

many coastal states in general and North Canara and South Canara districts of Karnataka in particular. It is a matter of great concern that the sea erosion problem has been increasing and many new areas are affected by it every year. More than fifteen villages in Karnataka State are facing the acute problem of sea erosion. They are Bengre, Suratkal, Gangelli, Shiravanthe, Sirur, Bhatkal, Kodibaga, Manki, Murdeswara, Kasaragoda, Pavanakurava, Mallukurva, Karki, Rameswara Taggu, Mavinakurva etc etc. The total population affected by sea erosion in Karnataka State is more than twenty thousand. Unless immediate steps are taken to protect these people from sea erosion, the future of these villagers will be in dark. They have already lost their houses, valuable lands. I, therefore, urge upon the Government of India to provide sufficient funds for construction of sea walls in the affected districts of Karnataka to prevent the recurrence of such calamities.

(ii) Demand for taking necessary measures to prevent the closure of BALCO Ltd.

SHRI M. L. JHIKRAM (Mandla): Mr Deputy Speaker, Sir, BALCO (Bharat Aluminium Company Limited) which is a Government of India project and Korba Aluminium plant have been set up for regional and industrial development of Mandla, Bilaspur and Shahdol districts of Madhya Pradesh keeping in view the huge deposits of Bauxite there.

The mining of Bauxite is coming to an end in the approved mining area of Raktodadar—Nahundadar. Since 1981-82, the company has been asking the Government for the release of 206 hectares of land out of 987 hectares of land in the area to continue mining activity. If this is not immediately done, it would lead to the following problems.

1. Over 5000 workers in BALCO mines and about 25,000 in the plant will be thrown out of job.
2. BALCO pays about Rs. 3 lakhs to the exchequer by way of royalty. About Rs. 5 crores have already

been deposited in this account. In case the authorities fail to grant the approval, there will be financial loss as well. The ecology of the area will not be disturbed by the approval.

The company has observed all the rules relating to the maintaining of ecological balance. It has planted over one lakh trees of different varieties over an area of 43 hectares where mining was done. This afforestation has helped tremendously in improving the density of trees per hectare. It has risen from 250 trees per hectare to 2000 trees per hectare now.

Keeping in view the above mentioned facts it is requested that the only source of livelihood of 20,000 workers i.e. the Korba Aluminium plant which has been set up at a cost of Rs. 500 crores should function smoothly in the interest of national development. I urge the Hon. Minister to issue necessary instructions to the Madhya Pradesh Government to release 20 hectares of land immediately to the company and favourably consider the allotment of remaining 186 hectares of land to it. If the land is not allotted, there is every possibility of an agitation against the Government in this predominantly Adivasi area, because they are very much concerned about their livelihood. Therefore, I once again request the Hon. Minister to grant approval for the allotment of the said land to carry on mining activity.

(iii) Need to send Senior Railway Officers to Vidarbha to suggest measures for development of railways in that region

SHRI VILAS MUTTEMWAR (Chimur) Mr. Deputy Speaker, Sir, most of the districts in the country are backward, because they lack even the basic amenities. The Centre is making all possible efforts to develop such districts. It has been found that Railways have an important role in the development of the country, because all those areas are well developed which are connected by the Railways.

Incentives were announced to develop Chandrapur, Garhchirauli and Bhandana

districts of Maharashtra. The industrialists also showed interest to set up industries, but in the absence of a direct link between Chandrapur and Bombay—the capital of Maharashtra—not many industries could be set up and the development came to a halt, Garhchirauli is the only 'no-industry' district in Maharashtra. The train to Bombay goes via Vardha and the quota allotted to this station is for two berths only. Similarly, for going to Madras also, the quota is for two berths. Recently, a new train has been introduced between Madras and Ahmedabad, but there is no quota for either Chandrapur or Garhchirauli, though the people can travel from there upto Bhusaval. Similarly, there is no reserved quota for the people of this district in Navjeevan Express and Hyderabad-Madras Express.

About three years back, the Hon. Railway Minister had made an announcement to start 'Sevagram Express' between Vardha and Bombay. In the announcement relating to the introduction of new trains, the name of 'Sevagram Express' has not even been mentioned, what to speak of starting it. The people of Vidarbha are disappointed on this account. If the narrow gauge line between Chandrapur and Gondia is converted into broad gauge, it would not only facilitate movement of minerals, iron, coal, wood and rice, which are available in abundance in that area, to other parts of the country, but also help in the large scale development of the area. I also request to extend the Nagpur-Dadar Express upto Gondia. Nagpur is in the Centre of the country and one can get trains in all the directions from there, but because of limited quota of reserved berths at Gondia not many people benefit at the moment.

It is essential for the development of Vidarbha region that the Hon. Minister sends a team of Senior Railway Officials so that they could find out from the people's representatives the difficulties and try to resolve them and thereby maintain the required balance. They should also help in implementing the proposed projects by sanctioning mere funds so that the development of Vidarbha is done according to the policy of uniform development of all regions.

- (iv) Need to assess the grave situation in Agra district arising out of the shortage of drinking and irrigation water and to extend necessary financial assistance to the State therefor

SHRI GANGA RAM (Firozabad) : Mr Deputy Speaker, Sir, the entire Agra district has been facing acute shortage of drinking and irrigation water as a result of severe drought during the past few months. The summer season is yet to set in, but the rivers, rivulets, ponds and wells have started drying up. The water level of Government and private tubewells has receded. Slush has started coming out of tubewells instead of water. The canals are also in deplorable condition. There is hue and cry because of acute shortage of water in the rural areas of Jagner, Khairagarh, Bah, Fatehabad, Firozabad and Kirawali. Due to erratic power supply the tubewells are not functioning properly. When in the near future summer will be at its peak, the situation will worsen and there will be famine like conditions in the said area which would be impossible for the administration to tackle. The arrangement of overhead water tanks, water pipelines and handpumps has failed. Instead of this, wells can be dug up in every village at low cost so that adequate drinking water could be made available. The administration should be asked to reconsider it and take effective steps to deal with this situation. There is a suggestion to lift water from the Chambal river near Bah and Pinahat and store it in water tanks and then supply it to nearby villages free of cost through the pipelines. A Barrage should be constructed near Pinahat to store water which could be consumed as and when required. Besides, a 1000 MW power station should also be set up so that power shortage could be met. There is need for work on war-footing in this respect. The Central Government should immediately send a survey team to help the State Government in controlling the situation.

- (v) Demand for new fast trains from Banaras to Bombay and from Allahabad to Ahmedabad

SHRI DAL CHANDER JAIN (Damoh): Mr. Deputy Speaker, Sir, Sagar is situation on Bina-Katni section of Central Railways.