

(b) what fresh steps have been taken up so far to expand the telecommunication network in Arunachal Pradesh?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI JAI PARKASH): (a) In Arunachal Pradesh during 1990-91 (I) 12 No. of Telephone Exchanges have already been converted into Electronic Exchanges, upto 27-2-91 and (II) 9 more Nos. of Telephone Exchanges are likely to be converted into electronic exchanges upto 31-3-91. During 1991-92 most of electromechanical telephone exchanges are likely to be replaced by Electronic Exchanges.

(b) The 8th Plan proposals have been formulated with an objective to provide by the end of 8th Five Year Plan telephones practically on demand in telephone exchanges of capacities below 5000 lines. All the district headquarters in Arunachal Pradesh are proposed to have STD facility by 1991-92.

Construction of Fourth Bhabmaputra Bridge

885. SHRI NYODEK YONGGAM: Will the Minister of SURFACE TRANSPORT be pleased to state what is the reasons for the delay in starting the proposed construction of the Fourth Brahmaputra Bridge at Bogibil of Dibrugarh District of Assam?

THE MINISTER OF WATER RESOURCES WITH ADDITIONAL CHARGE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI MANUBHAI KOTADIA): Constitutionally, Government of India is responsible for the development and maintenance of roads/bridges declared as National Highways under National Highways Act, 1956 and all other roads/bridges are essentially the responsibility of the respective State Governments. The proposed bridge over river Brahmaputra near Bogibil does not lie on a National Highway and hence it is within the purview of the State Government of Assam. It has not

been taken up for the construction so far because of paucity of funds.

Financial crisis of Vizag Shipyard

886. SHRI A. NALLASIVAN: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether representations have been received from Hindustan Shipyard Staff Association, Visakhapatnam and Hindustan Shipyard Labour Union, Visakhapatnam regarding the difficult financial position of this premier Shipyard;

(b) what are the problems faced by Vizag Shipyard; and

(c) what steps are taken or proposed to be taken by Government to defuse the crisis facing the Shipyard at Vizag and to continue its work of Ship Building?

THE MINISTER OF WATER RESOURCES WITH ADDITIONAL CHARGE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI MANUBHAI KOTADIA): (a) Yes, Sir.

(b) The basic problem being faced by Hindustan Shipyard Limited, Visakhapatnam, is acute shortage of funds arising out of huge losses accumulated over the years. As on 31-12-1990, the provisional accumulated loss of Hindustan Shipyard Ltd. stands at around Rs. 273.20 crores. Following are the other important problems being faced by the Shipyard:—

(i) Lack of orders;

(ii) Low productivity; and

(iii) Low realisable prices for ships under construction etc.

(c) A number of steps are presently under consideration of the Govt. for revival of the Shipyard. These include capital restructuring, upward revision of Govt. subsidy payable for construction of ocean going vessels, duty-free imports upto 50% of realisable price of the vessel etc.