

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

[Shri Bapusaheb Parulekar]

Ministers of Karnataka and Maharashtra to settle the dispute, but in the meantime the Government fell.

Five Members of the Karnataka Legislative Assembly belonging to the 'Maharashtra Ekikaran Samiti' withdrew their indefinite fast undertaken in Bombay in August last on the assurance of the Chief Minister of Maharashtra that he would meet the Chief Minister of Karnataka and discuss the same. No effective steps have been taken so far.

I, therefore, urge upon the Government to take expeditious steps to settle the Karnataka-Maharashtra border dispute pending for about 25 years, so that a source of tension between the two States is ended and people from the border areas are encouraged to join the nation's mainstream of political life.

(v) SUPPLY OF DIESEL AND KEROSENE
OIL TO FARMERS OF EASTERN UTTAR
PRADESH

श्री हरिकेश बहादुर (गोरखपुर) :
पूर्वी उत्तर प्रदेश के गोरखपुर और देवरिया आदि जिलों में रबी की फसल की सिंचाई के लिए कृषि यंत्रों में प्रयोग हेतु डीजल का भीषण अभाव हो गया है। डीजल पम्पों पर किसान कई दिनों तक डीजल के लिए लाइन लगा कर पड़े रहते हैं। डीजल के अतिरिक्त मिट्टी के तेल की भी बहुत कमी हो गई है। ग्रामीण जनता को डीजल और मिट्टी का तेल दोनों ही नहीं मिल पा रहा है जिससे आम जनता और किसान दोनों ही अत्यधिक परेशान हैं। इसलिए सरकार से मैं मांग करता हूँ कि पूर्वी उत्तर प्रदेश में डीजल और मिट्टी के तेल के अभाव को दूर करने के लिए तत्काल कार्यवाही करें ताकि जनता को उसकी आवश्यकता के अनुसार ये वस्तुएं उपलब्ध हो सकें।

(vi) PROPOSED INTRODUCTION OF ELECTRONIC COMPUTER TECHNOLOGY IN THE
NEWSPAPER INDUSTRY

SHRI INDRAJIT GUPTA (Basirhat): Sir, a very dangerous situation is developing in the newspaper industry with the proposed introduction of electronic computer technology. This advanced technological system has been introduced, in varying degrees, in some newspapers and the industry as a whole is going to adopt this technology in a big way very soon.

This new development is bound to lead to unprecedented industrial confrontation between the employees and the management in an industry which is having more or less cordial relations.

The Hindu has already introduced it fully. Some newspapers like the Times of India, Bombay, the Ananda Bazar Patrika and the Amrit Bazar Patrika of Calcutta and the Indian Express of Bombay have introduced the new technology in varying degrees. Attempts are afoot to introduce this new technology in the Statesman and other newspapers also.

Several other newspapers including the Indian Express, Delhi, and the Patriot, Delhi, have served notices to their employees about their intention to introduce the new technology within a few months.

As a result of these developments, there is a direct threat of mass retrenchment and restriction of job potentialities in the industry.

The import of such machinery is at present allowed under the Open General Licence and the newspaper managements are rushing to put in orders for them. Realising the dangerous consequences which would flow from this development in a country where the employment situation is already too bad, the Government should put a blanket ban on the import of such machinery till this matter is thoroughly discussed among