

SHRI P. VENKATASUBBAIAH: If Dr. Subramaniam Swamy wants to take this occasion to mention about ** and the party and all that, I have no objection to that. But this is only an amendment to the Customs Tariff Act. The time has been discussed and allotted by the BAC. Since the Finance Bill is coming up, I would appeal to Dr. Subramaniam Swamy to make his contribution at that stage. He can mention whatever he wants at that stage.

DR. SUBRAMANIAM SWAMY: Will he give an assurance?

MR. DEPUTY-SPEAKER: I will go through the proceedings and see the names of the officials, who were mentioned. I will go through the proceedings.

DR. SUBRAMANIAM SWAMY: No, Sir. I am sorry. If you want me to mention....

MR. DEPUTY-SPEAKER: The name of any person, who is not a member of the House, shall not be mentioned.

DR. SUBRAMANIAM SWAMY: Can I mention Mahatma Gandhi's name?

MR. DEPUTY-SPEAKER: He is the father of the nation. His name has been mentioned umpteen times.

DR. SUBRAMANIAM SWAMY: You cannot strike out these names just like that. If you want the opposition to be helpful, in these matters you should not function in this way.

MR. DEPUTY-SPEAKER: The question is:

"That for the original motion, substitute.

That this House do agree with the Twenty-ninth Report of Business Advisory Committee presented to the House on 21st April 1982 subject to the modification that 4 hours be allotted to

the Customs Tariff (Amendment) Bill, 1982."

The motion was negatived.

DR. SUBRAMANIAM SWAMY: You cannot strike out whenever any names are mentioned. I have quoted from a report. They can say whether it is factually correct or not.

MR. DEPUTY-SPEAKER: I have not said I will strike off everything. I am conducting the deliberations of the House, according to the rules which, I am sure, the Professor would respect.

Now the question is:

"That this House do agree with the Twenty-ninth Report of the Business Advisory Committee presented to the House on the 21st April, 1982."

The motion was adopted.

20.45

MATTERS UNDER RULE 377

- (i) OPENING OF A CONSTRUCTION OFFICE TO EXPEDITE RAILWAY PROJECTS IN ORISSA.

SHRIMATI JAYANTI PATNAIK (Cuttack): Sir, I would like to raise the following issue under rule 377. The construction of various railway projects have suffered a great set back in Orissa in the absence of a construction office of the Ministry of Railways in that State. Financial allocation has been made in 1980-81 for the construction of one of the important railway lines of the State i.e. the second phase work of Jakhpura-Banspani rail link between Baitari to Keonghar garh. But it is most unfortunate that the construction work has not yet been started though the 1981-82 financial year has completed.

The Ministry of Railway has undertaken the construction of a number of projects in Orissa. The 174 km Raygada-

Koraput railway line is one of them. The construction of this rail link within the time-bound programme is very necessary as the entire materials required for the construction of the world's biggest aluminium plant at Damanjodi in Koraput district of Orissa are proposed to be transported through this railway route. Another important project, Rs. 20 crore Mancheswar railway workshop, located at Orissa, is under construction. The offices of the Senior Engineers and other administrative offices for the Cuttack-Paradeep line and the Mancheswar railway workshop are located at Calcutta. The location of important offices outside the State causes great discontentment amongst local people, as the people connected with the construction activities have to travel to Calcutta for pursuing various matters. In the process, the construction work of the on-going projects are being delayed and cannot be completed before the target period.

The meaning of a Construction Office in Orissa will enable the details to expedite the completion of the project work. It will provide a great relief to the people connected with the various construction activities. Therefore, the opening of a Construction Office in Orissa deserves the special attention of the Government of India.

In view of this, I demand that a Construction Office of the Ministry of Railway should be opened in Orissa forthwith.

(ii) DELAY IN REPAIR OF THE STEPS OF QUTAB MINAR.

श्री शारिक अनवर (कटिहार): उपाध्यक्ष महोदय, काफी दिनों पूर्व क़तुब दुर्घटना की जांच करने वाले एक सदस्यीय जांच आयोग ने अपनी रिपोर्ट में सुझाव दिया था कि क़तुब की सीढ़ियों की मरम्मत कराई जाए तथा इसके अतिरिक्त भी कई अन्य सुझाव आयोग ने दिये थे। उक्त दुर्घटना में 45 व्यक्तियों की जानें गई थीं।

स्थिति की गंभीरता को देखते हुए प्रशासन द्वारा सीढ़ियों की मरम्मत के लिए

सम्भवतः 22 हजार रूपए स्वीकृत किए गए। यह भी जानकारी मिली है कि सरकार ने मरम्मत के लिए प्राथमिकता के आधार पर सीमेंट उपलब्ध कराया है किन्तु आज तक मरम्मत का कार्य प्रारम्भ नहीं किया गया है। ऐसा समाचार है कि जो सीमेंट इस उद्देश्य के लिए है उसके वितरण में अनियमितारों हैं। अनाधिकृत व्यक्ति वहाँ पर गाइड हैं और किताब बंध रहे हैं।

इस प्रकार का अर्न्तक कार्य करने वालों को दंडित तो किया ही जाना चाहिए, साथ ही इसके सही और पूरे तथ्य सामने आ सकें, इसके लिए यह आवश्यक है कि केन्द्रीय गुप्तचर विभाग द्वारा सारे मामले की जांच कराई जाए। मैं मंत्री महोदय से यह भी अनुरोध करूंगा कि वे सदन को बतायें कि मरम्मत आदि के कार्य में विलम्ब के क्या कारण रहे और उसके लिए कौन अधिकारी दोषी है।

(iii) STEPS TO ARRANGE MORE POWER FOR RAJASTHAN FROM ADJOINING STATES.

श्री बृद्धि चन्द्र जैन (बाडमेर): उपाध्यक्ष महोदय, राजस्थान प्रान्त को इस समय देश के सबसे बड़े विद्युत संकट का सामना करना पड़ रहा है। सन् 1980 में कृषि क्षेत्र में किसानों को दिन में 6 घंटे बिजली, सन् 1981 में घंटे बिजली और सन् 1982 में 4 घंटे बिजली मिलती थी और उस समय भी वह आंश मेंचौली करती थी। सन् 1980 में बड़े उद्योगों में 33 प्रतिशत कटाती, सन् 1981 में 44 प्रतिशत कटाती और सन् 1982 से 50 प्रतिशत से भी अधिक कटाती की गई। वर्षा के दिनों में तीन से चार महीने तक लगातार 100-100 प्रतिशत कटाती की गई। लघु उद्योगों में भी 30 प्रतिशत से 70 प्रतिशत तक कटाती रही।

औद्योगिक उत्पादन में राज्य में सन् 1980 में 3500 करोड़ रूपये, सन् 81 में 45,00 करोड़ रूपये एवं सन् 82 में 6,000 करोड़ रूपये का नुकसान हुआ और कृषि क्षेत्र में रबी की फसल में 25 से 30 प्रतिशत कम पैदावार हुई और किसानों को करोड़ों रूपये की हानी हुई जिसके