

[Shri Samar Guha]

earlier not once but several times

MR CHAIRMAN I am not aware of that So, I am not in a position to reply to that

SHRI SIKANDAR BAKHT It is an unfortunate thing that this matter of setting the East Bengal refugees in Andamans has been raised half a dozen times since this new Government took over and it has been explained already that the commitment is of rehabilitating all these East Bengal refugees There are about 10,000—9000 and odd—who remain to be settled They will be settled in Andamans, the rehabilitation process has been stopped

SHRI DINEN BHATTACHARYA (Serampore) He must make a true statement He says only 9000 refugees had been stopped (Interruptions)

SHRI SIKANDAR BAKHT All right you say whatever you like The position is that there the rehabilitation process has been stopped for a number of reasons—ecological reasons settlement of ex-servicemen on the basis of some defence requirements etc etc—on account of which the resettlement of East Bengal refugees had been stopped (Interruptions)

SHRI SAMAR GUHA A high power committee which was ever formed by any Government during the 30s consisting of all the Secretaries of all the Ministries was constituted They gave a report that 15 lakh refugees could be rehabilitated by 1975 That was the recommendation made by such a powerful committee

SHRI VAYALAR RAVI (Chirayinkil) The Minister is stating the facts based on the information supplied by his Ministry May I suggest to him to go to Andamans and find out what is happening really?

SHRI SAMAR GUHA Something they want to hide (Interruptions)

MR CHAIRMAN. The Minister will take note of the suggestions that you have made and he will do whatever he can do Now, I go to the next item—Statement under Rule 377

14 14 hrs.

MATTERS UNDER RULE 377

(1) REPORTED UNDERUTILISATION OF CAPACITY OF HALDIA PORT

SHRI RAJ KRISHNA DAWN (Burdwan) Madam Chairman, The Haldia Port, is one of the most modern ports in the world and has been built at a huge cost to the country but due to under-utilisation of its capacity, there is a big financial loss to the nation and to the port on the one hand and on the other hand, the country is spending more money on the transportation of goods to the eastern zone Madam Chairman, Now, I would like to speak in Bengali

\*The port of Haldia is not only the best port of West Bengal but it also one of the best in India and can be compared easily with the best ports in the world This port has been constructed at the cost of crores of rupees and I am sure the House will be pleased to know that apart from the general berths the facility of most modern callteller berths have been built which is available only in a few ports of the world Not only this the port has the biggest cargo shed in the world which spreads over an area of one lakh square feet In addition to this the port is fitted with a gigantic and a very powerful crane which is not available anywhere in India To give example I would like to inform the House that few months ago this special berth could unload 35 calltellers within a period of 2½ hours Despite all these facilities the port is not being fully utilised The port authorities have re-

\*The Original Speech was delivered in Bengali

peatedly drawn the attention of the Import and Export authorities to the gross non-utilisation of the capacity of this port but the latter has not cared to pay any heed to their pleadings and it is our apprehension that the bureaucracy is conspiring to keep the port idle to cause a huge loss not only to the port authorities but to the nation as a whole. I would like to take this opportunity to inform the House that at the time of the construction of the port it was estimated that at least 40,000 tons of cement per month would be unloaded here but it is very surprising and agonising that when the port was completed it was said that only 20,000 tons of cement could be unloaded and you would surprise to know Madam that not a bucket of cement has been unloaded at this port so far. In regard to coal it was estimated that at least 30 lakh tons of coal would be exported through this port in a year but the figures of export are far away from the estimated target. In 1977 as many as 118 oil tankers were unloaded at this port with utmost competence and within a very short period of time. But the Import and Export authorities have, of late, directed that foodgrains, cement and other essential commodities should be unloaded in ports outside West Bengal. As a result of this decision the ports where such goods are being unloaded have to pay compensation to the foreign ships in foreign exchange for the delay in unloading on the one hand and on the other the goods unloaded there are being transported in railway wagons to Assam, Orissa, Tripura and Meghalaya and other far off regions and thereby raising the transportation cost of these commodities of daily use. In this way there is a two way loss and even though the port authorities have drawn the attention of the Import and Export authorities several times, they have not cared to come to their rescue. The port authorities are perplexed and their Chairman have repeatedly informed the authorities concerned that even though 80 per

cent of the work of the port has been completed at the cost of crores of rupees it is being kept in a state of idleness and thus a huge loss is being suffered. Madam, Chairman, this is a very serious matter, and I would therefore, urge upon the House to have a thorough probe into the matter to find out whether there is any well planned conspiracy behind what is currently going on at the port of Haldia. Today a left front Government is in power in West Bengal and there is a lurking apprehension in the minds of many that the port is being kept idle to discredit the present State Government. I would therefore request you Madam Chairman (because the concerned Minister who could listen to this debate and answer the queries is unfortunately not present in the House) to request the Government in pursuance of the parliamentary practice for such occasions that a thorough probe should be made into the whole matter to find out if there has been any deliberate conspiracy in this regard or not. It was also mooted that the entire exports of iron ore would be routed through this port but I regret to inform the House that not a single ton of iron ore has yet gone out through this port. Madam Chairman, it is a well known fact that because of heavy silting in river Ganga ships of low draft only can come to the port of Calcutta but the port of Haldia does not suffer from this serious handicap and big ships of 33 ft. draft can easily come to this port and I feel that because of some bureaucratic conspiracy such big ships are not being allowed to come to this port and the repeated pleadings of the port authorities have fallen in deaf ears and nothing substantial has been done to ease the situation. Madam Chairman even though it may not directly arise out of the issue that I have raised yet I feel strongly impelled to mention a fact which is very essential for the effective functioning of the port Madam, there are at present 20,000 families working at the port but there is

[Shri Raj Kishan Dawn]

only one small post office in the port area

MR CHAIRMAN. Will you please wind up now?

SHRI RAJ KRISHNA DAWN I want more time

SHRI DINEN BHATTACHARYA (Serampore) He is speaking on the important aspects

MR CHAIRMAN Under Rule 377 you should take two or three minutes You have already taken 15 minutes Please wind up

\*SHRI RAJ KRISHNA DAWN I would therefore conclude by strongly urging upon the Government to make a thorough probe to find out if there is any conspiracy in the matter or not and also urge that early steps should be taken for proper and full utilisation of the capacity that is lying idle at present at the port of Haldia

(11) REPORTED DANGER TO LIVES AND PROPERTY OF INDIANS LIVING IN BEIRUT

SHRI BHAGAT RAM (Phillaur) On February 12, 1978, S/Shri Sohan Singh S/o Prithvi Singh aged 50 years, Joginder Singh urf Jogi and Mangal Singh, both in their thirties were picked up from their home in Beirut by Syrian forces and have not been seen since People returning from Beirut have reported that the lives and property of Indian citizens are endangered by the kidnapping by the Syrian forces who are holding a number of Indian citizens prisoners, a number are reported wounded and some have been killed The Embassy is unable to protect the lives and property of Indian citizens from the Syrian forces The Minister may please make a statement in the House regarding the failure of the Embassy to protect Indian nationals the measures being taken by the Government to remedy the situation, the whereabouts of missing persons and a list of those killed and of the property destroyed

(11) Situation in Banaras Hindu University

श्री विनायक प्रसाद यादव (सहरसा) सभापति महोदया, विगत 3 मार्च को बनारस हिन्दू विश्वविद्यालय के कूट और उत्तेजित छात्रों ने विगत शाम में विश्वविद्यालय कैम्पस में हुई घटनाओं के विरोध में बहा रेक्टर से जबर्दस्ती हस्तिका लिखवाया और उन्हें घेरा।

उत्तेजित छात्रों ने विगत शाम रमण होटल में पुलिस द्वारा बेरहमी से छात्रों को पीटने की शिकायत की और अब वे पुलिस के खिलाफ प्रबलम्ब कार्यवाही करने की माग कर रहे हैं।

यूनिवर्सिटी अधिकारियों ने उक्त घटना के बाद सभी कालेजों को बन्द कर दिया है।

यूनिवर्सिटी यूनियन के नेता श्री चन्वल कुमार आमरण अनशन पर हैं और छात्रों का अनन्तोष चरम सीमा पर है। यदि यही स्थिति रही तो छात्र अनन्तोष ममचे देश में फैलेगा।

सभापति जी, बनारस हिन्दू यूनिवर्सिटी की स्थिति भयानक है। एक साल में तीन-तीन बाइस चासलर बदले गये। कई महीनों से कोई बाइस चासलर नहीं है। छात्रों की भीड़ एडमोशन के लिए पटुच रही है लेकिन उनका नामांकन नहीं हो रहा है। पढ़ने लिखने के बाद छात्रों को रोजगार नहीं मिलता है और जो छात्र पढ़ने लिखने के लिए यूनिवर्सिटी में जाते हैं उनका नामांकन नहीं हो रहा है। जब इन बातों के लिए छात्र उल्लेखित होते हैं तो पुलिस होस्टलों में घुस कर छात्रों की पिटाई करती है। यदि यही स्थिति रही तो वह समय दूर नहीं जब हड़ताल देश में विस्फोटिक स्थिति पैदा

\*The original speech was delivered in Bengali