<table>
<thead>
<tr>
<th>CHAPTER NO.</th>
<th>CONTENTS OF CHAPTER - 5</th>
<th>PAGE NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.0</td>
<td>PROBLEMS OF MIGRATED/MIGRATING ENGINEERING INDUSTRIES</td>
<td>154</td>
</tr>
<tr>
<td>5.1</td>
<td>INTRODUCTION</td>
<td>154</td>
</tr>
<tr>
<td>5.2</td>
<td>PROBLEMS OF INDUSTRIAL UNITS IN GROWTH CENTRES</td>
<td>156</td>
</tr>
<tr>
<td>5.3</td>
<td>LOCATION OF GROWTH CENTRE</td>
<td>157</td>
</tr>
<tr>
<td>5.4</td>
<td>INFRA-STRUCTURAL PROBLEMS</td>
<td>158</td>
</tr>
<tr>
<td>5.5</td>
<td>ATTITUDE OF THE ADMINISTRATION</td>
<td>162</td>
</tr>
<tr>
<td>5.6</td>
<td>THE PROBLEM OF DEVELOPING AREAS</td>
<td>163</td>
</tr>
<tr>
<td>5.7</td>
<td>PROBLEMS OF ENGINEERING INDUSTRIES</td>
<td>167</td>
</tr>
<tr>
<td>5.8</td>
<td>STATES IDIOLOGY REGARDING LOCATION OF ENGINEERING UNITS IN BOMBAY</td>
<td>174</td>
</tr>
<tr>
<td>5.9</td>
<td>SCARECITY/INADEQUACY OF FACILITIES IN MAHARASHTRA</td>
<td>176</td>
</tr>
<tr>
<td>5.10</td>
<td>THE PROBLEMS OF INDUSTRIAL FINANCE IN MAHARASHTRA</td>
<td>180</td>
</tr>
<tr>
<td>5.11</td>
<td>PROBLEMS OF WATER SHORTAGE IN BOMBAY</td>
<td>184</td>
</tr>
<tr>
<td>5.12</td>
<td>PROBLEMS OF TRANSPORT</td>
<td>184</td>
</tr>
<tr>
<td>5.13</td>
<td>PROBLEM OF LABOUR UNREST</td>
<td>186</td>
</tr>
<tr>
<td>5.14</td>
<td>POSITIONS OF FACILITIES IN NEIGHBOURING STATES</td>
<td>186</td>
</tr>
<tr>
<td>5.15</td>
<td>RECENT POLICY TOWARDS LOCATION OF INDUSTRY</td>
<td>189</td>
</tr>
</tbody>
</table>

153
5.0 PROBLEMS OF MIGRATED/MIGRATING ENGINEERING INDUSTRIES:

5.1 INTRODUCTION:

It will not be an exaggeration to say that Industrialists of all categories, large, medium or small scale, have reaped the benefits of the Industrial Policy declared by the Maharashtra State Government from time to time. It was generally assumed that the State Policy could be placed as an example before other States in maintaining harmonious relationship with Industrialists for achieving sustained growth in productivity, gainful employment and in attaining competitiveness in all respects.

Under the guidelines of Industrial Policy (1988) of Maharashtra State, it is clearly mentioned that the industries in the congested Bombay-Thane-Pune belt be shifted to the underdeveloped and developing areas of the State. It was thought necessary to offer fiscal and monetary incentives, which would help the entrepreneurs "setting-up" their units in such backward areas, and overcome certain disadvantages, if any in doing so. To achieve this end, the State Government is offering a package of incentives since 1964 so that it would be attractive to set up industries outside the congested areas.

During framing of incentive schemes, steps have been taken to make investment in industrially backward areas more remunerative and attractive than areas where some infra-
structure is already available by prescribing different fixed Capital Investment of the units depending upon their location. Government kept on changing this scheme based on experience gained over past years.

To rationalize the scope of incentives, scales and mode of release of incentives etc. to industries, Government of Maharashtra frequently changes its industrial policy with a view to intensify and accelerate the process of dispersal of industries from the developed to underdeveloped regions, particularly to those which are situated away from the Bombay-Thane-Pune industrial belt.

In general, it is observed that State Government has taken care to give full assistance to run the present industries whether it is an engineering or any other industry. Over and above this the State Government also has made efforts to invite new industries by giving various attractive schemes and improved infrastructure. Even though industries have shifted in fair numbers, as far as engineering units are concerned they have also shifted/migrated to other states. Therefore, it is important to trace out the factors which are affecting migration or shifting of industries as a whole and especially units engaged in engineering goods manufacturing.

Researcher wants to define the concept of migration of Industry as follows:

- An established industry in Bombay area has closed and shifted to other states; or
- Part of the industry has been shifted from Bombay to other state; or
- On account of future development of the organisation either complete factory or some unit(s) have been shifted; or
- Most of the units of a group are established and running in Bombay, but new units have been planned or set-up in other state(s).

Researcher also wants to define "BOMBAY", from the point of view of this study. Bombay means entire area covered under BMRDA, Thane-Belapur and other neighboring industrial belts of Bombay. In case the migrated industry is of large investment other nearby cities like Lonawala, Pune etc. also have been covered.

5.2 PROBLEMS OF INDUSTRIAL UNITS IN GROWTH CENTRES:

It is more easy to start an industrial unit in a city or in an area which is industrially developed and where all the infra-structural facilities are available than in a developing backward area. Entrepreneurs, therefore, are tempted to establish or start their industrial units in developed areas where industries are concentrated. The gestation period for an industrial unit is long in the developing areas due to infra-structural, technical, financial and marketing deficiencies with the result that entrepreneurs are reluctant to go outside the areas where the industries are concentrated.
The Government of Maharashtra has adopted a policy of dispersal of industries. Several incentives have been offered through various Government Corporations such as SICOM, MSFC, MIDC and Regional Development Corporations. This policy of the Government has led to the location of new industrial growth centres in Maharashtra. Besides, other hurdles such as want of proper communication facilities, technical personnel and ancillary support are to be overcome. In addition to this, the attitude of the officers concerned with industrial development, various labour and factory laws and overall industrial policy of Government calling for heavy paper work pose problems to the industrial units, especially in small scale sector.

5.3 LOCATION OF GROWTH CENTRE:

In order to implement the policy of the dispersal of industries and to bring about balanced economic growth, the Government has selected some places for industrial development. Government thought that if the basic infrastructural facilities viz. land (developed plots), electricity and water supply is provided, the entrepreneurs on their own will go and establish their industrial units in such areas, but experience has shown that this is not true. After great persuasion and pressure, the industrialists are reluctant to go outside Bombay, Thane, and Pune industrial belt. Many times, it happens that techno-economic survey is not carried out and the growth centres are selected without taking into consideration its locational potentialities, and possibilities of creating an industrial complex.
Once the growth centres are selected, activities of all agencies concerned with industrial development should be co-ordinated so as to bring about the infrastructural facilities as fast as possible. The individual industrial unit by itself cannot create infra-structural facilities. They are accustomed to certain way of life and standard of living which is not available at newly growing industrial centres. Even with attractive salaries, technical personnel are reluctant to join. Infra-structure development take time, the industries coming over there get frustrated, which in turn, mars the initiative of other incoming entrepreneurs.

At the newly coming up growth centres, it is seen often that the large scale units are finding it difficult to off-load their work to the ancillary units as there is no ancillary industry development. At some places, as there are no large or medium scale industries near the industrial estate, the ancillary or the small scale units find it difficult to get job work and has to strive hard to market their products to industrial centres at a distance.

5.4 INFRA-STRUCTURAL PROBLEMS: The term "infra-structure", apart from land, and supply of water and power, includes communication facilities, technical and managerial personnel, finance, markets, facilities comprising canteens, police stations, watch and ward, street lights, drainage, fire brigade, ambulance, hospital, residential accommodation and so on. When new growth centres are located away from
the towns, it is desirable that the land in the developing areas should be available at cheaper rate. Moreover, if such land is developed by M.I.D.C or any other agency, the price should not be very high. From the construction point of view, the foundation condition of land must be suitable. The construction cost is also one of the reasons to attract the outside entrepreneurs. Uninterrupted and sufficient supply of water and power is of course a must.

The term, "communication" includes roads, post and telegraph, telephones, telex, transport of men and materials. The industrial units in the newly emerged industrial growth centres of Maharashtra are severely handicapped in this respect. For instance, road construction work is handled by several agencies - State Government, Zilla Parishad, gram panchayats and the internal roads are with the M.I.D.C or the municipality or any other suitable agency. This situation creates problems and halts progress as there is no co-ordination amongst the various agencies and government departments. Many a time, because of non-coordination, the approach roads are not constructed by any agency, and this becomes a problem with the Industrial units in these developing areas.

The Post and telegraph, telephone, telex etc. are under the Central government. The emergence of the growth centres is at the instance of the State Government. As a result, provision of these facilities in the growth centres suffer due to want of co-ordination of activities of the Centre and the State Government. This leaves a gap in communication
which is the back-bone of the modern industrial growth. Hence, various agencies of State and Central Governments must be coordinated to provide communication facilities. Besides, the decision regarding location of the industrial growth centre should be backed with sufficient budgetary provisions for implementing various communication schemes with a promotional view.

Once the entrepreneurs get the land, water and power supply, they go ahead with the construction of factory sheds. Once the construction stage is over, they require technical hands for installation of manufacturing plant and paucity of technical hands poses a big problem in the newly developing areas. The technical hands do not move to such places. Housing accommodation is another serious problem before the industrial units in the developing areas.

The semi-technical persons i.e. the I.T.I. trained youngsters, diploma holders in Engineering are also not available in adequate numbers. Thus, in the developing areas, as securing technical as well as skilled and semi-skilled persons is very difficult. This problem can be eased out if sufficient housing accommodation is made available and more industrial training institutes are opened up with required trades.

For running any industry smoothly, it requires adequate and timely finance. This is possible only if the financial agencies in the area function effectively. The experience of the industrial units or the budding technical entrepreneurs
in this respect is not encouraging. The experience shows many cases of frustration, and industrial sickness. There is no uniform policy laid down by the financial agencies in regard to financial scrutiny, and assessment of techno-economic feasibility of the schemes. The financial agencies should not go too deep as far as the technical aspects of projects are concerned as there is a dearth of expertise with the financial Institutions. However, training, background, sincerity and integrity of the entrepreneur could be the criteria to be considered. The banker is supposed to be as the proverb goes, "the Man who comes to help with an umbrella in fair season"; on the contrary, the Banker must be a man going to help with an umbrella in the rainy season."At present, much time is wasted in arranging finance, which otherwise would have been used for developing the manufacturing techniques.

Marketing of manufactured goods also poses problems to the units in the developing areas. It is always said that if you can market a product, you will easily manufacture it. The industrial units in the developing areas have to maintain a high level of inventory. This results in blocking up of much capital on which high rate of interest has to be paid. This adds to the overheads, affects the cost structure of the product, and economic viability of the unit. At new growth centres, the technical personnel for consultation of marketing or export etc, are not available. This is one more hurdle in the industrial progress. There are various legislations under which the Industrialists have to submit a
number of returns. The industrial units in the small scale sector are mostly one man shows. Hence, it is felt that such legislative obligations should be minimised as far as possible at least for small scale units in the developing areas.

5.5 ATTITUDE OF THE ADMINISTRATION:
The attitude of the officers who are connected with industrial growth centres should be promotional. Besides, they must be saddled with the targets of bringing certain number of new industrial units into functioning. There must be co-ordination between all the departments of State and Central Governments as also between corporations and financing agencies. The researcher is associated with the industrial development at Nasik since its inception i.e. for the last seventeen years. It is his experience that for creating every infra-structural facility, one has to waste much of his energy, time and money. Hence, co-ordination of all the agencies as well as the State and Central Government departments and their understanding of an entrepreneur coming in the new area are also vital to further the cause of industrial development.

It is not correct to say that these are the only problems. As Maharashtra's industrial development went up and going on areawise decided by State Government to set-up a unit or the units are already running in that zone of Maharashtra. Let us study certain problems of some areas as reference in next points.
A Case of Marathwada Region - Maharashtra Government has launched the strategy of development of growth centres in their plan to encourage industrialisation of Maharashtra. The growth centres concept is really commendable because it concentrates its efforts on the "Infra-structure development through MIDC", SICOM, CIDCO etc. for faster development of some specified points and the programme will no doubt be successful in the long run. However in the short run, there may be many difficulties faced by the industry in such growth centres.

The small scale entrepreneur looks for easy finance and help for raising of equity. He also requires marketing help. On the other hand, a large corporation looks for raising the level of fringe benefits to their executives. In the industrial estate, the growth centres concept of concentrating the attention of getting all these facilities in the form of a package in aimed at better efficiency, of the units located therein.

Among the difficulties of units in the growth centres, the most important one is the effect of octroi on the entry of their goods into Bombay and Pune to the interiors necessarily ends in a conclusion that the industry which has participation of SICOM is an industry-extension of Bombay or Pune into the interiors. The industry has been shifted from congested areas of Bombay or Pune and located physically in the interior. In many such units, the raw material still comes from the cities and finished products are sold back
into the city of Bombay and Pune. This policy of SICOM is consistent with Maharashtra Government's policy of industrial dispersal in the State. However, the levy of octroi duty on the products of these units which come into Bombay city is in some way a disincentive for such dispersal of industry. The octroi duty is levied by the Bombay Municipal Corporation on goods entering the city, and this policy of the BMC is against the State policy. The industry within the growth centre also suffers as it is treated on par with other units of the developed area as well as units in other States when it comes to selling in Bombay City. As it is, there are many operating snags and expenses which makes it expensive to run factories in the interior areas. This increased cost of production results in the erosion of profits for these units and in many cases the units are in the red. The increase of transport charges, thanks to the overall increase of general prices, has worsened the situation. Under these circumstances, the octroi duty further erodes the profits or increases the loss of these units. It is ironical also to see that a SICOM aided industry which is an expansion of the production centre of the city should be taxed for improving the civic amenities of Bombay city towards which the octroi duty make a contribution.

In this context, the Marathwada Chamber of Commerce had made a representation to the Government and the Bombay Municipal Corporation to exempt all the SICOM aided units from the payment of octroi duty if the goods come into Bombay City". 
As the SICOM units are easily identifiable, there would be no administrative difficulties in implementing such a scheme. Moreover, the impact of such an exemption would be very little for the Bombay Municipal Corporation but fairly significant for the various units in the growth centres. In this manner, the anomaly of the Bombay Municipal Corporation policy would be removed and thereby, be consistent with the State policy. This matter should be taken up by the Government and relief sought be accorded immediately.

Speaking of one of the leading growth centres of SICOM i.e. Aurangabad, a number of infra-structure facilities which are still lacking after years of establishment of the growth centre. With industrial investment exceeding Rs.80 crores, it is surprising that there are no street lights in the industrial estate. There have been reported cases of violence and there is no police station in the industrial estate and in some areas the roads have not been surfaced. In a recent circular by MIDC, they intend to add to the infra-structure and levy additional charge of 10% on the lease payable by industrial units working in the area. A representation has been made to them to levy such charges only after providing the necessary infrastructure, and not before. Also, the charge should be separately billed and not clubbed in the water bill as had been suggested by the MIDC.

Aurangabad boasts of a mini-steel plant, many foundries, diesel engine plant (under construction), hand tools, automobile ancillaries etc. Aurangabad has become a centre of medium scale mechanical engineering industry. Such
Negligence is likely to create bottlenecks in the growth centre development programme.

In some cases, the industrial estates in the growth centre are at a fair distance from the city. When the bus service is started the bus fare is so high that it significantly increases the cost and pushes up the wage rates in these industrial estates.

In many units, an impression is given by SICOM that they would be getting the subsidy and the sales tax loan promptly and because of this, the units treated the sales tax loan and subsidy as important sources of finance for their industry. In actual practice, however, there are long delays in disbursement of both the subsidy as well as the sales tax loan and no advance intimation is given to the units of how long the delay is likely to take place. On the contrary, the delay is explained in terms of administrative difficulties i.e. forms are not complete, information is not provided, bring new certificate etc. A more realistic and business-like approach is called for.

The Tidke Committee had made a report which simplifies many procedures and authorises the managing directors of the Regional Development Corporations, to sanction land, power, water and finance upto Rs.10 lakhs to new units. The Government should implement this recommendation as soon as possible, as this would provide a great fillip to industrial development of the region.
Maharashtra State has been a leader on the new art/science of growing industry and it must retain this leadership position for which some suggestions have been made in the report submitted by the Tidke Committee.

5.7 PROBLEMS OF ENGINEERING INDUSTRIES:

The Eighth Plan document highlights some of the weaknesses of the engineering industry in India. These are: (i) Weak design and engineering base (ii) Inadequate attention to modernisation and continued upgradation of technology (iii) Inadequate Research and Development (iv) Absence of companies of international standards which can take up turnkey and consultancy projects, (v) Demand constraint leading to low capacity utilisation (vi) Paucity of domestic financial resources and availability of 'tied aid' leading to avoidable imports, (vii) High cost of raw materials and other inputs (viii) High cost of credit/finance and duty structure, (ix) Absence of sustained export initiative, (x) Inadequate attention to training and manpower development and (xi) Overmanning which was prevented modernisation and also increased overheads.

But apart from problems mentioned above such as the high prices of raw materials, high industrial cost and the technology gap, there is also rampant sickness in the engineering sector. Accordingly to the latest available data 24941 engineering units were sick in the small scale sector alone as on March 31st 1991. The amount outstanding in the units was Rs.47.7 crores. A study conducted by a group of
economists (ET dated 8th Feb. 1993) has shown that the high interest cost and wage cost per rupee sale that is fixed cost have been the significant determinate of industrial sickness in the engineering industry. On the export front also, the industry faces quite a few problems. Faster growth in exports calls for constant communication through various channels like telephone, telex, fax etc. But the cost of communication in India is exorbitant and is constantly rising. Besides, India as a source of industrial machinery and components for diverse application is also still largely unknown to the world market. The Government has as yet not launched any campaign to highlight the potential, infrastructure and capability of India particularly in the manufacturing engineering sector. Non availability of cheap and adequate supply of raw material is another problem. Indian steel which is important product of engineering industries is still the costliest in the world. Frequent interruption in power supply has also adversely affected the industrial sector in general. Also the skewed development of the engineering industry in India has been responsible for restricting the contribution of the engineering sector to the industrial output as well as employment.

A) FUTURE PROSPECTS

Inspite of all the problems mentioned above, the engineering industry in India displayed a consistently impressive performance till 1990-91. But in 1991-92, the performance of this sector dipped. An overall slowdown or deceleration in industrial production was witnessed and the engineering
industry with its wide spectrum of application and uses was consequently affected. In fact, the year 1991-92 was a harrowing experience for the Indian economy as a whole—foreign exchange reserves declined, industrial production fell by 0.1 per cent and inflation rose sky-high. But things have changed today.

The wheels of the economy now have started rolling and under the changed circumstances the engineering industry will have a significant role to play. In fact, the policy of liberalisation has opened up new vistas for entrepreneurs and to cater to their requirements, tremendous opportunities exist in areas like castings, forgings, pistons, carburetors, roller/bimetal bearings, and rubber components. Automobile ancillaries also have good scope in India and with the major automobile manufacturers looking out for good quality, dependable and economic sources of supply there is also a possibility of tie-ups emerging in the ancillary industry sector for supply of products to major automobile giants around the world.

Besides, the industrial world today is dynamic and industries all over the world now are on the look out for new materials which could substitute older ones, either for better performance, lower cost or lower weight. The automobile sector for example is replacing a large number of metal parts with engineering plastics. Engineering Plastics is thus another area offering tremendous opportunities. Apart from all these, with a growing demand for electrical appliances, the white goods sector also has a great
potential for growth and for exports.

B) EIGHTH PLAN TARGETS

The Eighth Plan document has fixed ambitious targets for the engineering industry. The plan has placed emphasis on qualitative upgradation and has also called for the establishment of closer linkages between academic institutions, manufacturers of equipment, users of equipment, national laboratories and the government for the development of the engineering sector. It has categorically stated that what engineering industry needs today is more innovation, rapid indigenisation of foreign technology, cost/quality control and production with an export thrust i.e. in short a 'major structural overhaul' which encompasses changes in the organisation as well as management of the industry.

C) STATUS OF THE INDUSTRY IN MAHARASHTRA

The engineering industry in Maharashtra dates back to early 1930's. The Satara Industrial Works and the Kirloskar Brothers Ltd. were the pioneers in the field. These two companies did a great deal in manufacturing agricultural implements like iron ploughs, sugarcane crushers and other sundry items like cots, shelves, chairs and a variety of other implements. In 1934, there were about 37 engineering companies in the State. Since then, the number and composition of engineering industry in Maharashtra has undergone a radical change and at present the industry occupies a predominant position in the industrial sector.
The data derived from the Annual Survey of Industries 1988-89 shows that there were 4881 engineering units in Maharashtra with an invested capital of Rs.7127 crores. The engineering industry provided employment to 375 thousand workers and paid emoluments of Rs.1304 crores. The value of output and net value added by this industry was placed at Rs.13161 crores and Rs.2902 crores respectively. The share of the engineering industry in the industrial sector in Maharashtra in 1988-89 was 32.26 per cent in the number of factories, 23.68 per cent in fixed capital 30.04 per cent in total emoluments, 33.70 per cent in gross output and 35.32 per cent in the net value added.
### Table No. 5.2: Share of Major Sub-Groups of Engineering Industry in Maharashtra - 1988-89 (Value Figures in Rupees lakhs, other in Number.)

<table>
<thead>
<tr>
<th>Subgroup</th>
<th>No. of Fixed Factor Capital</th>
<th>No. of Employees</th>
<th>Gross Output Value Added</th>
</tr>
</thead>
<tbody>
<tr>
<td>Basic Metals and Alloys</td>
<td>765</td>
<td>158424</td>
<td>16988</td>
</tr>
<tr>
<td>Manufacturers of Metal Products, Parts, except Manufacturing &amp; Transport Equipment</td>
<td>1290</td>
<td>68569</td>
<td>10448</td>
</tr>
<tr>
<td>Machinery, Machine tools except Electrical</td>
<td>1402</td>
<td>138309</td>
<td>30496</td>
</tr>
<tr>
<td>Electrical Machinery</td>
<td>952</td>
<td>139035</td>
<td>25643</td>
</tr>
<tr>
<td>Transport Equipment Parts etc.</td>
<td>472</td>
<td>208353</td>
<td>38005</td>
</tr>
<tr>
<td>Total Engineering</td>
<td>4881</td>
<td>712690</td>
<td>1316138</td>
</tr>
<tr>
<td>All Industries</td>
<td>15121</td>
<td>2371994</td>
<td>3904264</td>
</tr>
</tbody>
</table>

Source: ASI 1988-89 quoted in MEDC monthly digest, July 1993
Transport equipment occupied an important place in the engineering industry with a share of 7.9 per cent in fixed capital, 9.6 per cent in invested capital, 14.4 per cent in number of employees, 14.1 per cent in total emoluments, 11.7 per cent in gross output and 15.8 per cent in net value added. But its share in the number of factories was only 26.4 per cent which was the lowest among all the sub-sectors.

Non electrical machinery and machine tools had the highest share of 28.7 per cent in the number of factories but its share in the fixed capital was just 16.9 per cent, in invested capital 19.4 per cent, in the number of employees 23.7 per cent, in emoluments 23.4 per cent, in gross output 18.6 per cent and in net value added 21.9 per cent.

Transport equipment parts etc. also had a share of 9.7 per cent in factories, but only 32.1 per cent in fixed capital, 29.2 per cent in invested capital, 25.8 per cent in number of employees, 29.8 per cent in emoluments, 27.3 per cent in gross output and 27.1 per cent in net value added.

The Basic metals and alloys group had a share of 15.7 per cent in the number of factories, 21.8 per cent in fixed capital, 22.2 per cent in invested capital, 17.6 per cent in number of employees, 13.3 per cent in total emoluments, 25.1 per cent in gross output and 15.4 per cent in net value added.

The electrical machinery and apparatus group had a share of 19.5 per cent in the number of factories, 21.2 per cent in
fixed capital, 19.5 per cent in invested capital, 18.6 per cent in the number of employees, 18.7 per cent in emoluments, 17.3 per cent in gross output and 19.8 per cent in the net value added.

5.8 STATE'S IDEOLOGY REGARDING LOCATION OF ENGINEERING UNITS IN BOMBAY.

In this changed scenario of industrial environment, Maharashtra which is the leading industrial state in the country is the best location for starting new industrial ventures and other activities in service sectors. Already, most of the top Indian business houses and groups like Tata, Birla, Bajaj, Godrej, Kirloskar, Mahindra, Goenka, Wadia, and Ambani have their base here. Multinational companies like Lever, Sulzer, Bayer, Asea, Burroughs Welcome, Colgate, Proctor and Gamble, Coca Cola, Mico, Kellog, etc, and leading NRIs are operating their plants in Maharashtra, making it the number one industrial State in India.

With less than 10% of the population of the country, Maharashtra accounts for 21% of the gross value of output and 24% of the value added in the organized industrial sector. During 1988-89, the per capita value added in Industries was Rs.1130 in Maharashtra as against an All India average of Rs.433. The State has developed a well diversified industrial base. Maharashtra has strength in various sectors like textiles, sugar, pharmaceutical, petrochemicals, heavy chemicals, electronics, automobiles, engineering, food processing etc. In fact, Maharashtra is a leading manufacturer of a number of products such as three-
wheelers, jeeps, commercial vehicles, synthetic filament yarn, DMT, cotton yarn, cotton textiles, cold rolled steel products, sugar, industrial alcohol and plastic raw materials.

There are many advantages in considering Maharashtra for planning your investment, some of which are:

- Responsive State Government institutions.
- Excellent industrial infrastructure
- Surplus power
- Proximity to major international seaports—Bombay and Nhava Sheva (Jawaharlal Nehru Port) and the International Airport of Bombay.
- Presence of leading financial and banking institutions in Bombay, the capital of Maharashtra.
- Attractive incentives to industries
- Availability of professionals and skilled manpower
- Good industrial culture to keep pace with the new developments.

The population of Bombay City (Greater Bombay as defined in the Bombay Municipal Corporation Act) is growing too rapidly and it is estimated that at the present rate of growth, the population of Bombay City which is about 45 lakhs today was about 75 lakhs in 1981 and over 82 lakhs in 1991. Of the 8,622 factories registered in Maharashtra State, Bombay City alone has 4,035 factories (47 per cent) giving employment to about 5 lakhs of workers in the State (64 per cent). The
overcrowding and congestion of industries in Bombay City have given rise to numerous problems, some of which such as housing, transport, water supply, sewerage, drainage and slums have become very acute. The housing shortage in particular has affected the family life and created a variety of social problems. These factors are having an adverse effect not only upon the morale of workers but the natural increase in population which is intensified by continuous influx of people from outside is impairing the hygienic conditions of the City.

5.9 SCARCITY/INADEQUACY OF FACILITIES IN MAHARASHTRA

Twenty six districts of Maharashtra State are divided among the three regions namely Western Maharashtra, Vidarbha and Marathwada. Except Bombay and Pune districts, other districts in the Maharashtra State are more or less backward.

In view of this, the growth of non-resources based industries is necessary to develop the backward districts of Maharashtra. The scope of non-resource-based industries depends upon quality of population, market and infrastructural facilities. Thus, the choice of growth centres is mainly decided by these factors. Along with these climate and cost are also important factors while deciding industrial location.

In respect of infra-structure facilities like power, water and communications which are instrumental in attracting industries, Maharashtra State is progressive. Maharashtra
enjoys first position in power generation and per capita consumption. The State accounts for 15 percent of the total installed capacity in the country as on 31st March 1976. In 1976 alone, the installed capacity in this industry in the State increased by about 18 per cent. The power plants in the State are located at Koyna, Yeldari, Radhanagar, Bhatgar, Kharparkheda, Paras, Bhuswal, Nasik, Parli, Vaijanath, Siroda, Khopoli, Bhira, Bhivpuri, Trombay, Chola and Tarapur.

The availability of water in the State is adequate. The total installed capacity of all corporation water works in the State is 49,70,000 cubic M per day while the present supply to consumers is 21,70,000 cubic M. Today, practically all the potential growth centres are provided with piped water supply. The Maharashtra Industrial Development Corporation, the infrastructure development agency, provides water supply to the industries around the industrial areas. The industrial areas where water supply is available from the Maharashtra Industrial Development Corporation are Taloja, Tarapur, Trans-Thane Creek, Kalyan-Bhivandi, Dombivli, Pimpri, Chinchwad, Nasik, Chikalthana, Ratnagiri, Sangli, Miraj, Kudal, Roha and Nagpur.

The State has adequate rail, road, air and water transport. There is regular air service available in Bombay, Pune, Aurangabad and Nagpur. Greater Bombay is linked with all the major cities in the state as well as the rate of India. The growth centres having landing strips are Kolhapur, Solapur, Nasik, Nanded, Karad, Sangli, Chandrapur, Jalgaon,
Ratnagiri, Akola, Kudal, and Gondhia. The length of the national highway in the State is 2868 kms. Besides this, the length of the State highways covering all the districts is 14861 kms. Total number of motor vehicles in the State is 4.9 lakhs. The State's share in National permits is 250. The State has 49 ports on its coastline. Bombay is the major international port, and the main outlet for exports and imports. All districts in the State except Ratnagiri are linked with rail. Practically, all the growth centres are linked by railways. The length of railway routes in the State in 5232 km with 3138 kms of broad gauge, 994 kms of meter gauge and 1100 kms of narrow gauge. The railway route length per thousand sq. km. of geographical area in the state is 17 kms.

In addition to the infra-structure facilities and efforts of state level agencies and corporations, the State Government's package scheme of incentives is instrumental to accelerate the dispersal of industries. For this scheme, the State is divided in three groups. Group A includes developed area, Group B covers developing areas while least developed areas are covered under Group C. The incentives are not available for the areas under Group A. For the areas under Group B, large number of incentives are available while maximum number of incentives are available for the areas under Group C. Group A covers Bombay metropolitan area, Pune metropolitan area and some talukas of Thane and Kolaba Districts. Group B covers some talukas of Thane, Pune, Kolaba districts, Nasik Taluka for small-scale industries.
only, Satpur and MIDC area of Kolhapur, Nagpur and Aurangabad taluka. The scheme also provides contribution upto 75 per cent towards cost of a feasibility study, relief from incidence of certain duties and tariffs and preference in Government purchase scheme.

It will be observed that there are ample alternatives for entrepreneurs to make the choice of growth centre. Although all the infra-structural facilities are already available in the State along with the incentives of the State Governments and massive help of the State level agencies and corporations, it often happens that entrepreneurs are not adequately aware of the facilities available at these centres.

After going through these, one can look upon the formation and development of Maharashtra State not as an end in itself but as a means to provide the necessary growth stimuli by bringing together the constructive thought and availability of the people of Maharashtra for the task of development. Even after these various recommendations on the problems being faced by Industries are notable. These recommendations give the picture of the inadequacy at the various centres or industrial zones of Maharashtra which are also problematic points for industrial growth (engineering too). A brief study about the problems are being furnished:
5.10 THE PROBLEMS OF INDUSTRIAL FINANCE IN MAHARASHTRA:

a) For realising the potentialities of industrialization in Maharashtra and particularly for securing the economic development of the backward regions in Maharashtra, it is necessary to develop a network of financial institutions as well as to expand the flow of funds from the existing governmental and non-governmental institutions.

b) It has been found that the large-scale industries in the Bombay and Poona regions do not have much of a problem in securing finance for fixed capital or for working funds, as they have an easy access to the capital market as well as to the larger financing agencies like I.D.B.I, I.F.C.I. and I.C.I.C.I. The medium-scale units especially from the Vidarbha region and the small-scale units find it difficult to raise both initial finance as well as working funds.

c) A review of the working of the State Aid to Industries Rule as operated by the Bombay State Financial Corporation shows that the small-scale sector is not benefiting sufficiently by the quantum of assistance made available to that sector. This assistance is also not being expeditiously granted. Many large-scale units who have to deal with small-scale ancillary industrial units experience that the small scale units are unable to secure matching long-term capital, even though the larger unit is prepared to advance part of the long-term funds required for executing their orders.
d) To expand the flow of funds to the small-scale and medium-scale industrial units in our State, it is imperative to widen the capital base of the Bombay State Financial Corporation. It is necessary to give certain tax concessions to this Corporation as well as to empower it to borrow funds on a long-term basis both from the State Government as well as from the Reserve Bank of India. The Group welcomes the recommendation of the Government of Maharashtra to the Corporation to revise the minimum margin in respect of small-scale industries. The Corporation should try to give more loans for setting up new units.

The Corporation should give region-wise data of the loans granted by it so as to enable the public to assess the efforts of the Corporation in helping the backward regions where banking facilities are lacking.

e) While the hire-purchase facilities extended by the National Small Industries Corporation to the small-scale industries are valuable, it is recommended that the Government of Maharashtra should also sponsor a specialized agency at the State level for offering facilities to small-scale industries within the State. The Group also welcomes the suggestion that the State Bank of India should act as an Agent of the National Small Industries Corporation Ltd.

f) In view of the inadequate institutional facilities for meeting the needs of industrial finance, it is
imperative that the Government of Maharashtra should also sponsor a specialized agency at the State level for offering facilities to small-scale industries within the State.

g) In view of the inadequate institutional facilities for meeting the needs of industrial finance, it is imperative that the Government of Maharashtra should create new Institutional Agency for making finance available to industries. In this context, the decision to form a Small-Scale Industries Corporation is highly commendable. Such a Corporation should have a network of Regional and Branch Offices throughout the State. The Corporation should be organized on the lines of U.S. Small Business Administration.

h) Alongside the efforts of the Government and Government-sponsored Institutions to help finance industries, it is necessary that such official efforts should be supplemented by the co-operative endeavours of the businessmen and industrialists of Maharashtra. For this purpose, the Chambers of Commerce and Industries in Maharashtra should establish a Development Bank, the capital of which should be subscribed by the various members in Maharashtra. This Bank should evolve a credit guarantee scheme for granting term loans to industries through commercial banks.
i) For promoting the investment habit among people of the rural areas, the Group has to make three suggestions:

(i) The Broker firms in major cities in Maharashtra should open branches at district centres.

(ii) The branches of large-sized commercial banks and State Bank of India at the district level should have a small unit for giving investment guidance to local people.

(iii) The Chambers of Commerce and Industries in Maharashtra should enlighten the local business community in regard to investment opportunities by holding seminars and through other media of publicity.

j) The establishment of a Stock Exchange at Poona may help certain industries to secure finance. Those shares which cannot be quoted on other stock exchanges may get the facilities at the new Stock Exchange and Commercial Banks will give advance against such shares. Poona alone is a practical proposition for the establishment of a Stock Exchange. Other Centres should be developed through broker's sub-offices.

k) To assist small-scale industries in securing foreign exchange, it is necessary to keep a certain quota of foreign exchange at the disposal of the Bombay State Financial Corporation and small-scale units seeking foreign exchange for importing machinery and raw materials should be asked to send applications to the Corporation.
5.11 PROBLEMS OF WATER SHORTAGE IN BOMBAY:

In 1964 water consumption by industries in Bombay was 55 million gallons per day, whereas in 1980 water requirements of industries in Bombay exceeded by 76 million gallons per day. During the same period unsatisfactory position of water distribution to Industries as well as shortage of supply of water was also noted. The wastage of water from open taps, leaky taps, from misuse of fire hydrants and from defects in the distribution system amounts to 15 to 20 per cent of the total supply of water to Bombay.

5.12 PROBLEMS OF TRANSPORT:

During 1963 and till a decade ago road conditions in Bombay city and neighbouring industrial areas was not satisfactory. It was adversely affecting industrial activity on account of loss/damage of materials in transit.

Physical condition as well as numbers of National Highways was not satisfactory. Because of this transportation of raw materials and finished products was risky and expensive. Proper plans to ensure the fast movement of vehicles was also not possible.

There was no planning of diversion roads, by-passes, & the stiff gradients of the existing ghat-section of Bombay-Poona road and Bombay-Nashik road was risky to say the least. There was no modernized road and safety provisions as compared to today.
During those periods taxes on motor transport, surcharges were uncomfortable. Octrois, terminal taxes, etc. was also inconvenient. Railway service was also inadequate.

Problems of Coastal Transport:

a) There was no quick movement of goods.

b) Inland Water transport facility was not effective.

c) Only few port were available, and that too without modern handling facilities.

d) There were no provision to relieve the traffic transportation were noted.

e) High rate of wharfage fees, import and export levies.

Other Problems:

a) Problems of Industrial clusters in non conforming zones, their special circumstances and possibilities of their conversion into modern industrial estates under carefully planned layout with roads, parks, green belts.

b) Suitable change in the boundaries of zones of Bombay suburbs was problematic to establish industrial units of considerable size; like the boundary of residential areas in the conforming industrial zones.

c) Problems related with worsening of civic conditions due to growth of slums and unregulated and hazardous industries and occupations, especially in the suburbs.
d) Problems of disrupted supply of electricity.

e) Inadequate number of Vocational Schools near to industrial zones(s). Because of this, expertise and knowledge was not sufficiently available. There were no mobile technical training units.

f) Prototype production-cum-training centers were not into existence.

5.13 PROBLEMS OF LABOUR UNREST:

This is one important phenomena in Maharashtra especially in Bombay which kept on increasing instead of getting reduced.

5.14 POSITIONS OF FACILITIES IN NEIGHBORING STATES:

It is well known that in Maharashtra, Bombay was the pioneer industrial area. Industrialization took root from here and strengthened to cover Bombay and connected areas. Increasing number of industries were set up in proportion to natural and artificial infrastructure available in Bombay and Thane Belapur industrial zone. The available infrastructure became a constraint to further steady growth of industries. More numbers of industries immigrating at a point of time resulted in the hike of scarcity and land rates, electricity, water etc. Number of training institutions remaining the same, skills were slow in developing while the demand was increasing. More manpower immigration from other states created shortage of housing and other socio-economic problems. Maharashtra was formed in 1961 and slowly started to take care of the development of resources.
and introducing rapid industrialization. Nature of the problems varied from industry to industry and hastened the birth of trade unionism. UNION IS A GOOD TOOL BUT USED BY BAD MASTERS disturbed the entire socio-economic structure of not only Bombay, Thane-Belapur industrial zone but also entire scenario of Maharashtra giving a bad impact on overall industrialization.

In comparison of these problems, neighboring states like Gujarat, Tamil Nadu, Karnataka, M.P, A.P., Goa were peaceful options for industrialists to shift their industry, or to expand their industry; other problems were also fewer and their impact negligible. For example, in the case of Gujarat or other neighboring states, land cost has been found to be comparatively much cheaper. Electricity charges were also lower, deposit for electricity connections were also much lower, labour costs were comparatively lower and the nature of unions and their approach had been found to be quite reasonable. Wage levels were found to be half of that in the Bombay labour market, and consequently transportation rates were also quite reasonable. As far as natural resources are concerned Gujarat was virtually neck to neck. As far as export, Import facilities are concerned there were no major differences for Gujarat. As far as artificial infrastructure like availability of airport, railway tracks, road transport etc. are concerned, these were also available in such measure that no industrialist can ignore the other options while considering migration or expansion of capacity. Over and above these neighboring
states took advantage of overcrowding of industrial units in Bombay and Thane-Belapur industrial zone. Invitation to industries, offering handsome infrastructure, capital subsidy, liberal financial assistance, friendly administration and revising their processing policies for rapid clearance of applications were held out to attract new units.

When one considers to shift to another state, one has to look at infrastructure from the point of view of overheads reduction on the basis of artificial and natural resources available in the immigrating state. If overheads can be kept down by way of lower labour charges, lower land rate, lower electricity charges, participation of state government in capital, lower rate of interest for loans etc. gives a strong impetus to industrialists to leave the Bombay/Thane Belapur industrial zone even though he enjoys many plus points here.

Aggressive and militant trade unionism took root in the 1970 to 1990 period which ruined the industrial climate as lost property, waste of time, loss of production, low profitability and unwanted litigation. Charter of demands were treated by unions as their fundamental and batting on the fact that industry cannot be run without human resource. Creation of such and unfriendly atmosphere resulted in industrialists considering migration very seriously.
5.15. RECENT POLICY TOWARDS LOCATION OF INDUSTRY:

A) The Bombay Metropolitan Regional Plan (1970-91) came into effect from August 16, 1973. This plan indicated the policy to be followed for location of industries in the region and provided for review of this policy. The Industrial Location policy was first laid down in a Circular Memorandum, I.E. & L.D. No. IDM/1074/933982/Planning, dated 26th December 1974. During implementation, as and when difficulties arose or when change in policy was necessitated, it was revised from time to time. The last comprehensive revision was made through the above quoted G.R. of 3rd February, 1984.

B) The Industrial Location Policy has now been in force for about 20 years. In the wake of the liberalised industrial policy announced by Government of India, and the emphasis on containing pollution and the need for generating employment opportunities to take care of the declining employment in Bombay and its suburbs, it was felt that an alternative strategy needed to be devised. This strategy, without sacrificing the object of decongestion, would at the same time recognize the fact that certain sectors of industry should be allowed to grow and diversify; certain other sectors may be discouraged on account of their highly polluting and hazardous nature. 

189
C) Based on these considerations, it is now felt necessary to make further revision of the Industrial Location Policy as follows.

D) The revised policy shall be applicable to all industries in Bombay Metropolitan Region (BMR) excluding cotton textile industries, godowns, service industries and service industrial estates. The locational clearance under this policy shall be subject to approvals which may be necessary from Ministry of Environment and Forest, Government of India and the Environment Department of the State Government under the Environment (Protection) Act, 1986; approval from the Maharashtra Pollution Control Board and the strict enforcement of pollution control measures specified by the MPCB. The locational clearance shall also be subject to the provisions of the Regional Plan for BMR, the development plan and development control regulations applicable to the land to which industrial proposal relates.

E) Zoning and classification of industries:

(i) For the purpose of the revised industrial location policy, the BMR shall be divided into the following zones:

Zone II : Consisting areas of Kalyan and Navi Mumbai Municipal Corporation; Ulhasnagar, Ambernath, Kalgaon- Badlapur Municipal Councils; Bhivandi and Uran sub-regions as described in Schedule III, and Vasai - Virar sub region as per notification No. TPS-1287/2753 CR-228-81-UD 12 dated 14th May 1990 (Schedule IV).

Zone III : Consisting of the remaining areas of the BRM, excluding the areas covered under Zones I & II above.

(ii) Industry shall be classified into three categories, viz:
   a) non-polluting, high-tech or high value added units as listed in Schedule I;
   b) highly polluting, hazardous or obnoxious units as listed in Schedule II;
   c) units other than those in Schedules I & II.

(iii) For all categories of industry in all three zones, built up area and/or additional connected load shall be permitted for the following purposes
   a) For goods manufacturing practices as certified by FDA, required for compliance of Drugs and Cosmetics Act 1940.
b) For Research and Development, as certified by Department of Science and Technology, provided the activity does not add to pollution and is an integral part of the unit. For independent R & D, no NOC would be necessary.

c) For anti-pollution equipment certified by the Maharashtra Pollution Control Board.

F) In super session of all the previous GRs on the industrial location policy for BMR, the new policy with reference to each of the three zones shall be as stated hereinafter. However, existing Industrial Estates without final NOC of the Directorate of Industries will be allowed to apply for final NOCs to the Directorate. They will continue to be governed by the provisions of the Government Resolution dated 3rd February, 1984.

G) Restrictions will apply as set out in the tables, appended for the three zones.

H) In the interest of encouraging the growth of appropriate types of industries in BMR and safeguarding the environment, the Development Commissioner (Industries) may, with the previous approval of Government add, modify or delete the entries in Schedule I and II.
I) A committee will be constituted comprising Secretary (Industries), Secretary (Urban Development), secretary (Environment), Metropolitan Commissioner (BMRDA), Municipal Commissioner (BMC) and Development Commissioner (Industries) for interpretation of any point arising from this Resolution.
**TABLE NO. 5.3**

**LOCALISATIONAL RESTRICTIONS IN THE BMR**

<table>
<thead>
<tr>
<th>ITEM</th>
<th>ZONE I</th>
<th>ZONE II</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. New unit, substitute (a) will be allowed freely for Such I unit for one that has closed down or relocated of a unit (b) will not be allowed for others. (a) other than units of Such II. industry will be allowed.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(b) Sch. II industries will be allowed only in MIDC areas. In other areas, they may be allowed only after approval of Committee mentioned under para 9 of the GR.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(c) In Urban Sub region as defined in Schedule III, no new/substitute unit will be allowed.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2. Expansion, modernisation or diversification of an existing unit. (a) will be allowed for Sch. I industry. (a) Expansion etc. other than Sch. II industries will be allowed.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(b) will not be allowed for Sch. II industry.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(b) Expansions etc. of Sch. II industries will be allowed only in MIDC areas. In other areas, it may be allowed only after approval of Committee mentioned under para 9 of the GR.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(c) not covered under Sch. I &amp; II will be allowed upto permissible FSI. provided additional power is limited to 25 % of authorised connected load on the date of GR.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

(continue)
### ZONE I

<table>
<thead>
<tr>
<th>ITEM</th>
<th>ZONE I</th>
<th>ZONE II</th>
</tr>
</thead>
<tbody>
<tr>
<td>3. Proposed industrial Estate or Construction on</td>
<td>(a) will be allowed for housing Sch.I industries only.</td>
<td>(a) Construction will be allowed for housing other than Sch.II industry.</td>
</tr>
<tr>
<td></td>
<td>(b) will not be allowed for housing other than Sch.I Industry.</td>
<td>(b) In MIDC areas, construction will be allowed even for housing Sch.II Industry.</td>
</tr>
<tr>
<td>4. Expansion of approved industrial estates (having final NOC)/division of gala or structure.</td>
<td>(a) will be allowed to house only Sch.I industry</td>
<td>(a) Will be allowed for housing other than Sch. II industry.</td>
</tr>
<tr>
<td></td>
<td>(b) In MIDC areas, expansion/division will be allowed even for housing Sch.II industry.</td>
<td></td>
</tr>
</tbody>
</table>

Source: Modification of Industrial Location; Policy in Bombay Metropolitan Region; GR NO. ILP - 1092/3410/IND-2 dated 4th May 1993
Non Polluting, High Tech of High Value Added Industries:

1. Electronics:
   Manufacture of consumer and entertainment electronics.
   Manufacture of computer and peripherals.
   Manufacture of electronics control, measuring, recording instrument.
   Manufacture of electronic telecommunication and broadcasting equipment.
   Manufacture of electronics components and accessories.
   Computer date processing, software and production.
   Manufacture electronic medical equipment.

2. White Goods:
   Domestic refrigerator, freezer, washing machine, dish washer, microwave oven, air conditioner,
   reprographic equipment, laser equipment etc.
## APPENDIX NO.5.1: LIST OF INDUSTRIES WHICH ARE ABOUT TO MIGRATE

Bombay based following companies have planned to put another coming-up their plant in another state which are as follows:

<table>
<thead>
<tr>
<th>Sr. No.</th>
<th>Name of the company and Bombay address</th>
<th>Planned to Put plant</th>
<th>Product</th>
<th>Estimated Cost</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>7.</td>
<td>Kalyani Group Karnataka Hospet</td>
<td>Steel</td>
<td>Rs. 1000 crores news letter Iron &amp; Steel news letter ISN: Friday July 14, 1995 which is planned to invest with a period of 5 years.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8.</td>
<td>L &amp; T Ltd. L &amp; T House Bellard Pier Bombay.</td>
<td>Karnataka Steel or Orissa (finalised state between these two states).</td>
<td>Yet not declared but will be Iron &amp; Steel news letter ISN : Friday August 4, 1995</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

As per recent issue of Iron & Steel News letter (ISN:Friday, July 14, 1995) Eight Private Steel Projects have been permitted by steel Minister Shri Mohan Dev having total capacity of 6.7 million tonnes and an investment of Rs. 12,240 crores. From the same source, researcher also noted that 10 more steel Projects are being considered by financial institutions, having total capacity of 6.8 mt. As per Mr. Dev's statement there would be no more steel projects in the Public Sector, but the present public sector undertakings would be allowed to expand and modernise. The target was to increase annual Production to 37 mt. by 2012 A.D. Iron ore exports fetched Rs. 50 crores per mt., while steel exports fetched Rs. 954 crore per mt. Researcher wants to discuss the attempts made by Maharashtra Government to draw such projects to the state of Maharashtra.
NOTES AND REFERENCES

01 Growth centres in Maharashtra; Monthly Economic Digest of M.E.D.C., June:1977; P.53.

02 TO 04 Growth centres in Maharashtra; Monthly Economic Digest of M.E.D.C., June:1977; P.54.

05 Ibid P - 55.

06 Ibid P - 59.

07 Ibid P - 60.

08 & 09 The engineering Industry - Growth & Prospects; Published by M.E.D.C. Monthly Digest; July : 1993, P.IV.

10 & 11 Ibid P - V.

12 Maharashtra - An Economic Review, Published by M.E.D.C. Bombay, P.10.

13 Ibid P - 23.

14 Govt.Resolution No.1LP-1092/3410/IND-2 Mantralaya, Bombay - 400 032, 4th May, 1993, issued in respect of modification of Industrial Location.