

[Sh. Bhawani Lal Verma]

ply as well. The present estimate for the above-mentioned projects is nearly Rs. 700 crore.

World Bank's assistance was also granted to this project and it was due to be completed in the year 1991-92, but due to the slow progress of the project this assistance has lapsed and the construction of the Canal and other associated work is almost stopped. As per the available information, no allocation has been made in respect of this project in Madhya Pradesh Budget for 1991-92, as a consequence of which there is wide spread resentment among the general public. This project was for the benefit of those development blocks where the average irrigation has been estimated to be in the range of 5 to 7 per cent, and this year about one lakh people have migrated from there due to failure of rains of water.

Therefore, I urge the Central Government to take over this project to ensure its early completion."

(ii) Need to provide concessions to Newly Set-up Sugar factory in Maharashtra

SHRIMATI SURYAKANTA PATIL (Nanded): Mr. Speaker, Sir, I would like to draw your attention to the following matter under Rule 377.

"The Central Government has approved 38 new sugar factories in Maharashtra out of which 9 have been set up and it is expected that production will start in those factories in the current financial year itself. Out of the remaining 29 factories, 27 have been permitted to procure machines but with an increase of Rs. 34 crore in the project expenditure, it has become necessary to review their economic viability. The Central Gov-

ernment has appointed a committee for this purpose which will see how the expenses can be reduced.

Any project can be successful only when financial institutions will provide loans and economic assistance on long term basis. Therefore, I would request the Central Government to give some more concessions to the new industries to be set up. Firstly, in respect of sugar levy, the State has been, at present, divided into two zones. Instead the State may be divided into 3 zones. Secondly, the factories which come under high recovery may be allowed to sell 100% sugar in open market for 10 years, in medium recovery areas it is for 12 years and in low recovery for 15 years. Besides, the National Co-operative Development Corporation should provide more funds with a view to enable it to provide more financial assistance to these newly set up sugar factories.

In Maharashtra, all the jobs right from sowing sugar cane crop to transporting it to the factories is done by the sugar factories. It should be kept in view by the Government while fixing the levy of sugar.

I hope the Government will soon give its decision on the proposals so that these above mentioned 27 sugar mills would start functioning before further escalation in the estimates."

(iii) Need to ensure remunerative prices and sufficient orders to Hindustan Shopyard Ltd, Visakhapatnam for its products

[English]

SHRI RAMA KRISHNA KONATHALA (Anakapalli): Mr. Speaker, Sir, the Hindustan Snipyard Ltd., Visakhapatnam in Andhra Pradesh which was founded with an adventurous spirit of Swadeshi movement has completed 50 years and is in its Golden

Jubilee year. The Foundation-stone of the first industry on the East Coast was laid by the first President of independent India on June 21, 1941 and the first ship *Jala Usha* built in this shipyard was launched by the first Prime Minister of India. It was then assured that the Government would help the industry in every way and shipping would not suffer and would go at all costs and at every cost.

Hindustan Steel Ltd has so far built 100 vessels comprising a variety of cargo, Passenger, Naval Patrol, supply vessels, Dredgers and Harbour crafts for merchant ship owners, Navy, ONGC and Ports. In the recent past, a prestigious Drill ship "Sagar Bhushan" worth about Rs. 100 crore was built and delivered to ONGC. It has vast experience and expertise in the art of ship-building and ship repairs. It has earned profits and declared dividends during 1976-82. With the completion of State-2, Modernisation Plan costing about Rs. 80 crores by 1982 and an off-shore platform yard was set up at Iova garden in 1985 for construction of offshore platforms and delivered nine platforms 2 jackets to ONGC installed at Bombay High and Godavari Basin. This shipyard is the only premier and modern ship-building yard with such facilities.

In spite of all this, it is presently facing very serious financial crisis, due to lack of sufficient orders and unremunerative pricing formula. With its uncertain future, the work force has been demoralised.

In the above circumstances, the Government of India should rescue Hindustan Shipyard Ltd and save it from future disaster by restructuring the pricing formula, by giving sufficient orders and save the families of 10,000 employees.

- (iv) **Need to take steps for early conversion of Latur - Miraj narrow gauge Railway Line into Broad Gauge**

[English]

SHRI ARVIND TULSHIRAM KAMBLE

(Osmanabad): Marathwada region of Maharashtra is the most backward region of the State. The development is blocked due to non-existence of broad gauge lines which are pre-requisite for development of any area. There are a few railway lines there but they are metre or narrow gauge. If these are converted into broad gauge, the development of the area will get speeded up.

I am happy that the Government has now taken up the updating of survey for conversion of Latur-Miraj narrow gauge line to broad gauge line and its extension up to Latur Road which is at a distance of 30 KM only. The same has been proposed in the Budget of 1992-93. If this conversion and extension work could be speeded up, then there can be a direct line from Hyderabad to Bombay, and new vistas for trade and passenger traffic will be opened up between Marathwada region and cities like Hyderabad and Bombay.

I request the hon. Minister for Railways that keeping in view the sentiments of the people of Marathwada region and the need for the development of the region, the construction of the said railway line by accorded priority.

- (v) **Need to re-start suspended trains to Haridwar, U.P.**

[Translation]

SHRI CHETAN P.S. CHAUHAN (Amroha): Mr. Speaker, Sir, Ardhkumbh Mela is starting from 13th April, 1992 at Haridwar in Uttar Pradesh. About 8-10 lakh people from various parts of the country are expected to participate in the festival. Most of the pilgrims participating in this festival are from Uttar Pradesh, Bihar, Madhya Pradesh and Rajasthan and this festival continues nearly for one month towards the middle of May.

Most of the people reach Haridwar by