

channel and the second is the example of his party's election manifesto you people do not even read your election manifesto while we read your election manifesto more carefully They have stated in their manifesto

[English]

"The offer of broadcasting and telecasting right to the public corporation to compete with Prasar Bharati "

[Translation]

Last time you had given a reply and you had also stated that you would be implementing it in one year's time Now only four months are left in the year and in this period of four months, formalities regarding appointment of the board of directors, the transfer of assets and the test of the employees have to be completed Sir through you, I should like to know from the hon Minister about the estimated expenditure on private channels and the names of the parties who are going to finance this expenditure Is it a fact that an estimated expenditure of RS 3000 crores is involved in it? As far as the Prasar Bharati Bill is concerned you have stated that within a period of one year you will implement it I would like to know from the Government about the progress made so far in this regard

[English]

SHRI AJIT PANJA So far as the first portion of the question of the hon Member is concerned, the details as to how much could be spent by the private channel or the public corporation and other things have not yet come About 86 parties or public corporations or other individuals have shown their interest to participate In that also, various ideas have been floated Some have opted for a second national net work, which we are terming as N 2 Some of them have opted for a particular area a like metropolitan cities, either in Bombay or Madras or Calcutta or Delhi Some have asked for sharing the time according to their financial position, according to the financial capacity they have

got Therefore, the actual amount is not yet known, But the Government has projected a plan for a second national network, N-2 which is about Rs 2700 crore And we have given this to the Planning Commission The Planning Commission has orally approved this We have not yet received the written conformation from them This is the position

so far as Prasar Bharati Act is concerned, time has not yet expired The four months' time is not a short time and I am sure that within that time, The question of implementing the Prasar Bharati Act would be unanimous We have to talk to the Opposition The details of the work in the Department have been compiled We are according to the advice of PMO, referring it to the CCPA for the purpose of consideration Immediately we get the advice of the CCPA, naturally we will act accordingly

[Translation]

Speed Post Facility

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\*164 SHRI RATIAL VARMA  
SHRI K H MUNNIYAPPA,

Will the Minister of COMMUNICATIONS be pleased to state

(a) the names of cities where Speed Post facility is available at present in the country, Statewise,

(b) whether the government propose to introduce this facility in other cities during the current year and

(c) if so, the names of such cities, State-wise?

[English]

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P V RANGAYYA NAIDU) (a) A state wise list of cities, towns where speed post facility is available in the country at present is enclosed as statement

(b) In the current year upto Dec '91 we have introduced National Speed Post Service in one centre and point to point speed post service in 214 pairs of stations. The general plan of the Government is to bring more and more cities/towns with regular and reliable transport network under 'Point to

Point' Speed Post Service as soon as they acquire market viability. They are upgraded to National Speed Post Network after they prove their market viability

(c) In view of 'b' above question does not arise

### STATEMENT

List of Cities/Towns where Speed Post Facility is Available in the country

<i>Name of the State</i>	<i>Speed Post Centres Under National Network</i>	<i>Speed Post Centres Under Point to Point Service</i>
1 Andhra Pradesh	1 Hyderabad 2 Vijaywada 3 Tirupati 4 Visakhapatnam	1 Kurnool 2 Guntur 3 Rajahmundry 4 Kakinada 5 Chirala 6 Tadepaligudam 7 Anantapur
2 Assam	1 Guwahati 2 Silchar	1 Dibrugarh 2 Tinsukia 3 North Lakhimpur 4 Jorhat 5 Dhubri
3 Bihar	1 Patna 2 Ranchi 3 Jamshedpur 4 Dhanbad	1 Girdih 2 Darbhanga 3 Begusarai 4 katihar 5 Motihari
4 Gujarat	1 Ahmedabad 2 Surat 3 Vadodara	1 Rajkot 2 Jamnagar 3 Surender Nagar 4 Ankleshwar 5 Vapi 6 Gandhidham 7 Kandla 8 Anand 9 Vallabh Vidhyanagar 10 Vithal Udyognagar
5 Jammu & Kashmir	1 Srinagar(not functioning) 2 Jammu	

<i>Name of the State</i>	<i>Speed Post Centres Under National Network</i>	<i>Speed Post Centres Under Point to Point Service</i>
6. Haryana	1. Faridabad 2. Gurgaon (Extn.Counter)	1. Ambala 2. Panipat 3. Rohtak 4. Sonapat 5. Yamuna Nagar 6. Panch Kula 7. Hissar 8. Gurgaon
7. Himachal	1. Shimla	1. Dharmashala 2. Mandi 3. Parwanoo 4. Solan
8. Punjab	1. Ludhiana 2. Jalandhar	1. Amritsar 2. Patiala 3. Bhatinda
9. Karnataka	1. Bangalore 2. Mangalore 3. Mysore	1. Hubli 2. Ranbennur 3. Dharwad 4. Belgaum 5. Manipal 6. Gulbarga
7. Davanagere		
10. Meghalaya	1. Shillong	1. Tura 2. Jowai
11. Manipur	1. Imphal	1. Churachandpur
12. Tripura	1. Agartala	1. Kailashahar 2. Radhakishorepur
13. Mizoram	Nil	1. Aizwal
14. Nagaland	Nil	1. Dimapur 2. Kohima,
15. Arunachal pradesh	Nil	1. Itanagar 2. Naharlagum
16. Kerala	1. Alwaye 2. Cochin 3. Trivandrum	1. Kottayan 1. Alleppy 3. Palghat

<i>Name of the State</i>	<i>Speed Post Centres Under National Network</i>	<i>Speed Post Centres Under Point to Point Service</i>
	4. Quilon 5. Calicut 6. Trichur	4. Tirur 5. Cannanore 6. Manzari
17. Maharashtra	1. Bombay 2. Nagpur 3. Pune 4. Nashik (Ext.counter) 5. Thane (Extn.Counter)	1. Sholapur 2. Kolhapur 3. Sangli 4. Akola 5. Amraoti 6. Aurangabad 7. Ahmednagar.
18. Madhya Pradesh	1. Bhopal 2. Raipur 3. Indore 4. Gwalior	1. Jabalpur 2. Ratlam 3. Rewa 4. Ujjain
19. Tamilnadu	1. Madras 2. Coimbatore 3. Kanchipuram 4. Mdurai 5. Trichy 6. Salem 7. Tirupur 8. Hosur (Ext.counter)	1. Erode 2. Karur 3. Pollachi 4. Rajpalayam 5. Sivakashi 6. Padukotai 7. Thanjavaur 8. Kumbakonam 9. Neyveli.
20. Uttar Pradesh	1. Lucknow 2. Kanpur 3. Allahabad 4. Agra 5. Varanasi 6. Meerut 7. Moradabad 8. Gorakhpur 9. Ghazibad (Ext.Counter) 10. Nodia (Ext. Counter)	1. Bareilly 2. Dehradun 3. Nainital 4. Jhansi 5. Mussorie 6. Mathura 7. Aligarh 8. Basti 9. Mujaffarnagar 10. Modinagar. 11. Roorkee 12. Saharanpur 13. Ghaziabad 14. Noida 15. Bahraich
21. Orissa	1. Cuttack 2. Bhubneshwar	1. Rourkela 2. Baripada

<i>Name of the State</i>	<i>Speed Post Centres Under National Network</i>	<i>Speed Post Centres Under Point to Point Service</i>
		3. Balassore 4. Puri 5. Berahampur 6. Balangir 7. Paradeep 8. Sambalpur
22. Rajasthan	1. Jaipur	1. Jodhpur 2. Pali 3. Bikaner 4. Kota 5. Ajmer 6. Udaipur 7. Alwar 8. Bharatpur 9. Jaisalmer
23. West Bengal	1. Calcutta	1. Siliguri 2. Haldia Oil Refinery
24. Sikkim	Nil	1. Gangtok
25. Goa	1. Panji (Goa)	Nil
<i>Union Territories</i>		
1. Delhi	1. New Delhi	
2. Pondicherry	1. Pondicherry	Nil
3. Chandigarh	1. Chandigarh	Nil
4. Andman & Nicobar	Nil	1. Portblair 2. Car Nicobar.

**[Translation]**

SHRI RATILAL VARMA: Mr. Speaker, Sir, the hon. Minister has stated that the general plan of the Government is to bring more and more cities/towns under 'Point to Point' Speed Post Service as soon as they become commercially viable alongwith the regular and reliable transport network. Latter

on when they prove their commercial viability, they are upgraded to National Speed Post network. My request is that the Bhavnagar in Gujarat is a very big cit from the point of view of commerce and trade but even then it has not been brought under 'Point to Point' speed post I would like to know whether it will be brought under the same

[English]

SHRI P V RANGAYYA NAIDU Sir, in Gujarat, there are 77 Point to Point stations, which is the highest in the country I do not agree with the hon Member that Gujarat State is not properly served

[Translation]

MR SPEAKER He is taking about Bhavnagar

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI RAJESH PILOT) Mr Speaker, Sir, as it is mentioned in the answer, the criteria to upgrade from Point to point to the national Grid are the traffic and the revenue. Now the hon Member has mentioned about Bhavnagar I will personally look into it if the traffic is there. But as on today, it is not even on Point to Point basis though he He wants it to be upgraded it to National Grid We will certainly check up that

[Translation]

SHRI RATILAL VARMA Mr Speaker, sir, Second I would like to know the member of items which were brought this postal facility of speed Post Service during the year 1991 and what is its growth in centage as compared to the year 1990 How much amount has been earmarked for Speed Post for the Eighth Five Year Plan and what is the target of expenditure during the year 92-93

MR SPEAKER Furnish the statistics, if you have otherwise send it in writing

[English]

SHRI RAJESH PILOT Sir, speed Post is one of the sectors which is under growth and not to that degree which was expected when it was initiated because the private factors are getting more business. It is a fact. But we have grown from Rs 3 crores to Rs 30 crores in the last five-six years. We are considering lot of other avenues where we can enhance it. So, we really have not

decided yet how much to go in this sector. It is under consideration at the moment.

SHRI K.H. MUNIYAPPA Mr Speaker, Sir, I personally congratulate the hon. Minister of State for Communications and the Deputy Minister for Communications, Shri Rajesh Pilot and Shri Rangayya Naidu for doing their best for the expansion work they have undertaken with regard to Speed post services. I would like to know from the hon Minister whether there is any proposal to extend the Speed post services to all the district and taluka headquarters of the country and, if so by what time all these centres will be covered. Secondly, it is felt that the Speed post is a costlier affair. Therefore, it is quite natural for the public to expect better speed post services. (Interruptions)

[Translation]

MR SPEAKER You have asked a good question but you are connecting all the districts with it.

[English]

SHRI RAJESH PILOT Mr Speaker Sir, as I have said, expansion of Speed post service is mainly on the criterion of traffic. I decide that every district will be covered by Speed Post if there is no traffic of that degree which requires Speed post. Speed post is basically meant to deliver faster than the normal mail. So, we always consider the traffic, the revenue and the transport availability there because there is a small guarantee clause in this that you have to deliver the item within 24 or 72 hours. If you do not deliver, you return some of the money which a customer or a subscriber pays. So, all these factors are to be considered. I do not think there is any plan at the moment where we want to cover all the districts.

SHRIMATI GEETA MUKHERJEE Sir, I want to know from the Government whether despite the fact that it is Shri Pilot who is leading this Department- the Speed Post has mostly become Speedless Post? What are the reasons for this? Why all these privatisa-

tions are taking place? If it is correct, what are the steps contemplated by the Government to stop this?

**MR. SPEAKER:** What are you going to do to increase the speed?

**SHRI RAJESH PILOT:** Sir, it is for the hon. Member to judge the speed. As I have said myself in my previous answer to a supplementary because of private sector, there is so much of business cutting by them like- legally they are not supposed to carry any letter. But they carry it under the clause of 'document' and such other things. There are a lot of concession given in their own why I do agree that it is a tough competition in the market. But as far as the speed is concerned, I have said that we are at reasonably good speed. I am not saying that we are the fastest. But we are reasonably at good speed. I have received in my Department - I stand for correction if it is not correct that the accurate information is not given that delays are 4 to 5 per cent in our case.

Again, as per my information, I do not think that any private courier is returning the money. This is as per the information given to me. But we are returning the money if it is not delivered within 24 hours. We return some part of the money so that the subscriber feels that he has not utilised the Speed Post service and it is by the normal post the letter has gone. All these concessions and the other ethics are being maintaining. That difference is there. If the hon. Member is of the view that our speed is less, I will try to give more power to the speed.

[*Translation*]

**SHRI TEJESINGH RAO BHOSLE:** Mr. Speaker, Sir, Five places have been brought under the National Network in Maharashtra and the Point to Point Service is for 7 cities. I would like to know if the cities having a population of one lakh will be brought under it?

**SHRI RAJESH PILOT:** Mr. Speaker, Sir, neither the population nor the distance

may be the criteria for its determination. The parameters of it are traffic and revenue. We are upgrading this service where much a situation exists. The decision is take after taking into consideration the totality of the situation at a particular place otherwise as the hon. Member has said that in some places we lag behind the private sector, their is no doubt that the speed of our Speed Post is slow in some areas. If we open the service to compete with it and do not deliver the articles in time, then the very purpose of this service will be defeated. Therefore after keeping all the aspects in mind, we are looking as to how this service can be extended.

[*English*]

#### investigations into crash of A-320 Airbus

\* 165 **SHRI BHUWAN CHANDRA KHANDURI.** Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state

(a) the details of progress of the investigations made so far in the crash of A-320 Airbus in Bangalore in 1990;

(b) whether any responsibility has since been fixed, and

(c) the number of A-320 airbuses in operation alongwith the routes on which these are being operated?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI M.O.H. FAROOK). (a) to (c) A Statement is laid on the table of the House

#### STATEMENT

(a) and (b). The report of the Court of Inquiry alongwith governments decision thereon was tabled in the House on 10.1 1991.

(c) there are eighteen A-320 aircraft at present with Indian Airlines which are operating on the routes as under -