

1	2	3
		22000 feet on the same radial. The Romanian flight crew reduced his rate of descent as per the Traffic Collision Avoidance system advice on his aircraft.

(c) and (d) In case of the incident of 2.4.1997, the Air Traffic Controller on duty was placed under suspension.

(e) The main steps taken to avoid chances of mid-air collision are : (1) Refresher courses to update professional knowledge of Air Traffic Controllers, (ii) Periodical proficiency checks of Air Traffic Controllers, (iii) Modernisation of Air Traffic Services at Delhi and Mumbai airports, (iv) Proper maintenance of navigation and communication and landing facilities, and (v) Compulsory installation of ACAS on every aircraft flying in Indian skies in a time-bound manner.

[Translation]

Agreement between Air India and Air France

*167. SHRI ANAND RATNA MAURYA :
SHRI MADHAVRAO SCINDIA :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether Air India and Indian Airlines have signed a preferential commercial agreement with Air France to facilitate an increase in code-sharing between the three airlines;

(b) if so, the precise terms of the agreement and how it is likely to benefit Indian Airlines and Air India; and

(c) how much increase in terms of passenger movement and cargo is expected thereby for AI and IA and corresponding increase in traffic for Air France?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM) : (a) Air India and Indian Airlines have concluded a Co-operative Services Agreement with Air France.

(b) and (c) The Agreement signed by Air India envisages operation of additional 6 frequencies by Air France in a phased manner by Summer-2000, in which Air India will be allowed a block of 40 Y class seats and 4 J class seats at an agreed price. The Agreement also envisaged Air India code-sharing on Air France's flights beyond Paris to other destinations and preferential pro-rates.

The Agreement signed by Indian Airlines enables the two airlines to sell tickets on each other's services, preferential pro-rates and through check-in facilities on

each other's services on specified sectors. Air France and Indian Airlines have also agreed to co-operate in publicity and promotion campaigns, training of pilots, ground and cabin crew and aircraft maintenance.

The Agreement will enable Air India to expand their network to interior points in Europe and USA, using Paris as a hub. Instead of operating services with their own aircraft to Zurich and Amsterdam, AI will be able to serve these markets through code-share services with Air France from Winter 1997-98 on a thrice weekly basis. This spread of services will not only cater to the traffic AI was earlier carrying but will also allow for growth. This arrangement will also result in cost-saving due to removal of AI's services to Amsterdam and Zurich with their own aircraft. The code-share on India-France-India sector will enable Air India to augment its carriage on the route without deploying their own aircraft. The agreement will also enable Air India to augment its cargo capacity on India-France-India Sector.

Indian Airlines will also benefit from the facility of selling tickets on Air France Services and co-operation in ticket sale, publicity and promotion campaigns, cargo-operations and frequent flier programmes. The agreement on pro-rates will also financially benefit Air India and Indian Airlines.

[English]

Mock Parliament

168. SHRI B.K. GADHVI :
SHRI VIJAY PATEL :

Will the Minister of PARLIAMENTARY AFFAIRS be pleased to state :

(a) the details of Mock Parliament held by his Ministry for the benefit of school children in the country during the last three years;

(b) whether his Ministry has prepared any programme for the future;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF TOURISM AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI SRIKANTA JENA) : (a) A statements is attached.

(b) and (c) In addition to the existing schemes of Youth Parliament Competitions for Senior Secondary Schools under the Government of the National Capital Territory of Delhi and the New Delhi Municipal Council it is proposed to organise a National Youth Parliament Competition for Navodaya Vidyalayas located in different parts of the country. It is also proposed to organise a National Competition of Youth Parliament among selected Universities from different parts of the country. As a first step in this direction an Orientation Course for participants from 26 Universities was held in New Delhi during 14th-17th July, 1997.

(d) Does not arise in view of (b) and (c) above.

Statement

With a view to strengthening parliamentary democracy in the country the Fourth All India Whip's Conference held in Bombay in 1962 recommended that Government should encourage holding of 'Mock Parliaments' in educational institutions. In pursuance of the above recommendation of the Whips' Conference the Ministry of Parliamentary Affairs introduced in 1996 a scheme of 'Mock Parliament' Competitions in the Higher Secondary Schools under the Directorate of Education, Government of Delhi. The Eighth All India Whip's Conference held in Bhopal in 1972 recommended that the name 'Mock Parliament' may be substituted by 'Youth Parliament'. Consequently, the

scheme has been called as the 'Youth Parliament' Scheme since then.

2. At present, this Ministry is organisation two sets of competitions namely, one for students of the Senior Secondary Schools under the Directorate of Education, Government of NCT of Delhi and the New Delhi Municipal Council and the other as a National Competition for Kendriya Vidyalayas located all over the country.

3. Details of the number of schools/vidyalayas which participated in these two competitions, number of prizes awarded to the students and the name of the school/vidyalaya which stood first are as follows :

S.No.	Year	Competition	No. of Schools which participated	Prizes awarded to students	School/Vidyalaya which stood first
Delhi Schools and NDMC Schools					
1.	1994-95	Twenty-Ninth	50	469	Maharaja Agarsain Public School, Ashok Vihar, Phase-IV, Delhi
2.	1995-96	Thirtieth	43	423	Maharaja Agarsain Public School, Ashok Vihar, Phase-IV, Delhi
3.	1996-97	Thirty-First	54	551	Government Girls' Senior Secondary School, Andrews Ganj, New Delhi.
Kendriya Vidyalayas					
1.	1994-95	Seventh National Youth Parliament Competition	132	672	Kendriya Vidyalaya, Sector-J, Aliganj, Lucknow (UP)
2.	1995-96	Eighth National Youth Parliament Competition	131	692	Kendriya Vidyalaya No.2, R.S. Colaba, New Navy Nagar, Mumbai
3.	1996-97	Ninth National Youth Parliament Competition	176	877	Kendriya Vidyalaya, Dogra Lines, Meerut Cantt., Meerut (UP)

4. In view of the laudable objectives of the scheme, the Seventh All India Whips' Conference recommended that the Scheme should be extended to all the States/ Union Territories of the country and that the Ministry should give all possible help to encourage its implementation by offering financial assistance to the States and Union Territories which organise the Youth Parliament Competitions. Consequently a scheme of financial assistance was evolved by the Ministry in 1972-73 according to which, financial assistance up to a ceiling of Rs. 5,000/- was given to the States/Union Territories implementing the Scheme to meet part of the

expenditure incurred by them on awarding of prizes/ certificates to the students/institutions for their meritorious performance in the competition. During the year 1993, the ceiling of Financial assistance to the States/ Union Territories was raised to Rs. 10,000/-. As per the recommendation of the Eleventh All India Whips' Conference, the ceiling of the financial assistance to the States/Union Territories was raised to Rs. 25,000/- with effect from 16.8.1994.

5. As per the latest information from the States/ Union Territories, the Youth Parliament Scheme is being

implemented in 22 States/Union Territories, detailed as under :

1. Arunachal Pradesh
2. Bihar
3. Goa
4. Delhi
5. Gujarat
6. Haryana
7. Himachal Pradesh
8. Madhya Pradesh
9. Maharashtra
10. Meghalaya
11. Mizoram
12. Orissa
13. Nagaland
14. Pondicherry
15. Punjab
16. Rajasthan
17. Tamil Nadu
18. Tripura
19. Uttar Pradesh
20. West Bengal
21. Chandigarh
22. Dadra and Nagar Haveli

Delay of Defence Projects

*169. SHRI PRAMOD MAHAJAN :
LT. GEN. PRAKASH MANI TRIPATHI :

Will the Minister of DEFENCE be pleased to state :

(a) whether as reported in the 'Pioneer' of July 3, 1997 some of the prestigious defence projects are stymied by inordinate delays ranging from 7 years to 27 years, resulting in a cost escalation of more than Rs. 5,000 crore;

(b) if so, the details of these projects, the extent of delay suffered by each and the cost escalation suffered in respect of each project;

(c) the reaction of the Government thereto; and

(d) the corrective measures taken to check inordinate delay in defence projects?

THE MINISTER OF DEFENCE (SHRI MULAYAM SINGH YADAV) : (a) to (c) Defence projects like, Main Battle Tank (MBT) Arjun, Light Combat Aircraft, 5.56 mm Indian Small Arms System (INSAS), Pilotless Target Aircraft are high technology development projects. No project, however, has been stymied due to the delays. After successful completion of indigenous development,

MBT Arjun, 5.56 mm Indian Small Arms System (INSAS) and Pilotless target aircraft (PTA) have already entered production phase. These high performance critical defence systems will be available for the Armed Forces during Ninth Plan. The Light Combat Aircraft and Combat Aircraft and Advance Light Helicopter projects are progressing satisfactorily. Project 'Sea Bird' is a construction project and is scheduled to be completed in 2005 AD. It will not be in public interest to divulge more information on individual projects.

(d) The following measures have been taken to check inordinate delay in Defence projects;

- (i) Introduction of concurrent engineering practice.
- (ii) Development of technologies/competencies before taking up project for system development.
- (iii) Multi-tier project review system.
- (iv) Assured funding of higher priority projects.
- (v) Accelerated indigenous development of critical technologies/materials/components/sub-systems which have been denied or are likely to be denied under various export control regimes of developed nations.

New Tourism Policy

*170. SHRI BANWARI LAL PUROHIT :
SHRI T. GOPAL KRISHNA :

Will the Minister of TOURISM be pleased to state :

(a) whether sufficient allocation has not been made for tourism sector during the current plan period as compared to the Eighth Five Year Plan;

(b) if so, the details thereof, State-wise and the reasons therefor;

(c) whether a meeting of State Tourism Ministers was held recently in Delhi to discuss the new National Tourism Policy;

(d) if so, the details of the points discussed and the outcome thereof;

(e) the time by which the new tourism policy is likely to be implemented;

(f) whether views of State Government's Committees and experts in this regard have also been considered;

(g) if not, the reasons therefor;

(h) whether the Government also propose to include tourism in the Concurrent List of the Constitution;

(i) if so, the details thereof; and

(j) the time by which a final decision is likely to be taken in this regard?