dredging operation though it was reminded recently once again. The result is that poor tribal villages of these two assembly segments are facing grave danger of total extinction besides instant distress due to loss of homesteads and paddy lands. The Brahmaputra Flood Control Commission is a Central organisation under State's control and discipline. But the work of the Commission is only to let out work of erecting bunds and embankments on belated estimates of expenditures. I draw the attention of the Union Ministry concerned to the state of affairs and urge it to save the villages by issuing immediate direction to dredge the rivers in question.

(iii) REPORTED CONTRIBUTION BY INDUSTRIALISTS TO THE FORMER PRIME MINISTER FOR THE LAST GENERAL ELECTIONS

SHRI JYOTIRMOY BOSU (Diamond Harbour) : Sir, it is reallibly learnt that the Intelligence Bureau at the Centre has reported to the Government that Mrs. Indira Gandhi (the erstwhile Prime Minister) was given Rs. 113 crores by industrialists in the country for the last General Election. The report had listed the names of industrialists. Shri Shanti Bhushan, Law Minister had said in September last year that the government had decided to inquire into 'massive' contributions made by a large number of companies to the Congress Party funds and launched necessary prosecutions for violation of the Company Law.

It is necessary to know in the public interest what action has been taken by the Government in this regard. Let the Minister of Law, Justice and Company Affairs make a detailed statement on this issue giving the names and amounts paid by each one of them.

The Lok Sabha adjourned for lunch till fourteen of the Clock.

The Lok Sabha re-assembled after Lunch at seven minutes past Fourteen of the Clock.

[MR. DEPUTY-SPEAKER in the Chair]  
MOTOR VEHICLES (AMENDMENT)  
BILL—Contd.

MR. DEPUTY-SPEAKER: The House will now take up further consideration of the following motion moved by Shri Chand Ram on the 27th November, 1978, namely:—

“That the Bill further to amend the Motor Vehicles Act, 1939, be taken into consideration.”

Mr. Vinayak Prasad Yadav to speak.

श्री मनो राम बागड़ी (मधु): उपाध्यक्ष महोदय, पामवान जी का विशेषाधिकार का प्रश्न है...

MR. DEPUTY-SPEAKER: I have called Mr. Vinayak Prasad Yadav. Please take your seat.

श्री मनो राम बागड़ी: उसके लिये अभी तक टाइम किस नहीं हुआ है ?

MR. DEPUTY-SPEAKER: I have no information.

श्री मनो राम बागड़ी: अध्यक्ष महोदय ने कहा था। मुझे एक बात पूछनी है। आप भी इस सत्र के सेम्बर है, एक सेम्बर का प्रपमान हुआ है।

MR. DEPUTY-SPEAKER: Please take your seat. If you persist, nothing will go on record. Now, we are on a different subject

(Interruptions)\*\*

MR. DEPUTY-SPEAKER: You have raised the matter when the Spea-

ker was here. You should have raised it with the Speaker not with me. I know nothing about it and that is the end of the matter.

(Interruptions)\*\*

MR. DEPUTY-SPEAKER: If the Speaker has said something, it is under his consideration and you cannot go on raising it as and when somebody takes the Chair. Please take your seat. Please go to the Speaker and ask him. It must be under his consideration. Please do not waste the time of the House like this.

(Interruptions)\*\*

MR. DEPUTY-SPEAKER: Shri Vinayak Prasad Yadav.

श्री विनायक प्रसाद यादव (सहरसा): जी मौजूदा संशोधन विधेयक है इसके जरिये मोटर यान एक्ट में 40-45 संशोधन किए जा रहे हैं। लेकिन अधिकांश संशोधन सिर्फ रजिस्ट्रेशन और परमिट्स के सम्बन्ध में हैं सिवाय संरक्षण वाले प्रश्न को छोड़ कर। टूकों या बसों के सामने अनेक समस्याएँ हैं जिन पर ध्यान नहीं दिया गया है। केवल दो बातों को लेकर यह संशोधन विधेयक लाया गया है। सब से बड़ी समस्या ओवर क्राउडिंग और ओवर लोडिंग की है लेकिन इन दोनों समस्याओं के बारे में कहीं-कहीं जिक्र नहीं किया गया है और न ही कोई संशोधन लाया गया है। आप टूकों को लें। उन के लिए परमिट दिए जाते हैं। टूक वाले बहुत ज्यादा ओवर लोडिंग करते हैं। आज देश में कई एजेंसीज के जरिये रोडज बनाई जा रही हैं। एक नेशनल हाइवेज बनाई जाती हैं। हमारे पी डब्ल्यू डी के माध्यम से रोडज बनाई जाती हैं। तीसरे हमारे यहां और समुचय देश में लोकल-बाडीज के द्वारा भी सड़कें बनाई जाती हैं। इनके द्वारा भी सड़कें बनाई जाती हैं। उनके स्पेसिफिकेशन का आप देखें। ओवर लोडिंग की वजह से एक दिन में ही वह सड़कें सड़क बैठ जाती हैं खराब हो जाती हैं और लाखों करोड़ों खर्चा बर्बाद हो जाता है। मैं चाहता हूँ कि टूक का परमिट देते वक्त परमिट पर आपकी यह निबन्धा बाध्यिकी कि ओवर लोडिंग टूक किस-किस रोड पर भा जा सकती है।

बसों को आप लें। उन में भी आज कल बहुत ज्यादा ओवर क्राउडिंग होता है। देहातों में जो बसें चलती हैं उन में तो बहुत ज्यादा ओवर क्राउडिंग होता है। वहां पर बस तो आपकी दिखाई नहीं पड़ेगी, उसकी छतों पर धावनी आपकी बैठें मिलेंगे, उसकी प्रयाग बगल में धावनी लटके हुए मिलेंगे, पैर रखने की जो जगह होती है उस पर धावनी खड़े रहते हैं। समुचय देश में रोड सड़कों धावनी टूकों और बसों में कुचन कर

\*\*Not recorded.