

industries in each district which are capable of being developed into viable units and which have a substantial growth potential. To facilitate the selection of such industries, from among those which presently provide some employment in different districts the data based on 1971 census relating to six selected industries in respect of registered, unregistered and household sector in the urban and rural areas have been intimated. These industries are—food products; beverages, tobacco and tobacco products; cotton textiles; textile products, including wearing apparel; wood and wood products, furniture and fixtures; leather and leather products, fur products. The State Governments have been advised to make detailed study of the problems with a view to formulating suitable programmes and schemes for the development of these industries on a priority basis, taking into account such

factors as availability of raw materials, cost of production, marketability etc.

#### Increase in the Passenger and Cargo Rates

182. SHRI PADMACHARAN SAMANTASINHERA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government are aware that the Shipping Corporation has increased passenger and cargo rates; and

(b) if so, the details and reasons therefor?

THE MINISTER OF STATE IN-CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): (a) and (b). The Shipping Corporation of India has recently increased the passenger and cargo rates on its services as follows:—

<i>Services</i>	<i>Increases/Effective</i>	<i>Dates</i>
(1) Mainland-Andaman . . . . .		
(2) Mainland-Lakshadweep . . . . .	25% on passenger and Cargo	22-1-1978
(3) Rameswaram/Talaimannar . . . . .	25% on lower deck fares	1-1-1978
(4) Madras/Straits . . . . .	15% on freight rates	September, 1977
(5) India-West Asia Gulf . . . . .	10% on passenger fares 27% on freight rates (Outward)	August, 1977 October, 1977

The increases in rates have been effected on account of steep increase in operational costs resulting from increase in bunker costs, wage bills etc. The increased fares and freight rates will cover only a small portion of the increases in costs. This will only reduce losses to some extent.

#### North Eastern Council

183. SHRI KRISHNA CHANDRA HALDER: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Chief Minister of Tripura has demanded a thorough re-

view of the working of the North Eastern Council;

(b) if so, the main points of the criticism;

(c) whether Government are considering a proposal to review the working; and

(d) if so, the facts thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI DHANIK, LAL MANDAL): (a) and (b). The Chief Minister, Tripura in the 11th meeting of the North Eastern

Council held at Shillong on the 21st January, 1978 had suggested that a review both of the scope and performance of the North Eastern Council was called for. According to the Chief Minister, Tripura only a massive effort in the field of transport, railways, power, irrigation, flood control, banking facilities and prevention of shifting cultivation would remove the backwardness of the region. He observed that the region remains underdeveloped in spite of the effort so far made by the North Eastern Council since its establishment. He therefore, suggested that the North Eastern Council may be made essentially a forum for pressing the problems of the region before the Central Government.

(c) and (d). [The North Eastern Council has been set up under the Eastern Council Act, 1971 (Act 84 of 1971) as an advisory body for securing the balanced development of the North Eastern region. Under the Act the Council is competent to prepare proposals for a unified and co-ordinated regional plan and also decide upon the priorities of the projects and schemes. The council is competent to discuss any matter in which some or all of the States represented in that Council have a common interest and advise the Central Government and the Government of each State/Union Territory concerned as to the action to be taken on any such matter. The schemes and programmes of the Council are in addition to the development programmes undertaken by the constituent States and Union Territories and the Council has necessarily to concern itself of common problems of regional interest. The general convention is that all proposals of the Council are accepted subject

to the technical feasibility and financial resources.]

#### Pensions to Heirs of deceased MISA Detenus

184. SHRI R. K. MHALGI: Will the Minister of HOME AFFAIRS be pleased to refer to the reply given to Starred Question No. 56 on the 16th November 1977 and state:

(a) how many recommendations have been received so far for the pension to be sanctioned to the heirs of the deceased during MISA detention from the various District Magistrates;

(b) when were the District Magistrates instructed through the State Governments; and

(c) if the recommendations are not received from all the concerned, what steps are taken or the Government propose to take?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI DHANIK LAL MANDAL): (a) to (c). A state-wise statement showing the number of cases in which recommendations have so far been received for grant of pension to the heirs of the deceased MISA detenus and the number of cases sanctioned is enclosed as an annexure. The Scheme for the grant of pension to dependents/heirs of deceased MISA detenus was circulated to State Governments on 12-7-1977 and they were asked to obtain applications from eligible dependents through District authorities, and forward the same along with their recommendations. The State Governments are being reminded periodically to expedite their recommendations.

#### Statement

States	Recommen- dations Received	Sanctioned	Rejected
1	2	3	4
Chandigarh	1	1	..
Delhi	1	1	..