

**Shri Shinde:** The criteria which have been applied for selection of the blocks are mainly nutritional backwardness and economic backwardness. Of course, the other things like training facilities, lands available for community schools, gardens, etc., are taken into consideration. It is mainly the nutritional backwardness that is taken into consideration while selecting the blocks.

**Shri P. R. Chakraverti:** Is there any fixed criterion in terms of which these particular blocks are selected for the extension of the scheme? Is there a matching grant to be raised locally?

**Shri Shinde:** As I have already submitted, the conditions in different parts of the country differ radically from one another, but the broad criterion that is made applicable is the nutritional and economic backwardness and on this basis, the blocks are selected.

As far as the matching grants are concerned, the amounts which are provided for various plans for the development of poultry, fisheries and horticulture, the amounts are made available for these programmes from the State sector. Then there is a provision in the Central sector, to be shared equally between the Centre and the States. The rest of it, i.e., about 20 to 25 per cent is from international sources.

**Shri S. M. Banerjee:** May I know whether the hon. Minister is aware that there is already an unchecked and unlimited drainage of public moneys by the Block Development Officers? I want to know the circumstances under which another financial aid has been given to this Department.

**Shri Shinde:** I do not agree with the hon. Member. Moreover, the expert organisations which have gone into this problem, as I have already mentioned, have said good words of appreciation about the programme. It is mainly connected with schools....

**Shri S. M. Banerjee:** I shall repeat my question. There is a feeling in the country.....

**Mr. Speaker:** He says that he does not agree. What should I do? He has said that this is not correct.

**Shri S. M. Banerjee:** He has mentioned only about the programme.

**Mr. Speaker:** Next Question.

#### Survey of Man-hours wasted at Bus Stops

+  
\*4. **Dr. L. M. Singhvi:** Will the Minister of Transport, Aviation, Shipping and Tourism be pleased to state:

(a) whether the Directorate of Transport, Delhi has conducted a survey to assess the average time a passenger has to wait at a bus stop and to determine the number of man-hours wasted at bus stops;

(b) if so, the findings of the survey; and

(c) whether similar surveys have been made elsewhere in the country and if so, the results thereof?

**The Minister of State in the Ministry of Transport and Aviation (Shri C. M. Poonacha):** (a) and (b). Yes. The survey which was conducted on an *ad hoc* basis revealed that during the peak hours of traffic the average waiting time at a bus stop in Delhi ranged from 10 to 40 minutes. No calculation of man-hours lost was made.

(c) The requisite information is being collected from the State Governments and will be laid on the Table of the Sabha as soon as it is received.

**Dr. L. M. Singhvi:** It is a known fact that there is an appalling national wastage in terms of millions of man-hours being lost because of long stoppages at various bus-stops. May I know whether the Government propose to bring together various State Governments—their skills and experience—to see that this wastage is averted?

**Shri C. M. Poonacha:** The question is intermingled with that of necessary resources for us to put on the road as many number of buses as are needed for the various heavy density routes. There are some sectors which are known to be heavy-density routes where they do not have enough number of buses plying at the moment. Another point is that this type of waiting at bus-stops is not throughout the day; it is only at certain peak hours and during such peak hours there would be a little amount of waiting at the bus-stops to get buses; otherwise, the arrangements that are now available in all the States generally speaking and in Delhi, particularly, are fairly adequate enough, though attempts are being made to increase the number of buses and provide additional capacity.

**Dr. L. M. Singhvi:** My question is whether an effort is being made to see that scientific management of buses, their frequency and their punctuality or the lack of it, is studied in order that both in the Capital and in the other parts of the country, people would not waste as much time at the bus-stops as they do at present.

**Shri C. M. Poonacha:** This important matter is engaging the continuous attention of the authorities concerned. It is a very important matter and it is being given due attention continuously.

बड़े बन्दरगाहों में चोरी

+

\* 5 श्री म० ला० द्विवेदी :

श्री प्र० चं० लक्ष्मी :

श्री भागवत मा आजाद :

श्री सुबोध हंसदा :

श्री स० चं० सामन्त :

डा० म० मो० दास :

श्री यशपाल सिंह :

डा० लक्ष्मीमल्ल सिधवी :

श्री बें० जी० नायक :

क्या परिवहन, उड़यन, नौबहन तथा पर्यटन मंत्री यह बताने की कृपा करेंगे कि :

(क) बड़े बन्दरगाहों में पकड़े गये चोरी के गम्भीर मामलों को रोकने के लिये सरकार ने क्या कार्यवाही की है तथा उसका क्या परिणाम हुआ है;

(ख) क्या यह सच है कि सीमा शुल्क अधिकारियों की रखवाली में रखा गया सामान भी चोरी हो गया था; और

(ग) यदि हाँ, तो इसके क्या कारण थे ?

**The Minister of State in the Ministry of Transport, Aviation, Shipping and Tourism (Shri C. M. Poonacha):**

A statement is laid on the Table of the Sabha.

#### Statement

(a) The major Ports have organised Watch and Ward forces for looking after Port property and cargo in the sheds and at the yards. This force is assisted by the Port Police force. The Watch and Ward force and the Police force are being strengthened from time to time according to requirements.

Entry into the docks at major Ports is by a system of permits which is enforced strictly. The major Ports have also taken various other steps such as raising the perimeter walls, improvement of lighting within the docks and the yards etc.

At Bombay Port a mobile squad for surprise checks has been in operation. The Bombay and Calcutta Ports have introduced a scheme for awards for the prevention of pilferage etc. Anti-pilferage committees have been set up at Bombay, Calcutta and Madras Ports to review anti-pilferage measures and devise additional