

sure that goods which are being exported are of required quality and the country's reputation is not lost;

(i) Government have enacted an Act called the Export (Quality Control and Inspection) Act, 1963 for compulsory inspection of certain products meant for exports. Under this Act, the commodities notified by the Central Government are subject to quality control and inspection or both prior to exports. About 50 per cent of total exports of India are being covered by this Act at present. More and more commodities are being included for compulsory quality control and pre-shipment inspection.

(ii) Various Inspection Agencies are working under recognition by the Government for pre-shipment inspection. These are:

(a) Agricultural Marketing Adviser to the Government of India;

(b) Indian Standards Institution;

(c) 5 Export Inspection Agencies under the Ministry of Commerce at Bombay, Calcutta, Cochin, Delhi and Madras;

(d) 8 Governmental Agencies recognised by the Ministry of Commerce; and

(e) 31 Private Inspection Agencies recognised by the Ministry of Commerce.

(iii) It has been notified that all fish products shall be subjected to compulsory quality control and pre-shipment inspection. These inspections are being carried out by Export Inspection Agencies Bombay, Calcutta, Cochin, Delhi and Madras.

(iv) Pre-shipment inspection of fish products exported to USA is being carried out as per the Memo-

randum of Understanding entered by the Export Inspection Council on behalf of the Government of India with the Food and Drug Administration Public Health Services of the USA on January 13, 1975.

(v) The Compulsory Quality control and Inspection procedures are being reviewed in respect of all commodities. The problem of salmonella and frog legs is being specially looked into by an Expert Team set up for this purpose.

(vi) Exporters are being constantly instructed and educated for adhering to the Quality Control discipline and about the inspection procedures.

(vii) Complaints regarding quality of products being exported are looked into by the Government through various Agencies and strict action like de-registration of the units is taken on proof of default.

#### Engine Overhaul Facility in the Country

3727. SHRI SHANKERSINHJI VAGHELA: Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) the spare engine capacity with the Indian Airlines;

(b) whether the engines for overhaul are sent abroad and if so, the number of engines sent for overhaul abroad during last three years, the amount paid for overhaul, transportation, transit insurance etc.;

(c) whether there is any proposal to have engine overhaul facility in the country to save this huge burden on foreign exchange;

(d) the functions of the Indian Airlines engineering base at Calcutta and whether the engineers there have some spare capacity; and

(e) the particular steps taken or proposed to be taken to set up an engine overhaul workshop in the country?

THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI PURUSHOTTAM KAUSHIK): (a) The following are the particulars of spare engines available with Indian Airlines, aircraft typewise:

Airbus A-300B2	.	.	.	4
Boeing-737	.	.	.	9
Caravelle	.	.	.	3
HS 748	/	.	.	11
F-27	.	.	.	8
Viscount	.	.	.	2

(b) Normally no engine is sent abroad for overhaul. However, five Boeing-737 engines had to be sent abroad recently for overhaul due to reasons beyond the control of Indian Airlines. The total expenditure including overhaul, transportation, insurance, duty, etc., in this regard is estimated at Rs. 95 lakhs (Foreign exchange estimated at Rs. 82.50 lakhs). Apart from this, no other engine was sent abroad for overhaul during the last three years.

(c) and (e). The existing Engine Overhaul facilities of Air India at Bombay and Indian Airlines at Delhi are adequate for meeting the overhaul requirements of engines fitted on Indian Airlines Boeing-737s, Caravelles and Turbo-prop aircraft. For Airbus A-300 B2 engines, it is planned to equip the Shop capacity of Air India suitably by early 1978.

(d) The Engineering Base at Calcutta provides overhaul facilities for F-27 aircraft, auxiliary power units of

the Boeing-737 aircraft, certain accessories of other types of Indian Airlines aircraft, overhaul of Piston engines, assembly and maintenance of Ground Support equipment of the Airbus A-300 B2 aircraft and for maintenance of Indian Airlines aircraft operating through from Calcutta. The available capacity of this Engineering facility is being fully utilised by Indian Airlines.

#### Orders for Wagons and Passenger Coaches

3728. SHRI K. PRADHANI: Will the Minister of COMMERCE AND CIVIL SUPPLIES AND COOPERATION be pleased to state:

(a) the details of the orders for wagons and passenger coaches received from various countries country-wise during 1975-76 and 1976-77;

(b) the details of the orders against which supply has already been made and the time by which the deals will be completed and the steps being taken by Government to speed up the supply;

(c) the amount of foreign exchange earned so far in this regard during the last three years; and

(d) whether Government propose to set up an independent organisation to handle the export of these materials?

THE MINISTER OF COMMERCE AND CIVIL SUPPLIES AND COOPERATION (SHRI MOHAN DHARIA):

(a) Details of the orders for wagons and passenger Coaches received from various countries during the Years 1975-76 and 1976-77 are given below: