

diseases also in our country which effect millions of people and prove fatal. For example, every year a large number of children die of malaria in our country. In such a situation, question of priority comes before us. While purchasing a machine, we have to see the cost and the number of children likely to benefit from it. We shall have to keep in mind the cost effectiveness factor. In this programme also, we shall have to see the cost of the machines. I do not refute the claim that the facilities available in cities should gradually be made available in the villages also but that will take time. For that we shall have to chalk out a programme. I feel that the number of machines available at the district headquarters level at present were not available some 10 years ago. May be very soon we may be able to provide these facilities upto the Taluka level also. There are other places also where donors have made these facilities available or the local people have arranged them. Therefore, we have to make available these machines and facilities in the villages gradually, but for that we shall have to formulate a programme. Secondly, we will have to fix priority also as to which are the diseases which are affecting more people and which of them should be given priority and for which, more funds should be made available. We shall have to chalk out our programme accordingly.

[English]

DR. KRUPASINDHU BHOI : Hon. Speaker, Sir, I am very happy that the intellectual Minister who is the Minister of Health and Family Welfare now, is also the Minister of Human Resource Development and he is a Pandit and a master of all trades. From him I want to know one thing.

AN HON. MEMBER : Not a Jack-of-all-trades ?

DR. KRUPASINDHU BHOI : The coronary disease is not prevalent in sophisticated towns only, it is prevalent throughout the country. Previously it was a disease of the rich, but now it is also a disease of the poor people. What are the reasons for this ? Has his department done any survey or any statistical demographic studies why these

diseases are prevalent throughout the country ? For this reason, E.C.G. is not the only thing which can help the diagnosis. I would like to know whether the hon. Minister will take it up with the Planning Commission to eradicate it by 2000 AD because now the demographic studies indicate that 1.5 per cent of the people are suffering from coronary diseases. Out of them, not all the three arteries are blocked, but only 50 per cent have been blocked in most cases, and only such cases will need this by pass operation. Will the Minister take it up to ensure with that facilities for these by pass operations will be available at least in the district headquarters hospitals ?

SHRI P.V. NARASIMHA RAO : In the country there are already prestigious hospitals which are doing very successfully the by pass operations. Now, it is only a question of time before these facilities and this expertise reach the district headquarters. And I am sure that it is going to reach them earlier than later,

Now the only thing is what more precisely Dr. Krupasindhu Bhoi wants me to do. I will find it out from him and examine it.

Assistance for Construction of Break Waters at Beypore Port

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*249. **SHRI T. BASHEER :**

DR. K.G. ADIYODI :
Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the Government of Kerala has approached Union Government for assistance to construct the two break-waters at Beypore ;

(b) whether Government are aware that with the construction of the break-waters, Beypore could be made an all weather port; and

(c) if so, the steps being taken by Union Government to assist the project ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : Yes, Sir.

(b) Yes, Sir.

(c) Beypore is a minor port whose development falls within the sphere of State Government's responsibility. The State Government can make use of technical expertise available with the Ministry of Surface Transport for drawing up plans for development of the port.

SHRI T. BASHEER : The hon. Minister in his reply states that the responsibility falls with the State Governments. But as my information goes, the ports, other than major ports, that is the minor ports and intermediate ports are placed in the Concurrent List of the Constitution. So, I think that the Central Government also has a responsibility for them.

In Kerala large potentialities exist for the development of some of the important ports like Beypore, Vazhyam, Neendakara, Alleppey and Azhiankkal. These minor and intermediate ports play an important role in the development of the State as they create the infrastructure for the development of the State. So, I would like to know from the Minister whether the Government will consider the request of the State Government for financial assistance in this context. And also, whether the Government have allocated any amount for the development of these ports during the Seventh Five Year Plan, and if so, what are the outlays thereof.

SHRI RAJESH PILOT : In 1968 the National Development Council recommended that central assistance must be given to the minor ports, whatever central planning can do. We started the scheme. But in 1978 again the National Development Council decided that this should be stopped and it should be left to the State Governments. In the last Lok Sabha the Estimates Committee in their 32nd report had recommended that Government should review this situation and the Central Government must come forward to develop these minor ports. It is a fact that some of the States' economy will improve and employment will be generated. It is on this basis that Government in 7th Plan has made a provision of Rs. 20 crores to help these minor ports. The working group has studied the plan and it has made some recommendations. As far as Kerala

State is concerned, Kerala had put up a proposal in 1984 for development of 13 minor ports. They have demanded roughly Rs. 11.50 crores for Beypore port. In 1986-87 we have made a provision of Rs. 1 crore. For ports like Kakinada in Andhra Pradesh where the traffic is more—Beypore does not fall in that category where the traffic is more—the working group is finalising a plan and we will certainly come forward with concrete proposals where Rs.20 crores could be utilised. To help the minor ports, the Inland Water Transport Authority has already been set up. They are also carrying out their surveys and some schemes will be formulated soon.

SHRI T. BASHEER : Is it a fact that Government has been granting financial assistance for the port development scheme by way of long term loans? Now, the hon. Minister has stated that the National Development Council have decided to stop such schemes. I would like to know whether Government has any proposal to review such a decision. Is it a fact that the National Harbour Board has taken up this issue with the Planning Commission and the Government? If so, with what result?

SHRI RAJESH PILOT : I have mentioned in my previous answer that Government has revised the decision after the Estimates Committee in its 32nd Report has recommended about it. That is why, we have made a provision of Rs. 20 crores in the Seventh Plan and Rs. 1 crore in the annual plan of 1987-88, Government has revised the decision after considering all these reports and the necessity to develop all minor ports. We do feel that in these sectors minor ports must be developed to improve the economy of those States.

DR. K. G. ADIYODI : Beypore/Calicut Port is in the world map since the landing of Vascodigama, a Portuguese sailor. It was a busy port which used to transport timber, tiles and spices to Gulf countries. Due to its negligence, thousands of workers are starving. Will the Government approve the proposal of the Kerala Government and given financial sanction without further delay?

SHRI RAJESH PILOT : As I said, Government has, in principle, decided to help selected minor ports. We cannot come out to help all the 139 minor ports at a stretch, because the resources are limited. With Rs. 21 crores available in the Seventh Five Year Plan, we are going to come out to help selected minor ports. As far as Beypore is concerned, it is hardly 140 kms from Cochin and Cochin is a major port. Economically and commercially also we have a major port very close to Beypore.

[*Translation*]

SHRIMATI USHA THAKKAR : Mr. Speaker, Sir, through you, I would like to submit to the hon. Minister that Kandla is a major port. It was developed at the instance of late Pt. Nehru and Sardar Patel. When you visited that port you had promised the 7th jetty. Some progress has been made in this direction. Nearby there is the Tuna port. Will you make some provision for dredging in that port ?

[*English*]

SHRI RAJESH PILOT : I am happy that the Member has jumped from minor port to major port. I have gone there on my visit to Kandla Port. I really feel that seventh jetty is required. We have projected this requirement to the Planning Commission. And the Department is trying hard to adjust within the resources to help the Kandla Port.

[*Translation*]

**Water Logging Due to Seepage from
Sharda Tributary Canal**

*254. **SHRI RAM PUJAN PATEL :**
Will the Minister of SURFACE
RESOURCES be pleased to state :

(a) whether keeping in view the interests of farmers, any scheme has been formulated to make arrangements for draining out the seepage water for Sharda tributary canal so that there is no damage done due to water logging in future ; and

(b) if so, the details thereof ?

[*English*]

**THE MINISTER OF WATER
RESOURCES (SHRI B SHANKARA-
NAND) :** (a) For the Sharada Sahayak
Project, Yes, Sir.

(b) A provision of Rs. 100 crores has been made for construction of 12600 kms. of drainage system for drainage of 28 lakh hectares of Command Area of the Project.

[*Translation*]

SHRI RAM PUJAN PATEL : Mr. Speaker, Sir, because of the water seepage from Sharada Sahayak Project is affecting the farmers' land. The hon. Minister in this connection has replied that a provision of Rs. 100 crores has been made for construction of 12600 kms of drainage system for drainage of 20 lakh hectares of Command Area of the Project. I would like to know from the hon. Minister as to when will this scheme be completed ? Because unless proper drainage system is constructed, farmers' land will not become cultivable, with the result that there will be no production of foodgrains which will create a problem for the country.

I would request the hon. Minister to get the work started and completed at an early date because the orders given by the Government become of little importance by the time they reach the lowest echelons. I would request that the hon. Minister may kindly pay more attention towards the Sharada Sahayak Canal and should tell as to when will this work start and when will it be completed ?

[*English*]

SHRI B. SHANKARANAND : Sir, the hon. Member had earlier written a letter to me in respect of this very subject and I have replied to him in the month of September giving him the details of the project as far as possible. He wanted to know as to when it will be completed. At the moment I can say and inform the House that the project is likely to be completed by 1990-91. The work on Ghaghra and Sarda Barrages, link canal, and Sarda Sahayak Feeder have since been completed, except lining of certain