

WELFARE (SHRIMATI MOHSINA KID-WAI): (a) Section 21 of the Homoeopathy Central Council Act, 1973, provides that the Central Council shall cause to be maintained in the prescribed manner, a register of Practitioners of Homoeopathy to be known as Central Register of Homoeopaths.

(b) With the enforcement of the Homoeopathy Central Council Act, 1973 the registration of the practitioners of Homoeopathy on the basis of experience above has been discontinued in the country except in the States and Union Territories where the Act has not been enforced. No instruction has been issued to stop further registration till the completion of the Central register.

(c) The Central Council has already taken steps to start a Central Register of Homoeopaths, which is a continuing process.

भोपाल में डिडिजन और कोच मरम्मत कारखानों की स्थापना

5246. श्री निहाल सिंह क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि मध्य रेलवे के भोपाल डिडिजन की स्थापना सम्बन्धी कार्य आरम्भ हो गया है;

(ख) क्या यह भी सच है कि वहाँ कोच मरम्मत कारखाने की भी स्थापना की जा रही है; और

(ग) यदि हाँ, तो डिडिजन और कारखाने की स्थापना सम्बन्धी कार्य कब तक पूरा हो जाएगा और उस पर कूल कितनी राशि व्यय की जाएगी ?

रेलु मंत्रालय में राज्य मंत्री (श्री. सी. के. जाफर शरीफ): (क) जी हाँ, भोपाल में मण्डल की स्थापना के लिए प्रारम्भिक कार्य शुरू कर दिए गये हैं;

(ख) जी हाँ।

(ग) मण्डल की स्थापना का सीधा सम्बन्ध इस बात से है कि मध्य प्रदेश राज्या सरकार इसके लिए भूमि दे। उसमें कूल 120 एकड़ भूमि निःशुल्क देने है। अब तक

केवल 33 एकड़ भूमि निर्दिष्ट की गयी है। समग्र रूप से धन की तंगी के कारण यह बताना सम्भव नहीं है कि मण्डल की स्थापना से सम्बन्धित कार्यक्रम तक पूरा हो जाएगा। "मण्डलीकरण योजना" के सम्बन्ध में मण्डल कार्यालय के कार्य को एक करोड़ रुपये की लागत पर रेलवे बजट में शामिल किया गया है। अभी ब्यारेवार अंतिम लागत का हिसाब लगाया जाना है और यह अधिक भी हो सकती है।

यदि धन उपलब्ध हुआ तो कारखाने के 1985-86 तक पूरा हो जाने की संभावना है। अनुमान है कि इस पर कूल लगभग 18 करोड़ रुपये खर्च होंगे।

Loss incurred by Shipping Corporation of India during 1982-83

5247. SHRI CHINTAMANI JENA:
SHRI MOHANLAL PATEL:
SHRI SUBHASH CHANDRA
BOSE ALLURI:

Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that Shipping Corporation of India incurred loss during the year 1982-83;

(b) if so, what are the reasons and how much loss has been incurred; and

(c) what steps are being taken for the betterment of our Shipping industry to make it profitable?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI): (a) and (b). Working results of the Shipping Corporation of India for 1982-83 are expected to show a loss of about Rs. 25.00 crores. Reasons for loss incurred by the Shipping Corporation of India are as under:—

1. The Shipping Industry the world over has suffered losses due to recession and steep fall in world sea-borne trade. On the other hand there was increase in the world tonnage as a result of heavy orders which were placed prior to 1973 oil crisis in the hope of growing world

sea-borne trade. This disequilibrium in demand and supply position has pushed the freight rates down from time to time and they today stand at a level which is not enough even to meet the direct operating costs.

2. Increased in the operating costs due to inflationary pressures.

3. Berthing delays at ports involving heavy idle time cost.

4. Increased competition from foreign lines, especially non-conference lines.

(c) The following steps have been taken by the Shipping Corporation of India to make its operations profitable:—

1. A vigorous drive has been launched to improve the results of liner operations by reducing turn round of vessels and curtailing expenses wherever possible.

2. Marketing effort has been intensified to improve cargo liftings and to give matching service at matching rates.

3. Preventive measures have been initiated to reduce cargo claims.

4. Efforts are being made to reduce the cargo handling costs.

5. A number of measures have been taken to bring down the bunker cost.

Arrears of demurrage from Public Sector and Private Sector

5248. SHRI MOHANLAL PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that huge sum of arrears of demurrage charges are due from Public Sector Undertakings and from big houses;

(b) if so, the details of the arrears due at the end of the year 1982-83; and

(c) what action has been taken to realise the arrears?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K.

JAFFER SHARIEF): (a) and (b). Yes, some dues are outstanding from Public Sector Undertakings and from other big Houses. Since the accounts for 1982-83 have not yet been closed, it is not possible to furnish the information asked for.

(c) Constant efforts are made by the Railways to realise outstanding demurrage charges by pursuing the matter regularly at different levels. Where necessary, in respect of arrears due from Public Sector Undertakings, the matter is also taken up at the Ministry's level. Stringent measures such as serving notice under sections 55 and 56 of the Indian Railways Act exercising lien, imposing condition of prepayment of freight and adjustment from the party's claim for compensation and refund are taken where necessary.

Derailments of Trains during 1981-82 and 1982-83

5249. SHRI MOHANLAL PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the cases of train derailment are increasing day by day;

(b) if so, the number of such cases during the years 1981-82 and 1982-83, Zone-wise;

(c) whether any enquiry has been conducted;

(d) if so, what are the findings; and

(e) what steps are being taken to rectify those faults and to avoid derailments in future?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) No.

(b) In the first eleven months of 1982-83, 611 train derailments occurred against 936