

Despite repeated assurances from the Government that there would be no retrenchment and no closure, proposals to close 14 NTC mills and amalgamation of 49 mills into 21 which will result in unemployment of about 65,000 NTC workers are afoot.

The budget has suddenly withdrawn from the budgetary support of NTC to a large extent. This action forced many NTC mills to short various raw materials. Eighty per cent production activities in many NTC mills have been stopped and workers are paid for sitting idle for want of adequate cotton supply. This will push the losses still further for no fault of workers.

I urge upon the Government to take steps to stop further deterioration of NTC mills. Efforts should be made to ensure maximum utilisation of their production capacity.

(iii) Need to clear all Pending Power Projects of Karnataka

SHRI V. DHANANJAYA KUMAR (Mangalore): Karnataka is reeling under severe power crisis. Very often power cuts to the tune of 70 per cent for high tension industries, 60 per cent to the low tension industries and up to 50 per cent for agricultural and domestic consumers is imposed. The new industrial units seldom venture to set up the factories in Karnataka for want of power supply. They are being asked to have captive power generation or to diesel generators.

Therefore, there is urgent need to augment power supply to Karnataka by clearing all the pending projects immediately. Sufficient funds must be made available for the Mangalore Super Thermal Power Project which is supposed to generate 2240 M. W. of power by 1996.

(iv) Need for early approval to the Construction of Bridge on the River Ujhar on Highway No. 19 in Jhalawar district, Rajasthan

SHRIMATI VASUNDHRA RAJE (Jhalawar): Sir, there has been an inordinate

delay in the construction of a bridge on river Ujhar on Highway No. 19 in the district of Jhalawar of Rajasthan State. The estimated cost of the project was Rs. 78.00 lakhs when it was proposed for Central assistance under Road/Bridges works of Inter-State importance. The location of the proposed bridge is on the border of Rajasthan and Madhya Pradesh. Construction of this bridge will provide an all-weather route between Rajasthan and Madhya Pradesh and will provide connection to Indore, an important commercial and cultural city of Madhya Pradesh. A number of backward districts of Madhya Pradesh and Rajasthan can be directly provided with road communication with Indore. This will also facilitate the movement of goods to Indore which will ultimately give a boost to trade between both the States.

The proposal was submitted by the Rajasthan Government to the Centre in 1987 and it is since awaiting approval of the Government. Hence the construction of the proposed Ujhar bridge project should be considered as an important inter-State bridge, as the project will go a long way in the growth of the backward areas in the two States. It should, therefore, be given priority.

In view of this, I demand that the proposed bridge on the river Ujhar on Highway No. 19 in the district of Jhalawar should be approved without any further delay.

(v) Need to Increase the Quota of Kerosene Oil to Bihar

[Translation]

SHRI MANJAY LAL: (Samastipur): Mr. Speaker, Sir, in Bihar Kerosene is utilised for the purpose of lighting, cooking of food and also in pumps for irrigation purposes.

But the quota of Kerosene sanctioned to this state is very low as compared to that of other States. A total of 38287 metric tonne of kerosene had been supplied to the state for the month of July, 1992, which comes to 0.55 litre per person. The population of Bihar is more than ten per cent of the total population