

SHRI INDRAJIT GUPTA (Basirhat): He said he was sure she would make a statement.

MR. DEPUTY-SPEAKER: Mr. Mukherjee, you know the rules. You are a senior member and you know the rules.

SHRI SAMAR MUKHERJEE: I know. I am only making the fact clear.

The State leaders of Congress(I), its youth wing, Yuva Congress and its student wing, Chhatra Parishad, have announced that the Volunteers belonging to these organisations will blockade the Siliguri-Assam Highway on 24th March, 1980 and stop all vehicular traffic, disrupting supplies of essential commodities to Assam in the name of protesting against the excesses heaped on Bengali in Assam.

These attempts will only rouse the chauvinistic passions in the country and end in further worsening the Assam situation as well as threaten national integration. It is also apprehended that these attempts are to create a law and order problem in West Bengal in the name of defending Bengalis' rights mainly to give an alibi to dismiss the Left Front Government of West Bengal.

(ii) MEASURES TO CHECK DEVASTATION BY FLOODS EVERY YEAR IN BIHAR

श्री राम स्वयं राम (गया) बिहार में प्रतिवर्ष बाढ़ से अवर्णीय धन और जन की क्षति होती है। इनको रोकने के लिये समय-समय पर राज्य सरकार और केन्द्रीय सरकार का ध्यान आकर्षित किया जाता है। वर्षा ऋतु का आरम्भ जन के अन्न में हो जाता है। बाढ़ की विनाशकारी लीला को रोकने के लिये यह निश्चिन किया गया था कि नदियों पर बांध बनाये जायें जिनमे पानी पर नियंत्रण किया जा सके। इन वर्षों में अभी तक कोई प्रगति नहीं हुई है और कार्य भी आरम्भ नहीं किया गया है। अतः यह आवश्यक है कि वर्षा ऋतु आरम्भ होने से पहले इन कार्य जो पूरा किया जायें।

(iii) SETTING UP OF A SECOND RAILWAY COACH FACTORY IN KERALA.

SHRI K. A. RAJAN (Trichur): It is understood that the Union Minis-

try of Railways has a proposal for setting up another Railway Coach Factory and that a Committee under the overall charge of the General Manager, Integral Coach Factory, Perambur, has been constituted to examine the matter and to make suitable recommendations to the Railway Ministry about the location of the Factory.

It is learnt that the project involving substantial capital investment for establishment, would give direct employment to about 7000 to 8000 people. Besides, it would also create potential for several ancillary industries and, therefore, would be a real catalyst for industrial promotion in the state.

The former Chief Minister, Kerala has already sent a letter on 15th July 1979 to Railway Minister urging the necessity and stressing the claims of the State for establishing the new Railway Coach Factory in our State. In the letter it has been *inter alia*, pointed, out that Kerala has practically no Railway establishment of any significance though the State has got various basic facilities and infrastructure, namely, the required skilled and unskilled labour force, adequate supply of power throughout the year and other necessities and potentialities like perennial water supply, etc. As against 5 Railway workshop in Tamil Nadu, 2 in Karnataka and 2 in Andhra Pradesh, Kerala has none.

The Kerala Government are prepared to offer all reasonable facilities and amenities for establishing the factory in the state. Government of India has replied that the proposal will be given due consideration while finalising the site for the proposed Coach Building Factory.

I urge upon the Government of India to seriously consider the legi-