

been completed in Calicut airport.

Calicut Airport was inaugurated on 13th April, 1988. Even now only one Flight is operating from Calicut i.e. Calicut-Bombay. Previously, there were two flights operated from Calicut but one flight has already been cancelled. Majority workers in gulf countries are from Malabar area and they all are depending on Calicut Airport. So, I request the Minister of Civil Aviation to start more flights from Calicut and give attention to the problems of Calicut Airport.

(II) Need to set up public sector industries based on mineral raw material in industrially backward district, Anantapur of Andhra Pradesh

SHRI A. VENKATA REDDY (Anantapur): India is an agricultural country and we have achieved self-sufficiency in foodgrains. Industry play an important role in the all round economic development of the country. Since India's independence, industrialisation concentrated only in cities and nearby areas. This has lead to imbalances, leading to migration to the cities. Education having spread fast in the country, educated youth force is very much available in rural areas also. Hence, industrialisation must be undertaken at the district level and in appropriate cases even in Taluk levels and local educated youth can be employed there. Such decentralisation of the industry will arrest rural migration to the cities. Anantapur District is the most backward drought prone area in Andhra Pradesh and has been notified as industrially backward district by Central Government. Abundant mineral raw material such as granite, limestone, steatite, baratis, calcite etc. is available there. There is no industry worth mentioning in public sector or Government undertakings there. State Government is not able to start industries for want of funds. The educated youth of the area demand immediate starting of public sector industries in Anantapur district. Immediate action is requested.

[*Translation*]

(III) Need to re-open the closed railway line between Nirmali and Saraigarh in Samastipur district of Bihar

SHRI DEVENDRA PRASAD YADAV (Jhanjharpur): Mr. Deputy Speaker, Sir, I want to raise the following matter of urgent public importance under Rule 377.

In Samastipur division of Eastern Railway, there was railway line between Nirmali and Saraigarh railway stations, which used to pass through a railway bridge on Kosi river. In 1945-46, the said railway bridge had collapsed due to heavy floods in Kosi river resulting in the closure of that railway line. As a result, the people of Madhubani, Sitamarhi and Darbhanga districts have to cover 8 times more distance than the earlier one to reach the nearest place in Saharsa district and it causes a lot of waste of time and money. Hence it is not justified to close down a railway line just due to fall of a bridge. The closure of this railway line has adversely affected the development of people of this poor, flood hit and border region.

Therefore, in order to redress the grievances of railway passengers and for the development of this flood affected area, I demand in public interest that this closed railway line should be reopened.

(IV) Need to open a petrol pump at Dindori, Nasik district in Maharashtra

SHRI HARIBHAU SHANKAR MAHALE (Malegaon): Mr. Deputy Speaker, Sir, I want to raise the following matter of urgent public importance under Rule 377.

At present there is no petrol pump in village and tehsil Dindori of Nasik district (Maharashtra). The people of this region are in a great distress. They are facing a lot of difficulties. Almost everyday, I receive a number of requests from my constituency in this regard. People are also making tele-

[Sh. Haribhau Shankar Mahale]

phonic calls. They have told me that about 2-3 years ago, a petrol pump had been sanctioned in the name of two tribals, but they were not able to run it, so they abandoned it. As at present, that petrol pump is lying closed and no one is running it. Some people have asked for the permission of the Petroleum Ministry to run that petrol pump, but nothing has been done to this date in that regard. So, I would like to request the Government to take immediate necessary action to mitigate the difficulties of the people.

(v) Need to re-start railway line between Daraunda and Maharajgunj in Bihar

SHRI RAM BAHADUR SINGH (Maharajgunj): Mr. Deputy-Speaker, Sir, I want to raise the following matter of urgent public importance under Rule 377.

Maharajgunj, the headquarter of my constituency, is an important trade centre in north Bihar. In view of its importance from the commercial point of view, a railway line had been laid between Daraunda and Maharajgunj. But this railway line was immediately closed while undertaking the gauge conversion of Katihar-Barabanki section on an assurance that this railway line would be reopened after the said gauge-conversion work was over. But it is matter of regret that even after 10 years since the completion of the said gauge conversion work, Daraunda-Maharajgunj railway line has not been reopened resulting in acute hardship to the people in regard to transport and Maharajgunj, which was a trade centre has almost become lifeless and consequences thereof need no elaboration.

I would, therefore, like to request the Government to re-open the Daraunda-Maharajgunj railway line and restore all the rail facilities as were provided earlier.

(vi) Need to take measures to solve drinking water scarcity in Rajasthan

SHRI GIRDHARI LAL BHARGAVA (Jaipur): Mr. Deputy-Speaker, Sir, I want to raise the following matter of urgent public importance under Rule 377.

The Members of Parliament from Rajasthan feel concerned about the drinking water problem of that State. The hon. Minister for Water Resources has postponed the meeting on three occasions.

5 per cent of the total population of the country lives in Rajasthan, but they have to remain content and fulfil all their water requirements with only 1 per cent of total water resources available in the country. Due to the acute scarcity of water in Rajasthan, they have to depend on inter-state water resources. The State is also not getting its share of water from Yamuna river. If the water from Ganges is made available to Rajasthan, it can bring in prosperity. Rajasthan has its 10 per cent share in the water of Tehri dam. If this water is made available to the State, it can solve the water scarcity problem of Alwar and Bharatpur districts to a great extent. Out of 8.60 m.a.f. water of Ravi and Beas, Rajasthan's share is 0.47 m.a.f. This water is meant for Nohar and Sidhmukh irrigation projects which are proposed to provide irrigation facilities to Nohar and Bhadra Tehshils of Ganganagar District. But nothing has been done in this regard and the Planning Commission has not accorded their financial approval for the said projects. It is necessary to send the Chambal CAD project of the State Government to the World Bank. The Punjab Government has not yet transferred the Ropar, Harike and Ferozpur Headworks to the Bhakra-Beas Management Board. The Central Government should waive the recovery of loans due from the State Government in respect of the water supply scheme and help them in solving their drinking water problem. To solve the drinking water problem of Jaipur, storage capacity of Ramgarh reservoir should be improved and beside the dredging of the dam, the