

import of pig iron at the concessional rate.

- (v) **Need for early conversion of Dharaunda-Maharajganj rail section into broad gauge**

[Translation]

SHRIMATI GIRIJA DEVI (Maharaj Ganj): Mr. Speaker, Sir, I want to raise the following matter under ruler 377:-

Right from the British period, Dharaunda station of Barouni-Gorakhpur main line in the North-Eastern railway had been a link between an important trade centre Maharajganj and three districts of Bihar State. Keeping in view the importance of that town, a survey under the scheme of connecting it with Sidhwalia Station of Chhapra-Thave rail section was also conducted. At the time of conversion of Barauni Gorakhpur meter gauge main line into broad gauge line in spite of making available all the equipments and funds required for converting Dharaunda-Maharajganj rail section into broad gauge line suddenly a decision was taken to stop the work sometime in March, 1981. Despite the fact that it is very much in the public interest. Indian Railway is still rendering its service uninterruptedly on several rail sections of North Eastern railway like Mankapur-Ayodhya, Katihar-Barari Ghat, Bagaha-Chhitouni etc. Therefore, I request you to re-start the work of rail-section considering the feelings of the agitating people of that area.

- (vi) **Need to form a new company by taking over coal fields left out by the Eastern Coal fields and Central Coal Fields in Bihar and West Bengal**

SHRI SURAJ MANDAL (Godda): Mr. Deputy Speaker, Sir, Eastern Coal Fields of Coal India and Raj Mahal Project of Central Coal Fields, S.P. Mines Plasyal area, Kapasara, Nirsa, Jain, Jayantil, Vaskupi, Khamarbad, Giridih. Baniyadih area and Jodkudi, Armo, Chilgon, Vargo, Chudi Zivari Durgapur, in Eastern Coal Fields along with

20 other coal mines have been closed down just after their nationalisation. It is mainly because of the large area of the E.C.L. company and C.C.L. and their location at Bengal Bihar areas. Due to that there is no development of these closed coal mines and the local people could not get employment there.

Therefore, a new company by taking over the said area may be formed, so that development could take place in that tribal area.

13.00 hrs.

- (vii) **Need to create a Maritime Border Protection Force**

[English]

SHRI GOPI NATH GAJAPATHI (Barrackpore): Sir, Today, Indian maritime coastlines are becoming as important and crucial as its land border. We have no force like B.S.F., I.T.B.P. or Assam Rifles for the management of maritime coastlines. No doubt, we have a powerful Navy and a growing coast guard. However, the Navy's primary role is the defence of national sovereignty against all external threats. The coast guard is entrusted with the task of safeguarding the resources of the exclusive economic zone. It also helps the Customs and Immigration besides assisting in pollution control and scientific research. Hence, it will be counter-productive, if any one of them is entrusted additional responsibility of maritime coastline management.

We can identify three maritime sensitive borders. The riverine border between India and Bangladesh including Sunderbans area, the marshy and shallow areas of the Rann of Kutch and lastly, the sensitive maritime border of Tamil Nadu coast along the Pakk Strait. If the Maritime Border Protection Force is created, it can be put in charge of the management of maritime coastlines exclusively.

As patrolling and protection of maritime coastlines warrant urgent attention of the