

current year as iron-ore exported in first six months has been reduced barely to 50,000 tonnes as against the target of 2.50 million tonnes, fixed for the year.

According to the review, while Country's mineral production increased from about 169 million tonnes in 1975 to 185 million tonnes last year, the State output remained virtually stagnant at 14 million tonnes a year during the period.

Unless the MMTC steps up export of iron-ore from Orissa, many more mines in the State are likely to be closed down. Therefore, I urge upon the Hon'ble Minister of Commerce to establish immediate contact with the Ministry of Shipping and Transport to make adequate transport arrangement to clear the large quantities of iron-ore accumulated at the pit and railheads. Steps should be taken to increase the production of iron-ore by reviving the mines closed down in the Banspani Barbil sectors and to reinstate 15,000 workers thrown out of employment during the last two months. Export of iron ore from Orissa should be stopped up forthwith.

(iii) NATIONALISATION OF MESSRS, HOOGHLY DOCKING AND ENGINEERING COMPANY, LTD., HOWRAH.

SHRI SATYASADHAN CHAKRABORTY (Calcutta South): Sir, several representations were made before the Ministry of Industry by the Government of West Bengal as well as Workers' union for nationalisation of M/s. Hooghly Docking and Engineering Co., Ltd., Howrah. This premier ship-building industry has certain characteristics in certain type of ship-building, ship-repairing and general engineering, which are most economic in this shipyard and workmanship of high order than anywhere else. But since independence, there has been no worthwhile modernisation effort in this yard. As a result, its building berths, material-handling facilities,

machineries in this Works are all of primitive nature. This was reflected in the speech of the Chairman, Kandla Port Trust, on 9-3-81 during launching ceremony of their second tug. Since the company occasionally cannot pay wages and salary in time and delays purchase of materials for production, due to paucity of funds it causes loss of man-hour, increases production cost and delivery schedule goes away. In spite of these handicaps, it is commendable that the highly-skilled workforce and the competent team of engineers and designers of Hooghly Docking and Engineering Co. Ltd., have been able to design, build and deliver sophisticated crafts to various Port Trusts within the time comparable to vastly modernised shipyards of the country. Modernisation programme together with sufficient working capital loan, will surely boost up the production economically to reach its optimum and help to generate adequate surplus to remain as a viable company. As most of the customers of the Hooghly Docking and Engineering Co. Ltd., are public-sector undertakings and Government agencies, it is necessary on the part of the Government to nationalise this important company without any further delay.

(iv) KARNATAKA-MAHARASHTRA BORDER DISPUTE

SHRI BAPUSAHEB PARULEKAR (Ratnagiri): Sir, under rule 377, I would like to mention the following matter of urgent public importance:—

The border dispute between Karnataka and Maharashtra has been pending for the past several years. Results of the past elections in these border areas have amply shown the wishes of the people.

In the Fifth Lok Sabha, the Government had assured that the border dispute would be settled prior to the elections to the Sixth Lok Sabha.

Under the Janata Government, the then Union Home Minister had already fixed a meeting of the Chief