

[Translation]

Delay in Postal Mail Delivery

3328. SHRI SOHAN BEER : Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government are aware of the inordinate delay being caused in distribution of mail delivery;

(b) if so, the reasons therefor; and

(c) the steps being taken to ensure the speedy disposal of letters and other postal materials?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA) : (a) to (c). Generally, there is no inordinate delay in delivery of mails. However, some instances of delays do occur due to various reasons such as cancellation/late running of buses, trains and planes, natural calamities like floods landslides and due to exceptionally heavy volume of mails like Corporate mail and Greeting Mail. Difficulties are encountered in the conveyance of mails by State Road Transport buses or private buses in some States. Delivery of mails in large cities and towns, especially in the newly developed colonies and suburbs, is also under stress due to inadequate delivery manpower. The additional work is, however, being managed through re-deployment of the staff to the extent possible.

The Department has taken various steps to improve the despatch and delivery of mails. These are :—

- Sorting of machineable mail in Bombay and Madras is being done on Letter Sorting Machines to expedite sorting.
- In the case of mails posted in bulk, the mailers are encouraged to do pre-sorting to ensure expeditious transmission of such mails to the destination.
- Special arrangements are made to sort and despatch Corporate Mails and Festival Greeting Mails posted in the peak season of June to December.
- Rationalisation of mail processing by prioritised and segmented handling of mails of different categories according to their time-sensitivity.
- Monitoring of mail movement and main processing at various levels by intensive visits to Post Offices and RMS offices by inspecting officers, testing the Mail efficiency by posting Test Letters and periodical check of transit time of live mails
- Daily delivery of mails is made in villages for which mails arrive subject to weather conditions and

operational compulsions. Regular monitoring of rural mail collection and delivery network is done.

- The transmission and delivery of mails and money order is continuously monitored at various levels and routing of mails is revised periodically after review.

Losses in Rourkela and Durgapur Steel Plants

3329. SHRIMATI SUSHMA SWARAJ:
SHRI P.R. DASMUNSI:
PROF. PREM SINGH CHANDUMAJRA:

Will the Minister of STEEL be pleased to state:

(a) the amount invested so far on the modernisation of Rourkela and Durgapur Steel Plants, so far;

(b) whether the above Steel Plants have been incurring losses continuously for the last many years;

(c) if so, the details thereof as on March 31, 1996;

(d) the reasons therefor; and

(e) the steps proposed to be taken to make the above Steel Plants profitable?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA) : (a) The expenditure incurred on the modernisation of Rourkela and Durgapur Steel Plants of SAIL upto July, 1996 is given below :

| | (Rs.in Crores) |
|----------------------------|----------------|
| Rourkela Steel Plant (RSP) | 3039.75 |
| Durgapur Steel Plant (DSP) | 4307.15 |

(b) and (c). RSP which has been making profits since 1984-85 suffered losses during 1995-96 due to factors such as higher input costs, outdated equipments, obsolete technology etc. DSP has been suffering losses continuously since 1982-83, on account of factors such as lower capacity utilisation, logistic imbalances, ageing of the plant, obsolete technology etc. The position as on 31st March, 1996 is as follows:

| | (Rs. in Crores) | |
|-----|---|-------------------------------|
| | Profit/Loss (-) For the year 1995-96 | Cumulative as on 31.3.1996 |
| RSP | (-) 56.64 | 283.42 |
| DSP | (-) 173.98 | (-) 1491.82 |

Modernisation of both the plants is in progress and their performance would improve after the new units are stabilised.

SAIL is taking steps on continuous basis to improve the performance by measures such as increasing capacity utilisation, improving productivity, introducing energy conservation measures, improving product-mix, improving availability of equipments etc.

(d) RSP has been making profits since 1984-85. It has suffered loss during 1995-96 due to higher input cost escalations which could not be compensated by price increase for its products and lower production mainly owing to outdated equipment and obsolete technology.

DSP has been suffering losses mainly due to :—

- (i) lower capacity utilisation.
- (ii) logistic imbalances.
- (iii) unremunerative prices for its products under administered price regime.
- (iv) obsolete technology and outdated equipment.

(e) SAIL has already taken up modernisation of its integrated Steel Plants with a view to:—

- (i) Upgrading the technology;
- (ii) Increasing the production capacity;
- (iii) Improving quality of products;
- (iv) Improving the techno-economics; and
- (v) Reducing cost of production.

It is expected that the financial performance of RSP and DSP in particular would improve after the completion and stabilisation of the modernisation schemes.

[English]

Advertisement amount given by DAVP

3330. SHRIMATI BHAVNABEN DEVRAJBHAI
CHIKHALIA:
DR. A.K. PATEL:

Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) the total number of advertisements given by the Directorate of Audio-Visual Publicity during the last three years to big, medium and small newspapers published from various states particularly from Gujarat and the amount paid therefor;

(b) whether there is disparity in distribution of advertisements in regional language of Gujarat as compared to other languages; and

(c) if so, the reasons therefor and the action taken or proposed to be taken to remove this disparity?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) The total number of insertions given by DAVP during the last three years to the big, medium and small newspaper published from various states including Gujarat State and amount committed is as under:—

| Year | Total number insertions | Total committed amount (Rs.) |
|---------|-------------------------|------------------------------|
| 1993-94 | 2,04,508 | 31,49,60,257 |
| 1994-95 | 1,64,669 | 27,43,36,135 |
| 1995-96 | 1,62,529 | 45,59,27,591 |

The number of insertions and total committed amount of advertisements given to big, medium and small newspapers published from Gujarat during the last three years is as under:—

| Year | No. of insertions | Amount committed (Rs.) |
|---------|-------------------|------------------------|
| 1993-94 | 7097 | 1,23,02,592 |
| 1994-95 | 5466 | 95,85,927 |
| 1995-96 | 5401 | 1,75,32,076 |

(b) No, Sir.

(c) Does not arise.

Cargo facility at Cochin Airport

3331. SHRI XAVIER ARAKAL : Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there is any proposal to develop the cargo facility at Cochin Airport;

(b) if so, the details thereof; and

(c) the estimated cost involved therein and funds allocated therefor?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) to (c). Facility for receipt and despatch of air cargo is available at Cochin Airport. However, Airports Authority of India has no proposal, at present, to upgrade the facilities by the construction of a cargo complex.