

(b) how many more assessments have been added as a result of disclosures under the Voluntary Disclosure Scheme?

THE MINISTER OF STATE IN CHARGE OF THE DEPARTMENT OF REVENUE AND BANKING (SHRI PRANAB KUMAR MUKHERJEE): (a) and (b). The information is being collected and will be laid on the Table of the House.

Hampering of India's Exports due to Port congestion in Persian Gulf

1891. SHRI K. MALLANNA: Will the Minister of COMMERCE be pleased to state:

(a) whether the port congestion in the Persian Gulf is so serious that the ships have to wait for upto six months which is seriously hampering India's exports;

(b) whether Indian exporters are unable to meet delivery schedules and on this score are losing to European rivals who are not as competitive; and

(c) if so, the steps taken by Government to remedy the situation?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI VISHWANATH PRATAP SINGH): (a) and (b). Some of West Asia Gulf ports, particularly Khorramshahr, Basrah, Damman and Doha are heavily congested causing berthing delays ranging from 70 days at Doha to 150 days at Khorramshahr. Port congestion is affecting vessels of all nationalities, including India and exporters are unable to meet delivery schedules. However, there is no report of Indian exporters losing to European rivals.

(c) 1. Government and Shipping Conferences serving the trade from India to West Asia Gulf ports are actively considering a proposal to employ barges and mechanised sailing vessels to off load and cargo from the ship and discharge at the port to avoid detention of Indian vessels at the congested ports.

2. A delegation consisting of the representatives of East Coast of India/West Asia Gulf Conference, Eastern India Shippers Association and Government has been deputed to important gulf ports to study the problem with a view to devise ways and means to tackle the situation.

3. The Indian Shipping Lines have been advised to rationalise their sailing programmes to the congested ports so that minimum number of Indian ships with the maximum cargo go to these ports.

Advances made by Nationalised Banks to sick Industrial Units

1892. SHRI C. K. CHANDRAPPAN: SHRI NITIRAJ SINGH CHAUDHARY: SHRI VASANT SATHE; SHRI K. M. MADHUKAR; SHRI R. N. BARMAN;

Will the Minister of FINANCE be pleased to state:

(a) whether a large number of sick industrial units in the country including those showing signs of incipient sickness are mainly responsible to cut down the profits of public sector banks;

(b) if so, the advances made by the public sector banks to sick industrial units during the last three years, State-wise;

(c) whether Government have considered the problem recently and formulated package of measures to meet the situation and contain the phenomena; and

(d) if so, the salient features thereof?

THE MINISTER OF STATE IN CHARGE OF THE DEPARTMENT OF REVENUE AND BANKING (SHRI PRANAB KUMAR MUKHERJEE): (a) and (b). The fact that borrowing units may face difficulties due to a variety of reasons and that such difficulties may result in units becoming sick is inherent in the conduct of commercial banking operations by public sector

banks. In cases where sickness is incipient or temporary, banks make every attempt to nurse such borrowing units out of difficulties. Only when a unit becomes completely sick and closes down and there is no hope of its reopening either by its take over by other managements or by nationalisation, the possibility of banks losing any money advanced to such units arises. In such cases, it is possible that after the banks have enforced their legal claims against the securities which had been taken, ultimate write off of a bad debt may arise. As a normal practice of prudent banking, the banks, in consultation of their statutory auditors, do provide Reserves for bad and doubtful debts at the time of appropriation of profits earned by them year after year. Bad debts which are ultimately written off are met out of Reserve for bad and doubtful debts built by the banks.

In accordance with the provisions of Section 29 of the Banking Regulation Act, 1949, read with the proforma of Balance Sheet and Profit and loss account, prescribed under it, the Reserves for bad and doubtful debts of any bank are not disclosed in the published accounts. It is, therefore, difficult to divulge any information regarding the advances made by the banks in relation to which Reserves for bad and doubtful debts have been provided for in the accounts of where bad debts have been actually, written off.

(c) and (d). Ways and means to detect and remedy incipient sickness with the help of management and credit information system in industry have been continuously engaging the attention of the Government, in consultation with the Reserve Bank of India, the public sector banks and the long term public financial institutions.

Demand made by Maharashtra Government for implementation of Cotton Monopoly Procurement Scheme

1893. SHRI VASANT SATHE: Will the Minister of FINANCE be pleased to state:

(a) whether Government of Maharashtra have recently sought a short-

term loan of Rs. 40 crores from the Centre for liquidating its outstanding arrears of cotton for the season 1974-75;

(b) if so, the reaction of Government to the proposal; and

(c) what other steps are taken or proposed to help the State Government to tide over present financial difficulties in the implementation of Cotton Monopoly Procurement Scheme?

THE DEPUTY MINISTER IN THE MINISTRY OF FINANCE (SHRIMATI SUSHILA ROHATGI): (a) Yes, Sir.

(b) and (c). The request of the State Government is under consideration in consultation with the Reserve Bank of India.

Amounts misappropriated by Employees of Air India/Indian Airlines

1894. SHRI NITRAJ SINGH CHAUDHARY: Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) the amounts misappropriated or embezzled by employees of Air India/Indian Airlines during the last three years, year-wise; and

(b) the action taken against persons involved?

THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI RAJ BAHADUR): (a) and (b). The position in respect of Air-India and Indian Airlines is indicated below:—

The amount misappropriated or embezzled by employees of:—

AIR-INDIA:

	Rs.
1973-74 . . .	3,20,000
1974-75 . . .	9,328
1975-76 . . .	1,12,770