

MR. DEPUTY-SPEAKER: Kindly oblige. Let Matters under Rule 377 be over.

SHRI NIRMAL KANTI CHATTERJEE (Dum Dum): You have allowed me, Sir.

MR. DEPUTY-SPEAKER: How can it be possible? You are all Members with very rich experience, you are in this House for the past so many years, you are towering personalities here. How can it be possible? Kindly take your seats.

(Interruptions)

- (ii) **Need to ensure timely payment of scholarship etc. to Scheduled Caste and Scheduled Tribe students**

[Translation]

SHRI MOHANLAL JHIKRAM (Mandla): Mr. Deputy Speaker, Sir, there is a provision for granting Rs. 500/- to the students belonging to Scheduled Castes and Scheduled Tribes at the time of their admission to P.M.T., P.A.T. E.E.T. etc. classes for purchasing the essential material required for studies, but these students, but these students are not being given this amount. Not only this, instead of giving their scholarship during their course of their studies, it is given at the end of the year. Consequently, some of the students do get the scholarship, but the others do not. Thus, the very purpose behind giving the scholarship is defeated. Therefore, I request the Central Government to inquire into the matter to solve these problems being faced by them and get the rules observed strictly.

- (iii) **Need to release funds to Madhya Pradesh Government from Central Road Fund for early construction of roads in that State**

SHRISATYNARAYAN JATIYA (Ujjain): Hon. Mr. Deputy Speaker, Sir, Madhya Pradesh is the largest State of the country, area-wise. There is an urgent need of con-

structing roads in Madhya Pradesh. Surface Transport Ministry of the Union Government has assured the Madhya Pradesh Government to release Rs. 1530.75 lakh every year from the Central Road Funds but the State Government has not been given the amount of Rs. 4377.25 lakh in the years 1989-90 to 1991-92.

Therefore, it is requested that the Central Government should release the above mentioned amount to the Madhya Pradesh Government, so that the work of construction of roads may be expedited.

- (iv) **Need to allot more pig iron to the small scale engineering and foundry industries in Gujarat**

[English]

SHRI KASHIRAM RANA (Surat): Sir, the small scale engineering and foundry industries of Gujarat are facing acute shortage of pig iron. Gujarat is the biggest consumer of pig iron, having more than four thousand boundry units. The total annual requirement of pig iron of Gujarat State is about 2.5 lakhs tonnes. The Gujarat Small Industries Corporation Limited is the only distributive channel for pig iron which distributes pig iron to small scale foundry units on the basis of August, 1986's off take.

The J.P.C. allocation of pig iron to the G.S.I.C. for the current year is reduced by 43,500 tonnes, nearly 33.5 per cent of the previous year's allocation. The allocation for the year 1991-92 is 86,500 tonnes (25,500 tonnes from SAIL and 61,000 tonnes from V.S.P.). Thus, J.P.C. allocation is only 34.6 per cent of the total requirement of the State. SAIL had not supplied even single tonne of pig iron to the G.S.I.C. from April to June, 1991. Under such circumstances, small engineering and foundry units of Gujarat State are on the verge of closure. Therefore, I urge upon the Government to issue strict directive to SAIL to enhance pig iron production at the efficient level and allocate as per requirement to the G.S.I.C. and also allow

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 Daraunda-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 Palsyal 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 (Berhampur): 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