

has been conducted about sea erosion of land at Kerala Coast ;

(b) if so, details thereof and the land lost ;

(c) the steps Government propose to take to contain sea erosion at Kerala coast ;

(d) how much money was sanctioned by the Centre during the Sixth Plan ; and

(e) out of it, how much has since been spent on it ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND : (a) to (e). As per the assessment made by the Government of Kerala in the Sixties out of 560 Km. of coast line in the State, about 320 Km. was vulnerable to sea erosion. The State Government is executing a programme of construction of sea walls for protection of the vulnerable reaches since 2nd Five Year Plan and 290 Km. of coast line has been covered upto end of the Sixth Plan. The Central Government is providing central loan assistance for these works since 1972-73. During the 6th Plan (1980-85), the outlays approved and the expenditure for these works are as under :—

(Rs. in crores)

	Approved Outlays	Expenditure
State Sector	15.00	12.55
Central Sector (Loan assistance)	22.00	16.35
Total :	37.00	28.90

Steps to Generate more Resources for Railways

1604. SHRIMATI T. KALPANA DEVI : Will the Minister of TRANSPORT be pleased to state :

(a) whether the Public Accounts Committee of Parliament has asked the Railway Ministry to generate more resources by optimal and efficient utilization of their existing assets and out of their own revenues by cutting down all wasteful expenditure ;

(b) if so, the steps taken by Railways in this direction ; and

(c) how far these steps have resulted in generating more resources ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) Yes, Sir.

The Public Accounts Committee recommended that the Railways should generate more resources by efficient utilisation of assets and cutting down wasteful expenditure.

(b) The main steps taken are :

- (i) Control over increase in staff ;
- (ii) phasing out of steam traction ;
- (iii) economy in fuel consumption.
- (iv) better inventory control.
- (v) improved assets utilisation through end to end running of freight trains.

(c) Internal component in planned investment increased from 31.44% in 1980-81 to 50.01% in 1984-85 to which the aforesaid steps have also contributed.