

soon. The work on the project, however, remained confined to papers alone. The people of the locality have been forcefully demanding since long to immediately start work on that project. I have also drawn the attention of the Union Government and the State Government to this project several times. Starting work on this project will ensure development of the area and it will also provide job opportunities to unemployed persons. I would, therefore, like to submit to the Central Government that the work on the project should be started at the earliest.

(v) **Need to re-start Bhusawal-Bombay train.**

DR. GUNWANT RAMBHAU SARODE (Jalgaon): The railway budget for 1993-94 has caused great disappointment for North Maharashtra. No announcement to re-start the Bhusawal-Bombay passenger train in Maharashtra which was cancelled on 3rd February, 1992 has been made by the Minister of Railways. The Railway administration had assured me that this passenger train would be re-started after the Kurla Terminal is opened, but that assurance has not been fulfilled even after the Kurla Terminal was opened. Lakhs of the poor people of Maharashtra like to travel by the Bhusawal-Bombay passenger train, but that train is not running.

My constituency Jalgaon is an important industrial area of Maharashtra. The Ajanta and Allora caves are very close to Jalgaon. The visitors have first to reach Jalgaon in order to visit the caves. Accommodation facility and transport facility for the travellers is adequately available at Jalgaon.

I would, therefore, like to request the Central Government to immediately re-start the Bhusawal-Bombay passenger train in Maharashtra and make arrangements to stop all Mail, passenger and Superfast trains at Jalgaon Junction.

(vi) **Need to take steps to solve the financial crisis faced by Cochin Shipyard Ltd.**

[English]

SIIRI M. RAMANNA RAI (Kasargod): The Cochin Shipyard, the premier shipbuilding yard in the public sector is threatened with

closure. With heavy accumulated losses and a depleted order, the Cochin Shipyard limited, the most important of central sector units in Kerala, is facing its most severe crisis since its inception in the late sixties.

Cochin Shipyard has so far supplied seven ships, five bulk carriers of 75000 DWT and two crude oil tankers of 86000 DWT each to international standards and has repaired hundreds of vessels. Due to the existing pricing formula the Shipyard is incurring heavy losses. In the absence of revision of prices the Shipyard is not in a position to undertake any fresh job.

Recently the Shipping Corporation has placed orders for ships and tankers from South Korea which could have been built at Cochin Shipyard. Firm reservation of a certain percentage of the tonnage requirements of the Indian shipping industry for construction in Indian shipyards and ensuring full usage of the country's ship repair capacity before permitting repairs abroad are both vital demands in this context. Apart from capital restructuring and revision of the pricing formula for ships built at the CSL, two other immediate steps suggested to save the Shipyard from its present crisis are placement of an order for construction of a passenger vessel for the Shipping Corporation of India for which CSL has already submitted a quotation. A provision of an adequate number of vessels for repairs through Government intervention could go a long way towards improving the situation.

I, therefore, urge upon the Government to look into the matter.

(vii) **Need to review the decision for closure of Loco and Carriage Workshops at Ajmer, Rajasthan.**

[Translation]

PROF. RASA SINGH RAWAT (Ajmer): Mr. Chairman, Sir, Ajmer has not been declared as an industrially backward district just because there are two large State Railway Factories—Loco and Carriage factory, which provide employment to thousands of labourers. The trade and economy of Ajmer depend on these factories. These factories are the soul of the economic body of Ajmer. These factories in Western Railway have been very important