

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