

**COMMITTEE
ON
GOVERNMENT ASSURANCES
(1993-94)**

TENTH LOK SABHA

**TWENTY-THIRD REPORT
ON
REVIEW OF PENDING ASSURANCES PERTAINING
TO THE MINISTRY OF SURFACE TRANSPORT**

(Presented on 26.8.1994)



**LOK SABHA SECRETARIAT
NEW DELHI**

August 25, 1994/Bhadra 3, 1916 (Saka)

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LOK SABHA

CORRIGENDA

to the Twenty-Third Report of the
Committee on Government Assurances (1993-94)

(Tenth Lok Sabha)

Page No.	Para No.	Line No.	Correction
2	6	4	For assurances read assurance
5	-	1	For plained read explained
5	-	2	For able read liable
6	12	16	Add as after Trusts
7	17	15	Add for after organisation
9	-	2	For leter read letter
9	-	24	Delete To it, the witness since 1990.
10	(xi)	2	After is pending since 1990
13	22	3	For 7.3.1991 read 7.3.1992
14	7	3	For anbd read and
14	8	1	For problem read problems of
17	28	2	For UXQ read USQ
17	28	4	For mater read matter
18	30	11	For Board read Boards
32	-	16	Delete we after frame
40	2	3	Add Implementation Report had been sent
40	-	4	Add Suppl.
41	Col.2	12	For at days read a days
44	Col.3	3	Delete be after will
71	Col. 2	5	For yards P read yards
72	Col. 3	2	Read against heading Moral Moratorium on Loan to
73	Col.4	4	For that read than
74	Col.3	5	For increase read increasing
78	Col.6	6	For 21.9.94 read 21.4.94
81	Col. 2	11	For accrued read accrued
82	7.2	6	For Finalising read finalising
83	7.4	5	For statement read State Government
	7.5	4	For qualities read qualifies
			For 14.5.92 read 14.5.93
			For Motar read Motor
			For retings read rating
			For consider read considerable
			For quipment read equipment

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**@ COMPOSITION OF THE COMMITTEE ON GOVERNMENT
ASSURANCES
(1993-94)**

CHAIRMAN

Shri Basudeb Acharia

MEMBERS

2. Shri Vishveshwar Bhagat
3. Shri Gurcharan Singh Dadhahoor
4. Prof. K. Venkatagiri Gowda
5. Shri P. P. Kaliaperumal
- *6. Major D. D. Khanoria
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8. Shri Surendra Pal Pathak
9. Shrimati Suryakanta Patil
10. Shri V. Sreenivasa Prasad
11. Shri Nawal Kishore Rai
12. Shri G. Ganga Reddy
13. Shri Yoganand Saraswati
14. Shri Shibu Soren
15. Shri V. S. Vijayaraghavan

SECRETARIAT

Shri Murari Lal	— <i>Joint Secretary</i>
Shri Joginder Singh	— <i>Director</i>
Shri Madan Lal	— <i>Assistant Director</i>

@The Committee was nominated by the Speaker w.e.f. 20 December, 1993 vide para 2609 of Lok Sabha Bulletin Part-II dated 20.12.1993.

*Nominated to the Committee on 23 December, 1993 vide para 2628 of Lok Sabha Bulletin Part-II dated 23.12.1993.

INTRODUCTION

I, the Chairman of the Committee on Government Assurances, having been authorised by the Committee to submit the Report on their behalf, present this Twenty-third Report of the Committee on Government Assurances.

2. The Committee (1993-94) were constituted on December 20, 1993.

3. The Committee at their third sitting held on April 6, 1994 decided to have oral evidence of the representatives of the Ministry of Surface Transport in respect of an assurance given on May 3, 1990 in reply to USQ No. 7381 regarding participation in management by workers on the basis of Secret Ballot. It was also decided to know the status, position of the other 38 pending assurances of Eighth, Ninth and Tenth Lok Sabhas, as these have been pending since long for implementation by the Ministry of Surface Transport.

4. The Committee at their sitting held on April 28, 1994 took the oral evidence of the Ministry of Surface Transport on the 39 pending assurances (*Annexure I*).

5. At their sitting held on August 25, 1994 the Committee considered and adopted the Twenty-third Report.

6. The minutes of the aforesaid sitting of the Committee form part of the Report.

7. The conclusions/observations of the Committee are contained in the succeeding paragraphs of the Report.

NEW DELHI;
August 25, 1994

Bhadra 3, 1916 (Saka)

BASUDEB ACHARIA,
Chairman,
Committee on Government Assurances.

REPORT

PARTICIPATION IN MANAGEMENT BY WORKERS ON THE BASIS OF SECRET BALLOT

On May 3, 1990, the following Unstarred Question (No. 7381) given notice of by Sarvashri Prakash Koko Brahambhatt and Sanat Kumar Mandal, M.Ps., was addressed to the Minister of Surface Transport:

“(a) whether a scheme has been prepared for workers’ participation in the management of Major Port Trusts and Dock Labour Boards, with secret ballots, to determine the representative character of union;

(b) if so, the salient features thereof; and

(c) The time by which the same is likely to be introduced?”

The then Minister of Surface Transport (Shri K.P. Unnikrishnan) gave the following reply:

“(a) Yes, Sir.

(b) and (c) : The details of the scheme would be laid on the Table of the House as soon as they are finalised.”

3. Reply to parts (b) and (c) of the question was treated as an assurance by the Committee which was to be fulfilled within three months of the date of reply i.e. by August 2, 1990.

4. The Ministry of Surface Transport approached the Committee on Government Assurances through the Ministry of Parliamentary Affairs vide their U.O. Note No. II/ST(38) USQ 7381-LS/90 dated February 1, 1994 to drop the assurance on the grounds indicated below:

“.... That as per the present procedure, the representation of various unions functioning under Major Port Trusts and Dock Labour Boards is determined out of their strength verified by the Ministry of Labour biannually. This procedure of verification was agreed upon by the Indian Labour Conference in its 16th Session held in 1958 and modified from time to time in consultation with Central Trade Unions Organisations.

During 1979, the possibility of introducing secret ballot was considered in consultation with Ministry of Labour and that Ministry advised that introduction of secret ballot can be considered if and when all the registered trade unions operating in Major Ports give their willingness for secret ballot. Since a proposition to obtain consent from all the registered trade unions operating

in all the Ports was felt to be very difficult task, the matter could not be persued further.

Consequent to the reply given to the Parliament Question No. 7381 dated 3.5.1990, the matter was examined afresh. It was earlier desired to appoint an Election Commissioner for preparation of electoral rolls for holding secret ballot among Port and Dock Workers and, thereafter, to frame the scheme in consultation with Federations of Port and Dock Workers. Later, the matter was reviewed and it was felt that the details of the scheme could be finalised in consultation with Labour Federations and secret ballot could be held by the Port Managements themselves. However, so far, it has not been possible to take a final decision in the matter.

As already mentioned in first para above, the present system of verification of strength of unions of Port and Dock Workers had been evolved by the Indian Labour Conference in 1958. Any change in the present system would require the consent of all the unions of Port and Dock Workers. It appears unlikely that all the unions will agree to adopt the system of secret ballot. This is the reason that so far no final decision could be taken in this regard. This might be possible if the Indian Labour Conference sometimes passes a resolution in this regard."

5. The Committee considered the request of the Ministry of Surface Transport for dropping the assurance at their sitting held on April 6, 1994.

6. The Committee did not agree to drop the assurance and decided to hear the views of the representatives of the Ministry of Surface Transport to know the reasons for the inordinate delay in implementing the assurances. The decision of the Committee was accordingly conveyed to the Ministry of Surface Transport for compliance.

7. The officials of the Ministry of Surface Transport were called for oral evidence on the assurance given on April 28, 1994 alongwith other pending assurances of the Eighth, Ninth and Tenth Lok Sabhas. The text of the questions and the assurances given thereto are annexed to the Minutes of the sitting at Serial Nos. 1 to 39 (*Annexure—I*).

8. At their sitting held on April 28, 1994, the Committee took oral evidence of the representatives of the Ministry of Surface Transport in connection with non-implementation of these following thirty nine assurances:

1. July 28, 1988 in reply to USQ No. 326 regarding request for restructuring capital base and revision of pricing policy by the Hindustan Shipyard Limited.
2. Supplementary by Shri Kadambur Janarthanan on April 6, 1989 in reply to SQ No. 513 regarding Development of Kakinada Port.

3. Supplementary by Shri Veerandra Patil on April 20, 1989 in reply to SQ No. 664 regarding price increase in cost of ships.
4. July 20, 1989 in reply to SQ No. 54 regarding Operational Management of Cochin Shipyard.
5. May 3, 1990 in reply to USQ No. 7381 regarding Scheme for Workers' Participation in Management of Major Port Trusts and Dock Labour Boards.
6. August 16, 1990 in reply to SQ No. 118 regarding Moratorium on Loan to Paradeep Port Trust.
7. August 23, 1990 in reply to USQ No. 2420 regarding Reservation of Export Cargo.
8. Supplementary by Shri Kumaramangalam on August 30, 1990 in reply to SQ No. 304 regarding Central Road Fund.
9. December 27, 1990 in reply to USQ No. 167 regarding problems of Shipyards.
10. January 3, 1991 in reply to USQ No. 1364 regarding Central Road Fund.
11. July 19, 1991 in reply to USQ No. 411 regarding Assistance of Private Sector in Public Transport System.
12. August 2, 1991 in reply to USQ No. 1467 regarding Financial Crisis in Cochin Shipyard.
13. Supplementary by Shri Hannan Mollah on August 9, 1991 in reply to SQ No. 374 regarding Involvement of Private Sector in Road Construction.
14. Supplementary by Shri E. Ahmed on August 9, 1991 in reply to SQ No. 374 regarding Involvement of Private Sector in Road Construction.
15. August 9, 1991 in reply to USQ No. 2495 regarding UN Liner Code.
16. August 9, 1991 in reply to USQ No. 2399 regarding Reimbursement of investment made by Government of Orissa in Paradeep Port.
17. November 29, 1991 in reply to USQ No. 1371 regarding Cargo Support to Shipyard Corporation of India.
18. March 7, 1992 in reply to USQ No. 1860 regarding Hindustan Shipyard Limited.
19. March 20, 1992 in reply to USQ No. 3790 regarding Cochin Shipyard.
20. April 3, 1992 in reply to USQ No. 5877 regarding D.T.C. Concessional Passes.
21. April 10, 1992 in reply to USQ No. 6934 regarding Marine Engineering Training Colleges.

22. April 24, 1992 in reply to USQ No. 7762 regarding Cochin Shipyard.
23. July 17, 1992 in reply to USQ No. 1623 regarding Commercialisation of DTC Land.
24. July 31, 1992 in reply to USQ No. 3661 regarding Revitalisation of DTC.
25. August 7, 1992 in reply to USQ No. 459 regarding Delhi Transport Corporation.
26. December 4, 1992 in reply to USQ No. 2067 regarding U.N. Liner Code.
27. December 18, 1992 in reply to USQ No. 4292 regarding Privatisation of Paradeep Port.
28. March 5, 1993 in reply to USQ No. 1778 regarding J & K State Road Transport Corporation.
29. Supplementary by Shri Ankushrao Raosaheb Tope on March 26, 1993 in reply to SQ No. 422 regarding Central Road Fund.
30. Supplementary by Shri Datta Meghe on March 26, 1993 in reply to SQ No. 422 regarding Central Road Fund.
31. April 2, 1993 in reply to USQ No. 4975 regarding Losses in D.T.C.
32. April 23, 1993 in reply to USQ No. 6543 regarding Students Concessional Passes.
33. April 30, 1993 in reply to USQ No. 7375 regarding Outstanding Loan against D.T.C.
34. April 30, 1993 in reply to USQ No. 7391 regarding Conversion of D.T.C. into Public Limited Company.
35. May 7, 1993 in reply to USQ No. 7965 regarding Alleged Illicit Operation of Redline Claims.
36. May 14, 1993 in reply to USQ No. 8538 regarding Cases of Motor Accident Claims.
37. August 9/10, 1993 in reply to USQ No. 2090 regarding cancellation of Certificates of Registration.
38. August 9/10, 1993 in reply to USQ No. 2091 regarding Accidents on National Highway No. 8.
39. August 16, 1993 in reply to USQ No. 2875 regarding Inter State Route Permit.

9. At the outset, the Chairman drew attention of the representatives to direction 58 of the Directions by the Speaker and

plained to them that their evidence was likely to be treated as public and able to be published unless the representatives specifically desired that all or any part of the evidence given by them was to be treated Confidential, such evidence was liable to be made available to the Members of Parliament.

10. The Committee enquired about the latest position of 39 assurances pending for implementation with the Ministry of Surface Transport. The representative of the Ministry informed that out of the 39 pending assurances, information in respect of six assurances had already been sent to the Committee and replies to four other assurances were ready but Hindi version was to follow. Thus they were fulfilling 10 assurances and the balance 29 assurances remained to be fulfilled. The representative elaborated as follows:—

“We have been taking sincere steps to fulfil the assurances. But there have been circumstances beyond our control. If there is anything pending with the Ministry, we have been able to give it without any difficulty. If they are pending elsewhere, for example, pending with the State Governments, we have been reminding them at the Joint Secretaries level and occasionally at my level. And we have also said that this meeting is going to take place and that they ought to give it to us as early as possible. And systematically we have been doing it. Despite our best efforts, certain replies have not been forth-coming, which is rather unfortunate. There are also certain policy decisions, which take their own time in the sense that various procedures and various processes are involved. Even though the Ministry deals with Major Ports, shipping, national highway, inland waterways, light houses, that is we have a bewildering variety of sectors and their offices are situated in far flung areas. I am only explaining the reasons for delay and not justifying the delay. I joined this Ministry on the 24th of February, 1994 only two months back. I have reminded the people and I have written on the dak that the reply has to be given within two weeks' time. Similarly, I have also been reviewing with the Wing Heads and Officers and asked them to see that the replies are got quickly. We shall take still more sincere efforts on the remaining assurances, which are pending. If necessary, I shall talk to the Chief Secretaries of various States, including the Chief Secretary of Delhi, to get the information as early as possible. And within a matter of two or three months I hope that the rest of the assurances also will be fulfilled.”

11. The Committee enquired about the mechanism being followed in the Ministry to deal with all these pending assurances. The representative submitted as follows:—

“Every Monday at 9.00 a.m., we have the Wing Heads meeting and we review it. At that time, if they say that the reply has not come

from a particular Government, I would ask them at what level it was reminded at the Joint Secretary's level, immediately I remind the concerned State Government at my level. If we do not get the reply even after a couple of reminders, then I personally talk to the Chief Secretary to get the reply. This is the system that we are following. We are very hopeful that in the weeks to come, we shall be able to submit the replies positively."

12. The Committee desired to know the reasons for keeping an assurance pending for more than three and a half years regarding Workers' Participation in Management of Major Port Trusts and Dock Labour Boards (DLBs) and for making a request for dropping of this assurance given on May 3, 1990 in reply to USQ No. 7381. The representative clarified the position as given below:—

"Sir, you would agree with me that it is not the Ministry of Surface Transport alone which is involved in this important policy decision. We have to go before the Ministry of Labour. They give the policy guidelines and we have to get their advice to implement this important assurance.

As you know, Sir, this assurance starts from the historic Indian Labour Conference (ILC), 1958. It is a pursuance of one of the decisions of the ILC, 1958. We have been talking of verification. We have been talking about how to ensure the proper representation of labour trustees in the Port Trusts well as Dock Labour Boards. So, the dialogue was there between the Ministry and the Chairmen of these Ports, between the Ministry and the Labour Ministry. Our Minister has written to the Labour Ministry saying based on the policy decision of the Government, he has sought re-examination of the whole matter.

....There are two aspects of this question. One is about workers' participation. As you know, now every Port Trust has got two labour trustees but they are appointed on the basis of secret ballot. Difference of opinion is only on the method by which they are to be represented. The Chairmen of the Ports consulted the unions and follows that, if not possible to have this secret ballot because in two ports they felt that all the unions were not agreeing to this. So, in a set up of eleven major Ports, two ports were dragging their feet, as far as this particular methodology is concerned. But they felt that there should be uniformity. Therefore, it was not pursued further because this particular decision of the ILC does not have a legal backing, it is only a consensus. Therefore, the Ministry felt that we should not pursue the matter further for want of unanimity in ports. It is not as if the matter was not discussed with the unions. The unions were a party to the discussions. But we could not implement the assurance. And since we could not implement the assurance, I

presume, the Minister wrote to this Committee for dropping the assurance. The unions are going on the basis of the present system of verification. In the Ports they were not agreeable to accepting the secret ballot system."

13. The Committee desired to have a copy of the minutes of the meeting which was held between the Unions and the Ministry. The representatives assured that a copy of the Minutes would be furnished to the Committee.

14. The Committee thereafter enquired whether the unions were consulted prior to finalisation of this scheme before making an announcement on the floor of the House. The representatives replied in the positive.

15. The Committee further drew the attention of the representatives that Secret Ballot was only a suggestion for consideration and there should not be any hitch in implementing the assurance by way of informing whether the present system of verification had been followed.

16. The representatives informed that the verification system was being followed since long.

17. The Committee pointed out to another assurance given on 28.7.1988 in reply to USQ No. 326 regarding continuous losses in Hindustan Shipyard since 1980 and the steps taken for restructuring the capital base of the Company. The representative clarified the position as under:—

".....I would like to inform the recommendations of the SBI Capital Market for the financial restructuring the Hindustan Shipyard Limited was considered by the Ministry of Surface Transport and thereafter alongwith the comments and recommendations of the Ministry it was forwarded to the Ministry of Finance. A Committee consisting of senior officers in the Committee on Government Assurances had gone into the details of these recommendations submitted by our Ministry. Thereafter they have recommended series of measures. I would like to tell briefly about them. They suggested that the entire capital scene is to be in two parts—one is in accordance with the loans, budgetary supports and development etc. of the organisation which amount is taken from the Government and the second part is based on cash credit taken from the S.B.I.

In regard to Part A, the recommendations of the Comptroller General of Accounts has generally been agreed to. In that all the penal interests will be waived and budgetary support which has been given in the past will be partly converted into equity and partly it will be waived. So, there is no problem in regard to the first part. In regard to the second part, that is, Rs. 187 crore as on 31.3.1993 and when the financial year ended in 1994, the provisional figures would be in the region of Rs. 222 crores. One-third of this is by way of

penal interest and another one-third is by way of interest. The entire capital is only Rs. 62 crore. Now, the State Bank of India was requested to agree to the recommendations of the Ministry of Finance. Till date, the State Bank of India has not agreed to the proposal. The matter was referred to the Committee of Disputes exactly a month back in which this matter was considered. They told that they were giving one month time to the State Bank of India, Ministry of Surface Transport and the Banking Division of the Ministry of Finance. The matter is pending with the State Bank of India and I understand that our Secretary has personally written three letters to the Banking Division of the Ministry of Finance and the State Bank of India. Hopefully it will be sorted out.

Immediately after the meeting of the Committee of Disputes I wrote to the Managing Director of the State Bank of India Mr. Basu and I followed it up with a reminder. Then I have also written to the Secretary, Banking Division of the Ministry of Finance to expedite the matter."

18. The Committee enquired about not seeking extension of time beyond 10th April, 1993 to which the representatives submitted that they had sought extension upto 20th October, 1994. They, however, promised to furnish a copy of the letter to the Committee.

19. The Committee thereafter took up the following assurances one by one to know their status and the representative of the Ministry stated position as given against each assurance:—

Assurance	Position stated by Representatives of the Ministry
1	2
(i) SQ No. 54 dt. 20.7.1989 regarding Operational Management of Cochin Shipyard.	Advance Implementation Report submitted.
(ii) SQ No. 118 dt. 16.8.1990 regarding Moratorium on Loan to Paradeep Port Trust	"The request of Orissa Government was that Paradeep Port Trust should pay back Rs. 11.93 crores. We had a discussion in June, 1993 with the representatives of Orissa Government and it was agreed at that time that Paradeep would pay back in four instalments because of some problems. Subsequently, Paradeep Port wanted a change in the schedule of

1

2

repayment for which we have written a letter to the Orissa Government. I will check up the exact date of the letter and let you know. The reply of the Government of Orissa is still awaited."

The representative assured to get the reply from them within the extended time *i.e.* 16.5.1994.

- (iii) USQ No. 2420
dt. 23.8.1990 regarding
Reservation
of Export Cargo.

Sought Extension upto 31.7.1994.

"In the final form in which the proposal for providing cargo support has been approved by the Cabinet, it does not envisage doing it through an Act. That was the proposal with which we started seven years ago. But due to objections of trade of exporters and also some wings of the Government, it was felt such a legislation may hamper the export effort and cargo support may be provided through bilateral interaction between the exporters on the one hand and the Indian ship-owners on the other hand."

The Committee further pointed out that it is pending since 1990. To it, the witness since 1990. To it, the witness submitted as follows:

"....that some of the assurances are even older on this subject. This has been under consideration. In fact, the proposal went to the Cabinet four times in the last seven years. It was considered by a Group of Ministers and by the Committee of Secretaries on two or three occasions. After a lot of going back and forth, it has been finally approved in March this year."

- (iv) SQ No. 304
dt. 30.8.1990 regarding
Central Road
Fund.

Extension sought upto 28.11.1992.

The representative clarified that extension has been sought upto 1.4.1994 and they would seek a short extension of about three to six months from the Committee to implement the assurance, as time was yet to be fixed for Minister's meeting.

1	2
(v) USQ No. 167 dt. 27.12.1990 re- garding Problems of shipyards.	Implementation Report is being prepared.
(vi) USQ No. 1364 dt. 3.1.1991 regard- ing Central Road Fund.	It would be fulfilled within three to six months.
(vii) USQ No. 411 dt. 19.7.1991 regard- ing Assistance of Pri- vate Sector in Public Transport System.	Extension sought upto 19.4.1994. Requested for extension of three months more for its implementation to which the Committee agreed.
(viii) USQ No. 1467 dt. 2.8.1991 regard- ing Financial Crisis in Cochin Shipyard.	Implementation Report has been sent.
(ix) USQ No. 7762 dt. 24.4.1992 regard- ing Cochin Shipyard.	
(x) USQ No. 1371 dt. 29.11.1991 re- garding Cargo Sup- port to Shipping cor- poration of India Li- mited.	Hindi version of Implementation Report was being prepared and there- after it would be sent to Ministry of Parliamentary affairs.
(xi) USQ No. 1860 dt. 7.3.1991 regard- ing Hindustan Ship- yard Ltd.	Partly implemented. Action is being taken to implement in full. (Sl. No. 1)
(xii) USQ No. 3790 dt. 20.3.1992 regard- ing Cochin Shipyard.	Implementation Report had been approved.
(xiii) USQ No. 5877 dt. 3.4.1992 regard- ing D.T.C. Conces- sional Passes.	
(xiv) USQ No. 1623 dt. 17.7.1992 re: Commercialisation of D.T.C. Land.	The matter of revival package of D.T.C. is getting ready. It has been discussed with the group of the Ministers. It would be submitted to Cabinet. It will take four months.

1	2
(xv) USQ No. 3661 dt. 31.7.1992 regarding Revitalisation of D.T.C.	
(xvi) USQ No. 459 dt. 7.8.1992 regarding Delhi Transport Corporation.	The matter of revival package of D.T.C. is getting ready. It has been discussed with the Group of the Ministers. It would be submitted to Cabinet. It will take four months.
(xvii) USQ No. 4975 dt. 2.4.1993 re: Los- ses in D.T.C.	
(xviii) USQ No. 6543 dt. 23.4.1993 regard- ing students Conces- sional Passes.	
(xix) USQ No. 7375 dt. 30.4.1993 regard- ing Outstanding Loan against D.T.C.	
(xx) USQ No. 7391 dt. 30.4.1993 regard- ing Conversion of D.T.C. into Public Limited Company.	
(xxi) USQ No. 6934 dt. 10.4.1992 regard- ing Marine Engineer- ing College.	Extension sought upto 10.10.94. The comments of the Ministry of Law and Department of Education were still awaited. The Committee desired to have the relev- ant position of the recommendations with regard to Marine Engineering Colleges.
(xxii) USQ No. 1778 dt. 5.3.1993 regard- ing J & K Transport Corporation.	Extension sought upto 5.6.1994 The information was awaited from the J & K Officers. It would be implemented within extended period of time.

	1	2
(xxiii)	USQ No. 7965 dt. 7.5.1993 regarding Alleged Illicit Operation of Redline Buses.	Chief Secretary, Delhi, had been requested to offer his remarks and to send report.
(xxiv)	USQ No. 8538 dt. 14.5.1993 regarding Cases of Motor Accident Claims.	Extension sought upto 14.5.1994 The information was awaited from the U.P. Government.
(xxv)	USQ No. 2090 dt. 9/10.8.1993 regarding Cancellation of Certificates of Registration.	Extension sought upto 9.5.1994.
(xxvi)	USQ No. 2091 dt. 9/10.8.1993 regarding Accidents on National Highway No. 8.	It has been implemented as the Advance Implementation Report sent. Hence one portion would be implemented. Regarding other part the Ministry is committed.
(xxvii)	USQ No. 2875 dt. 16.8.1993 regarding Inter State Route Permit.	Extension granted upto 16.5.1994. The information is still awaited from Bihar and West Bengal. A D.O. letter had been addressed to Chief Secretaries.

20. The Ministry of Surface Transport (Labour Division) thereafter, on June 2, 1994 furnished a set of the Minutes of the meetings that were held between the concerned union and the Management of respective Port Trust. The Ministry requested the Committee to drop the assurance on the following grounds:

"Recently, another attempt was made by this Ministry to ascertain the views of unions on the proposal for introduction of Secret Ballot Scheme in Ports-DLBs. Chairman of the Port Trusts have discussed the matter with the Unions. Copies of replies received from the Chairmen of Port Trusts of Calcutta, Cochin, JNPT, Madras, New Mangalore, Paradeep, Visakhapatnam, Tuticorin and Kandla briefly highlight that some of the unions in Madras, Calcutta, Visakhapatnam, New Mangalore and Kandla have shown their disinclination towards the proposal.

In the Port Chairmen's Conference held on 20.7.89 and 21.7.1989, it was stated by the representatives of Ministry of Labour that the main pre-requisite for introduction of Secret Ballot would

be the willingness in writing from each and every registered trade union functioning of Secret Ballot. As it is not possible in view of the unwillingness shown by some of the unions, it may not be possible to introduce the Secret Ballot system in Major Ports Trusts-DLDBs."

21. The Committee again considered the request of the Ministry for dropping the assurance at their sitting held on June 27, 1994.

22. The Committee did not agree to accede to the request of the Ministry of Surface Transport and decided to obtain the views of the representatives of the Port Trusts and Dock labour Boards and respective members of Unions in this regard during the study tour of the Committee.

23. Out of these 39 pending assurances which were decided to be pursued by the Committee, fourteen assurances (Serial Nos. 4, 7, 12, 15, 16, 17, 19, 20, 22, 26, 27, 28, 36 and 38 of Annexure-I) have been implemented and these statements were laid on the Table of the House by the Minister of Parliamentary Affairs on various dates *vis-a-vis* Serial No. 27 on 22.4.1994, Serial Nos. 4, 7, 12, 15, 17, 19, 22, 26 and 38 on 11.5.1994, Serial No. 28 on 25.7.1994 and Serial No. 16, 20 and 36 on 3.8.1994. The details of each of these fourteen assurances are given in Annexure-II.

24. The remaining 25 assurances are still left to be implemented by the Ministry of Surface Transport for which the Ministry has sought extension of time. The latest position of these pending assurances is indicated against each as under:—

Sl. No.	Question No. and date	Latest position/ Extension sought upto	Remarks
1	2	3	4
1.	USQ No. 326 Dated 28.7.1988 Ré: Request for Restructuring Capital Base and Revision of Pricing Policy by Hindustan Shipyard Limited.	25.1.1995	Partly Implemented on 25.7.1994 <i>vide</i> ss XXXV/Item No. 1

1	2	3	4
2.	USQ No. 513 Dated 6.4.1989 Re: Development of Kakinada Port.	5.8.1994	
3.	SQ No. 664 Dated 20.4.1989 Re: Prices increase in cost of ships.	20.10.1994	Partly Implemented on 25.7.1994 <i>vide ss XXXII/1</i>
4.	USQ No. 7381 Dated 3.5.1990 Re: Scheme for Workers' Participation in Man- agement of Major Port Trusts and Dock Labour Boards.	2.11.1994	
5.	SQ No. 118 Dated 16.8.1990 Re: Moratorium re Loan to Paradeep Port Trust	16.8.1994	
6.	SQ No. 304 Dated 30.8.1990 Supplemantry by Shri P.R. Kumaramangalam Re: Central Board Fund.	27.11.1994	
7.	USQ No. 167 Dated 27.12.1990 Re: Problem Shipyards.	27.1.1995	Partly Implemented on 25.7.1994 <i>vide XXI/3</i>
8.	UXQ No. 1364 Dated 3.1.1991 Re: Central Road Fund.	1.10.1994	
9.	USQ No. 411 Dated 19.7.1991 Re: Assistance of Private Sector in Public Transport System.	19.10.1994	

1	2	3	4
10.	SQ No. 374 Dated 9.8.1991 Supplementary by Shri Hannan Mollah Re: Involvement of Private Sector in Road Construction.	9.11.1994	
11.	SQ No. 374 Dated 9.8.1991 Supplementary by Shri E. Ahmed Re: Involvement of Private Sector in Road Construction.	9.11.1994	
12.	USQ No. 1860 Dated 7.3.1992 Re: Hindustan Shipyard Ltd.	5.6.1994	
13.	USQ No. 6934 Dated 10.4.1992 Re: Marine Engineering Training College.	9.10.1994	
14.	USQ No. 1623 Dated 17.7.1992 Re: Commercialisation of DTC Land	17.10.1994	
15.	USQ No. 3661 Dated 31.7.1992 Re: Privatisation of DTC	31.10.1994	
16.	USQ No. 459 Dated 7.8.1992 Re: DTC	7.8.1994	Advance Imp. Report received on 11.8.1994
17.	SQ No. 422 Dated 26.3.1993 Supplementary by Shri Ankushrao Raosaheb Tope Re: Central Road Fund	4.11.1994	

1	2	3	4
18.	SQ No. 422 Dated 26.3.1993 Supplementary by Shri Datta Meghe Re: Central Road Fund.	23.9.1994	
19.	USQ No. 4975 Dated 2.4.1993 Re: Losses in DTC.		Advance Implementation Report received.
20.	USQ No. 6543 Dated 23.4.1993 Re: Students Concessional Passes.	28.7.1994	Advance Imp. Report sent to MPA.
21.	USQ No. 7375 Dated 30.4.1993 Re: Outstanding Loan against D.T.C.	31.10.1994	
22.	USQ No. 7391 Dated 30.4.1993 Re: Conversion of D.T.C. into Public Limited Company.	30.4.1994	Advance Implementation Report received.
23.	USQ No. 7965 Dated 7.5.1993 Re: Alleged Illicit Opera- tion of Redline Buses.	7.11.1994	
24.	USQ No. 2090 Dated 9/10.8.1993 Re: Cancellation of Cer- tificates of Registra- tion.	9.11.1994	
25.	USQ No. 2875 Dated 16.8.1993 Re: Inter State Route Permit.	16.11.1994	

General Recommendations

25. The Committee take notice that the Ministry of Surface Transport became more active only from the date they received information about their appearance before this August Committee on April 28, 1994, and launched a vigorous drive to liquidate the maximum number of assurances by way of sending implementation reports to the Ministry of Parliamentary

Affairs under intimation to this Committee. Resultantly, as many as 17 assurances have since been fulfilled by laying implementation reports on the Table of the House on April 22, May 11, July 25, August 3 and August 25, 1994. The Committee have also received advance implementation reports in respect of one more assurance in respect of USQ No. 4975 dated 2.4.1994 regarding Losses in D.T.C. Thus out of 39 pending assurances 21 assurances are yet to be implemented.

26. The Committee do not appreciate the long time taken for furnishing implementation report in respect of 21 assurances to the Ministry of Parliamentary Affairs. The Committee need not to reiterate that the Ministry's request was for granting some time to them *i.e.* for one or two months for implementation of these assurances but the Ministry has not kept its promise given to this August Committee. The Committee feel that the delay in furnishing the required information to the House defeats the very purpose of raising the matter on the Floor of the House.

27. The Committee, however, recommend that Ministry of Surface Transport shall gear up its machinery in the direction to fulfil the remaining 21 pending assurances (as Sl. Nos. 1, 2, 3, 5, 6, 8, 9, 10, 11, 13, 14, 18, 21, 23, 24, 29, 30, 33, 35, 37 and 39) and wish that these assurances are fulfilled within the extended period. The Committee wish that the Ministry should furnish the latest position of each of these pending assurances immediately to this August Committee.

Workers' Participation in Management of Major Port Trusts and Dock Labour Boards
(USQ No. 7381 dated May 3, 1990)
(Item No. 5 of Annexure I)

28. The Committee are unhappy to note that the Ministry of Surface Transport had not taken the matter seriously in fulfilling the assurance regarding Workers' Participation in Management of Major Port Trusts and Dock Labour Board instead approached the Committee again on June 2, 1994 for dropping the assurance. The Ministry was well aware of the fact that their earlier request was turned down by the Committee and decided to hear the views of the Ministry on the subject. The Committee do not appreciate the plea that unions of some major ports have shown their unwillingness to adopt the pattern of secret ballot. The Committee observe that the Ministry does not perhaps want to exert more in the direction to convince the respective Trade Unions of the Port Trusts and Dock Labour Boards to adopt a uniform pattern of 'Secret Ballot' for electing their representatives for participation in the Management. The Committee are constrained to point out as to why this system should not be acceptable to all concerned unions of Labour Boards, major or minor Ports as a whole. The Committee need not to emphasise again to adopt a uniform system of Secret Ballot in the entire shipping industry in electing workers' representatives and to persuade the Unions to make them agree for their

participation in management in order to fulfil the assurance without any further delay.

29. The Committee wish that all out efforts should be made at a higher level in the Ministry to adopt the system in all Ports of the country latest by the extended period i.e. November, 2, 1994 instead of approaching the Committee for dropping of this assurance again and again.

Request for re-structuring the Capital Base and Revision of Pricing Policy by Hindustan Shipyard Limited.

(Unstarred Question No. 326 dated 28.7.1988)

(Item No. 1 of Annexure I)

30. The Committee are unhappy to note that it took more than six years to consider a request made to the Union of India by the Hindustan Shipyard Limited for restructuring the capital base of the Company alongwith making provision of working capital at low interest rate and revision of pricing policy for building of ships in the Country. The Committee are aware of complexity of the issue of restructuring the capital base of a public sector company but do not appreciate for taking such a long time to finalise the issues as a result of which the financial condition of the Hindustan Shipyard Limited goes from bad to worse. The economic health of an undertaking should be given due consideration with all sincerity and a time frame we should have been fixed to decide the issue of restructuring the capital base and it should not be left unattended for years together on one or the other pretext.

31. The Committee deprecate the continued slow pace for taking a decision when this issue was again raised on the floor of the House on March 7, 1991, through Unstarred Question No. 1860.

32. The Committee recommend that the Union Govt. should discuss the matter with the officials of the State Bank of India. The Hindustan Shipyard Limited and the Ministry of Finance (Department of Economic Affairs—Banking Division) and all concerned at a common platform. This Committee should be apprised of the progress made in this regard latest by January 26, 1995.

*Marine Engineering Training College
(USQ No. 6934 dated 10.4.1992)
(Item No. 21 of Annexure I)*

33. The Ministry of Surface Transport, later on furnished the promised extracts of the Report of Committee on Maritime Education and Training (COMET) in respect on the assurance given on April 10, 1992 in reply to Unstarred Question No. 6934 regarding upgradation of the Marine

Engineering Training College as University (Item No. XXI of Para No. 17 of the Report) and send the same to the Ministry of Human Resources Development. The relevant extracts from the Report are reproduced in Annexure-III (Para 7.1 to 7.9).

34. The Committee observe that the Union Government should examine the recommendations of the Committee on the Maritime Education and Training (COMET) and take a decision at an early date. The Committee wish that the Union Government should make all efforts to take a final decision regarding establishing an apex body, if needed, to manage, control, supervise, direct and monitor the Maritime Training Institutions running under the Government control and should not be left on autonomous body. The Committee desired that decision of the Government should be communicated in the form of an Implementation Report to this Committee before the extended time i.e. October 9, 1994.

*Involvement of Private Sector for Road Construction/Central Road Fund
(SQ 304, USQ 1634, 411, SQ 374 and SQ 422 items
Nos. 8, 10, 11, 13, 29 & 30 of Annexure-I)*

35. On June 28, 1994, the Ministry of Surface Transport informed the Committee that it had submitted a request to the Ministry of Parliamentary Affairs for approaching the Committee on Government Assurances to drop the subject matter *vide* their letter No. H-11016/40/90-OR dated June, 28, 1994 on the following grounds;

"That matter relating to augmentation of the Centre Road Fund is still under consideration of the Government and it likely to take more time before a final decision in the matter is taken by the Cabinet."

36. The Committee need not to bring again to the notice of the Ministry that an early date be fixed up for the meeting of the group of Ministers to decide the issue regarding creation of 'Central Road Fund' with the motive to involve the private sector in carrying out big task of Road Construction. The Committee have been liberal enough in granting extension of time to fulfil all the assurances pending on the subject.

37. The Committee deprecate the tendency of the Ministry for approaching the Committee for dropping the assurance in a casual manner. Instead, the Ministry should make sincere efforts to fulfil the assurance as the Committee were informed categorically during oral evidence that the matter would be decided within three to six months.

38. The Committee would appreciate a negative decision rather than to allow undue long time being taken to arrive at a final decision on such an important issue.

*Accident on National Highway No. 8
(USQ No. 2091 dated 9/10 August, 1993)
Item No. 38 of Annexure I*

39. The Ministry of Surface Transport laid on the Table of Lok Sabha an Implementation Report on December 6, 1993 vide SS No. 1/92 (Annexure-IV). The Committee examined the representatives from the Ministry of Surface Transport and Rajasthan State Government on October 5, 1993 at Udaipur. The Committee decided to treat it as part implementation Report.

40. The Ministry laid another statement (No. SS V/15) on the Table of the Lok Sabha on May 5, 1994 in fulfilment of the assurance. The extract of the Implementation Report are as follows:

“A proposal from the State Government for widening the stretch to four lane was received by the Government. The proposal has been examined. From capacity consideration this section no doubt qualified for 4 lane. But, due to constraints of resources crunch and overriding priorities of other National Highways segments of carrying a still higher traffic volume, it has not been possible to undertake 4-laning of this section. However, the other remedial steps taken/suggested are as follows:

(1) Under the National Highway Accident Relief Service Scheme, a grant of Rs.50 lakhs has been provided to the State Government of Rajasthan for procurement of Cranes and Ambulance for providing immediate succour to the victims of road accidents. Besides it, additional grant of Rs. 3 lakhs has been provided to a hospital at Dudu run by a voluntary organisation, Gram Sewa Mandal, Indankabas, Dudu, Rajasthan for procurement of Ambulance to provide medical aid to the road accident victims on the National Highway No. 8.

(2) It has also been suggested to the State Government to deploy special patrolling squads with vehicles fitted with hooters and to erect precautionary boards on the stretch to make the drivers aware about the proneness of the accidents and keep them awake during night hours.”

41. The Committee take notice that a proposal from the State Government of Rajasthan for widening a stretch of road of National Highway No. 8 from Jaipur to Kishangarh is pending with the Ministry of Surface Transport and the Union Government are unable to clear the same due to financial constraints. The Committee also take notice that 417 and 415 and 443 accidents have taken place during 1990, 1991 and 1992 respectively on this small stretch of road. In these accidents 448 lives had been lost. The Committee desire that the Union Government should find a wayout to arrange resources in phases in order to complete the work of four lanes at the earliest.

42. The Committee hope that a time bound programme should be chalked out to widen the stretch of road from Jaipur to Kishangarh and furnish the details in order to fulfil the assurance by stating the amount proposed to be released for this purpose in the next Financial Budget.

New Delhi;
August 25, 1994

Bhadra 3, 1916 (Saka)

BASUDEB ACHARIA,
Chairman,
Committee on Government
Assurances.

APPENDIX I

MINUTES

Fifth Sitting

MINUTES OF THE SITTING OF THE COMMITTEE ON GOVERNMENT ASSURANCES HELD ON APRIL 6, 1994 IN PARTY MEETING ROOM NO. '139' PARLIAMENT HOUSE ANNEXE, NEW DELHI

The Committee met on Wednesday, April 6, 1994 from 11.00 hours to 12.00 hours.

PRESENT

Shri Basudeb Acharia—*Chairman*

MEMBERS

2. Shri P.P. Kaliaperumal
3. Shri Surendra Pal Pathak
4. Shri V. Sreenivasa Prasad
5. Shri Nawal Kishore Rai
6. Shri Yoganand Saraswati
7. Shri G. Ganga Reddy
8. Shri V.S. Vijayaraghavan

SECRETARIAT

Shri Murari Lal —*Joint Secretary*

Shri Joginder Singh—*Deputy Secretary*

Shri Ram Autar Ram —*Under Secretary*

2. *** *** *** ***

Memorandum No. 90: Request for dropping of the assurance given on May 3, 1990 in reply to Unstarred Question No. 7381 regarding participation in management by workers on the basis of secret ballot.

The Committee considered the request of the Ministry of Surface Transport received through the Ministry of Parliamentary Affairs *vide* their U.O. Note No. II/ST(38) USQ 7381—LS/90 dated February 1, 1994 for the dropping of the assurance on the following grounds:

“That as per the present procedure, the representation of various unions functioning under Major Port Trusts and Dock Labour Boards is determined out of their strength verified by the Ministry of Labour biannually. This procedure of verification was agreed upon by the Indian Labour Conference in its 16th Session held in 1958 and modified from time to time in consultation with Central Trade Unions Organisations.

During 1979, the possibility of introducing secret ballot was considered in consultation with the Ministry of Labour and that Ministry advised that introduction of secret ballot can be considered if and when all the registered trade unions operating in Major Ports give their willingness for secret ballot. Since a proposition to obtain consent from all the registered trade unions operating in all the Ports was felt to be very difficult task, the matter could not be pursued further.

Consequent to the reply given to Unstarred Question No. 7381 on May 3, 1990 the matter was examined afresh. It was earlier desired to appoint an Election Commissioner for preparation of electoral rolls for holding secret ballot among Port and Dock Workers and, thereafter, to frame the scheme in consultation with Federations of Port and Dock Workers. Later, the matter was reviewed and it was felt that the details of the scheme could be finalised in consultation with Labour Federations and secret ballot could be held by the Port Management themselves. However, so far it has not been possible to take a final decision in the matter.

As already mentioned in first para above, the present system of verification of strength of unions of Port and Dock Workers had been evolved by the Indian Labour Conference in 1958. Any change in the present system would require the consent of all the unions of Port and Dock Workers. It appears unlikely that all the unions would agree to adopt the system of secret ballot. This is the reason that so far no final decision could be taken in this regard. This might be possible if the Indian Labour Conference passes a resolution in this regard at same stage.

In view of the position explained above, it is unlikely to fulfil the assurance in near future.

The Committee did not agree to drop the assurance. The Committee decided to hear the oral evidence of the representatives of the Ministry of Surface Transport in this regard. The Committee desired that the Ministry should seek extension of time from the Committee to implement the assurance.

9. The Committee decided to undertake a study tour to Madras, Bombay, Lakshadweep and Goa sometime towards the end of May or beginning of June, 1994 to examine the implementation of assurances relating to these places.

10. The Committee decided to hold their next sitting on Friday, April 22, 1994 at 15.00 hours.

11. The Committee then adjourned.

APPENDIX II

MINUTES

Sixth Sitting

MINUTES OF THE SITTING OF THE COMMITTEE ON GOVERNMENT ASSURANCES HELD ON APRIL, 28, 1994 IN COMMITTEE ROOM NO. 'B' PARLIAMENT HOUSE ANNEXE, NEW DELHI

The Committee met on Thursday, April 28, 1994 from 15.00 hours to 16.00 hours.

PRESENT

Shri Basudeb Acharia—*Chairman*

MEMBERS

2. Shri P.P. Kaliaperumal
3. Shri Surendra Pal Pathak
4. Shri G. Ganga Reddy
6. Shri Yoganand Saraswati
6. Shri V.S. Vijayaraghavan

SECRETARIAT

Shri Murari Lal —*Joint Secretary*
Shri Joginder Singh —*Deputy Secretary*
Shri Ram Autar Ram —*Under Secretary*

REPRESENTATIVES OF THE MINISTRY OF SURFACE TRANSPORT

1. Shri C.N. Ramdas, Secretary (SFT)
2. Shri D.P. Gupta, Dir. Gen. (RD) & Addl. Secy.
3. Shri S.N. Kakar, Jt. Secy. (Shipping)
4. Shri C.S. Khairwal, Jt. Secy. (Transport)
5. Shri S. Gopalan, Dev. Adv. (Ports)
6. Shri I.J. Mamtani, Chief Engineer (Planning)
7. Shri R.R. Singh, C.M.D., DT.C.
8. Shri Pankaj Jain, Director (Labour)
9. Shri B.N. Puri, Director (Shipping)
10. Shri Ashoke Joshi, Jt. Secy. (Ports)
11. Shri D.K. Verma, Chairman, Hindustan Shipyard Ltd.

2. The Committee took oral evidence of the representative of the Ministry of Surface Transport in connection with the following pending assurances given on:

1. July 28, 1988 in reply to USQ No. 326 regarding request for restructuring capital base and revision of pricing policy by Hindustan Shipyard Limited.
2. Supplementary by Shri Kadambur Janarthanan on April 6, 1989 in reply to SQ No. 513 regarding Development of Kakinada Port.

3. Supplementary by Shri Veerandra Patil on April 20, 1989 in reply to SQ No. 664 regarding price increase in cost of ships.
4. July 20, 1989 in reply to SQ No. 54 regarding Operational Management of Cochin Shipyard.
5. May 3, 1990 in reply to USQ No. 7381 regarding scheme for workers' Participation in Management of Major Port Trusts and Dock Labour Boards..
6. August 16, 1990 in reply to SQ No. 118 regarding Moratorium on Loan to Paradip Port Trust.
7. August 23, 1990 in reply to USQ No. 2420 regarding Reservation of Export Cargo.
8. Supplementary by Shri Kumaramangalam on August 30, 1990 in reply to SQ No. 304 regarding Central Road Fund.
9. December 27, 1990 in reply to USQ No. 167 regarding problems of Shipyards.
10. January 3, 1991 in reply to USQ No. 1364 regarding Central Road Fund.
11. July 19, 1991 in reply to USQ No. 411 regarding Assistance of Private Sector in Public Transport System.
12. August 2, 1991 in reply to USQ No. 1467 regarding Financial Crisis in Cochin Shipyard.
13. Supplementary by Shri Hannan Mollah on August 9, 1991 in reply to SQ No. 374 regarding involvement of Private Sector in Road Construction.
14. Supplementary by Shri E. Ahmed on August 9, 1991 in reply to SQ No. 374 regarding Involvement of Private Sector in Road Construction.
15. August 9, 1991 in reply to USQ No. 2495 regarding UN Liner Code.
16. August 9, 1991 in reply to USQ No. 2399 regarding Reimbursement of Investment made by Government of Orissa in Paradip Port.
17. November 29, 1991 in reply to USQ No. 1371 regarding Cargo Support to Shipping Corporation of India.
18. March 7, 1992 in reply to USQ No. 1860 regarding Hindustan Shipyard Ltd.
19. March 20, 1992 in reply to USQ No. 3790 regarding Cochin Shipyard.
20. April 3, 1992 in reply to USQ No. 5877 regarding D.T.C. Comcessional Passes.
21. April 10, 1992 in reply to USQ No. 6934 regarding marine Engineering Training Colleges.

22. April 24, 1992 in reply to USQ No. 7762 regarding Cochin Shipyard.
23. July 17, 1992 in reply to USQ No. 1623 regarding Commercialisation of DTC Land.
24. July 31, 1992 in reply to USQ No. 3661 regarding Revitalisation of DTC.
25. August 7, 1992 in reply to USQ No. 459 regarding Delhi Transport Corporation.
26. December 4, 1992 in reply to USQ No. 2067 regarding U.N. Liner Code.
27. December 18, 1992 in reply to USQ No. 4292 regarding Privatisation of Paradip Port.
28. March 5, 1993 in reply to USQ No. 1788 regarding J&K State Road Transport Corporation.
29. Supplementary by Shri Ankushrao Raosaheb Tope on March 26, 1993 in reply to SQ No. 422 regarding Central Road Fund.
30. Supplementray by Shri Datta Meghe on March 26, 1993 in reply to SQ No. 422 regarding Central Road Fund.
31. April 2, 1993 in reply to USQ No. 4975 regarding Losses in DTC.
32. April 23, 1993 in reply to USQ No. 6543 regarding Students Concessional Passes.
33. April 30, 1993 in reply to USQ No. 7375 regarding Outstanding Loan against D.T.C.
34. April 30, 1993 in reply to USQ No. 7391 regarding Conversion of D.T.C. into Public limited Company.
35. May 7, 1993 in reply to USQ No. 7965 regarding Alleged Illicit Operation of Redline Claims.
36. May 14, 1993 in reply to USQ No. 8538 regarding Cases of Motor Accident Claims.
37. August 9/10, 1993 in reply to USQ No. 2090 regarding Cancellation of Certificates of Registration.
38. August 9/10, 1993 in reply to USQ No. 2091 regarding Accidents on National Highway No. 8.
39. August 16, 1993 in reply to USQ No. 2875 regarding Inter State Route Permit.

3. At the outset, the Chairman drew the attention of the witnesses to Direction 58 of the Directions by the Speaker and explained to them that their evidence was likely to be treated as public and liable to be published unless the witnesses specifically desired that all or any part of the evidence

given by them was to be treated confidential, such evidence was liable to be made available to the Members of Parliament.

4. The Committee enquired about the latest position of 39 assurances pending for implementation with the Ministry of Surface Transport. The representative of the Ministry informed that out of the 39 pending assurances, information in respect of six assurances had already been sent to the Committee and replies to four other assurances were ready but Hindi Version was to follow. Thus they were fulfilling 10 assurances and the balance 29 assurances remained to be fulfilled. The representative elaborated as follows:—

“We have been taking sincere steps to fulfil the assurances. But there have been circumstances beyond our control. If there is anything pending with the Ministry, we have been able to give it without any difficulty. If they are pending elsewhere, for example, pending with the State Governments, we have been reminding them at the Joint Secretaries level and occasionally at my level. And we have also said that this meeting is going to take place and that they ought to give it to us as early as possible. And systematically we have been doing it. Despite our best efforts, certain replies have not been forthcoming, which is rather unfortunate. There are also certain policy decisions, which take their own time in the sense that various procedures and various processes are involved. Even though the Ministry deals with major Ports, shipping, national highway, inland waterways, light houses, that is we have a bewildering variety of sectors and their offices are situated in far flung areas. I am only explaining the reasons for delay and not justifying the delay. I joined this Ministry on the 24th of February, only two months back. I have reminded the people and I have written on the dak that the reply has to be given within two weeks' time. Similarly, I have also been reviewing with the Wing Heads and Officers and asked them to see that the replies are got quickly. We shall take still more sincere efforts on the remaining assurances, which are pending. If necessary, I shall talk to the Chief Secretaries of various States, including the Chief Secretary of Delhi, to get the information as early as possible. And within a matter of two to three months I hope that the rest of the assurances also will be fulfilled.”

5. The Committee enquired about the mechanism being followed in the Ministry to deal with all these pending assurances. The representative submitted as follows:—

“Every Monday at 9 a.m., we have the Wing Heads meeting and we review it. At that time, if they say that the reply has not come from a particular Government, I would ask them at what level it was remained at the Joint Secretary's level, immediately I remind the concerned State Government at my level. If we do not get the reply even after a couple of reminders, then I personally talk to the Chief

Secretary to get the reply. This is the system that we are following. We are very hopeful that in the weeks to come, we shall be able to submit the replies positively."

6. The Committee desired to know the reasons for keeping an assurance pending for more than three and a half years regarding Workers' Participation in Management of Major Port Trusts and Dock Labour Boards and for making a request for dropping of this assurance given on May 3, 1990 in reply to USQ No. 7381. The representative clarified the position as given below:—

"Sir, you would agree with me that it is not the Ministry of Surface Transport alone which is involved in this important policy decision. We have to go before the Ministry of Labour. They give the policy guidelines and we have to get their advice to implement this important assurance.

As you know, Sir, this assurance starts from the historic Indian Labour Conference, 1958. It is a pursuance of one of the decisions of the ILC, 1958. We have been talking of verification. We have been talking about how to ensure the proper representation of labour trustees in the Port Trusts as well as Dock Labour Boards. So, the dialogue was there between the Ministry and the Chairman of this Ports, between the Ministry and the Labour Ministry. Our Minister has written to the Labour Ministry saying based on the policy decision of the Government, he has sought re-examination of the whole matter."

7. The representative further submitted as follows:—

".....There are two aspects of this question. One is about workers' participation. As you know, now every Port Trust has got two labour trustees but they are appointed on the basis of secret ballot. Difference of opinion is only on the method by which they are to be represented. The Chairmen of the Ports consulted the Unions and follows that, if not possible to have this secret ballot because in two ports they felt that all the Unions were not agreeing to this. So, in a set up of eleven major Ports, two ports were dragging their feet, as far as this particular methodology is concerned. But they felt that there should be uniformity. Therefore, it was not pursued further because this particular decision of the ILC does not have a legal backing, it is only a consensus. Therefore, the Ministry felt that we should not pursue the matter further for want of unanimity in ports. It is not as if the matter was not discussed with the Unions. The Unions were a party to the discussions. But we could not implement the assurance. And since we could not implement the assurance, I presume, the Minister wrote to this Committee for dropping the assurance. The Unions are going on the basis of the present system

of verification. In the Ports they were not agreeable to accepting the secret ballot system."

8. The Committee desired to have a copy of the minutes of the meeting which was held between the Unions and the Ministry. The representatives assured that a copy of the Minutes would be furnished to the Committee.

9. The Committee thereafter enquired whether the Unions were consulted prior to finalisation of this scheme before making an announcement on the floor of the House. The representatives replied in the positive.

10. The Committee further drew the attention of the representatives that secret ballot was only a suggestion for consideration and there should not be any hitch in implementing the assurance by way of informing whether the present system of verification had been followed.

11. The witnesses informed that the verification system was being followed since long.

12. The Committee pointed put to another assurance given on 28.7.1988 in reply to USQ No. 326 regarding continuous losses in Hindustan Shipyard since 1980 and the steps taken for restructuring the capital base of the company. The witness clarified the position as under:—

"...I would like to inform the recommendations of the SBI Capital Market for the financial restructuring the HSL was considered by the Ministry of Surface Transport and thereafter alongwith the comments and recommendations of the Ministry it was forwarded to the Ministry of Finance. A Committee consisting of senior officers in the C.G.A. had gone into the details of these recommendations submitted by our Ministry. Thereafter they have recommended series of measures. I would like to tell briefly about them. They suggested that the entire capital scene is to be in two parts—one is in accordance with the loans, budgetary supports and development etc. of the organisation which amount is taken from the Government and the second part is based on cash credit taken from the S.B.I."

In regard to Part A, the recommendations of the Comptroller General of Accounts has generally been agreed to. In that all the penal interests will be waived and budgetary support which has been given in the past will be partly converted into equity and partly it will be waived. So, there is no problem in regard to the first part. In regard to the second part, that is, Rs. 187 crore as on 31.3.1993 and when the financial year ended in 1994, the provisional figures would be in the region of Rs. 222 crores. One-third of this is by way of penal

interest and another one-third is by way of interest. The entire capital is only Rs. 62 crore. Now, the State Bank of India was requested to agree to the recommendations of the Ministry of Finance. Till date, the State Bank of India has not agreed to the proposal. The matter was referred to the Committee of Disputes exactly a month back in which this matter was considered. They told that they were giving one month time to the State Bank of India, Ministry of Surface Transport and the Banking Division of the Ministry of Finance. The matter is pending with the State Bank of India and I understand that our Secretary has personally written three letters to the Banking Division of the Ministry of Finance and the State Bank of India. Hopefully it will be sorted out."

13. The witness further submitted:—

"Immediately after the meeting of the Committee of Disputes I wrote to the Managing Director of the State Bank of India Mr. Basu and I followed it up with a reminder. Then I have also written to the Secretary, Banking Division of the Ministry of Finance to expedite the matter."

14. The Committee enquired about not seeking extension of time beyond 10th April, 1993 to which the representatives submitted that they had sought extension upto 20th October, 1994. They, however, promised to furnish a copy of the letter to the Committee.

15. The Committee, thereafter, took up the following assurances one by one to know their status and the representative of the Ministry stated the position as given against each assurance:—

Assurance	Position stated by representatives of the Ministry		
1	2		
SQ No. 54 dt: 20.7.89 regarding Operational Management of Cochin Shipyard.	Advance submitted.	Implementation	Report

1	2
<p>SQ No. 118 dt: 16.8.90 regarding Moratorium on Loan to Paradip Port Trust.</p>	<p>"The request of Orissa Government was that Paradip Port Trust should pay back Rs. 11.93 crores. We had a discussion in June, 1993 with the representatives of Orissa Government and it was agreed at that time that Paradip would pay back in four instalments because of some problems. Subsequently, Paradip Port wanted a change in the schedule of repayment for which we have written a letter to the Orissa Government. I will check up the exact date of the letter and let you know. The reply of the Government of Orissa is still awaited."</p> <p>The witnesses assured to get the reply from them within the extended time i.e. 16.5.1994.</p>
<p>USQ No. 2420 dt: 23.8.90 regarding Reservation of Export Cargo.</p>	<p>Sought Extension upto 31.7.1994.</p> <p>"In the final form in which the proposal for providing cargo support has been approved by the Cabinet, it does not envisage doing it through an Act. That was the proposal with which we started seven years ago. But due to objections of trade, of exporters and also some wings of the Government, it was felt such a legislation may hamper the export effort and cargo support may be provided through bilateral interaction between the exporters on the one hand and the Indian shipowners on the other hand."</p>

The Committee further pointed out that it is pending since 1990. To it, the witness submitted as follows:—

" that some of the assurances are even older on this subject. This has been under consideration. In fact, the proposal went to the Cabinet four times in the last seven years. It was considered by a Group of Ministers and by the Committee of Secretaries on two or three occasions. After a lot of going back and forth, it has been finally approved in March this year."

1	2
<p>SQ No. 304 dt: 30.8.90 regarding Central Road Fund.</p>	<p>Extension sought upto 20.11.92.</p> <p>The representative clarified that extension has been sought upto 1.4.94 and they would seek a short extension of about three to six months from the Committee to implement the assurance, as time was yet to be fixed for Minister's meeting.</p>
<p>USQ No. 167 dt: 27.12.90 regarding Problems of Shipyards.</p>	<p>Implementation Report is being prepared.</p>
<p>USQ No. 1364 dt: 3.1.91 regarding Central Road Fund.</p>	<p>It would be fulfilled within three to six months.</p>
<p>USQ No. 411 dt: 19.7.91 regarding Assistance of Private Sector in Public Transport System.</p>	<p>Extension sought upto 19.4.1994.</p> <p>Requested for extension of three months more for its implementation to which the Committee agreed.</p>
<p>USQ No. 1467 dt: 2.8.91 regarding Financial Crisis in Cochin Shipyard</p>	<p>Implementation Report had been sent.</p>
<p>USQ 7762 dt: 24.4.92 regarding Cochin Shipyard.</p>	
<p>USQ 1371 dt: 29.11.91 regarding Cargo Support to Shipping Corporation of India Ltd.</p>	<p>Hindi version implementation Report was being prepared and thereafter it would be sent to Ministry of Parliamentary Affairs.</p>
<p>USQ 1860 dt: 7.3.1991 regarding Hindustan Shipyard Ltd.</p>	<p>Partly implemented. Action is being taken to implement in full. (Sl. No. 1)</p>
<p>USQ No. 3790 dt: 20.3.92 regarding Cochin Shipyard.</p>	<p>Implementation Report had been approved.</p>

1

2

USQ No. 5877
dt: 3.4.92 re: D.T.C.
Concessional Passes.

USQ No. 1623
dt: 17.7.92

re:
Commercialisation of
D.T.C. Land.

USQ No. 3661
dt: 31.7.1992
Revitalisation of
DTC

USQ No. 459
dt: 7.8.1992 Delhi
Transport
Corporation.

The matter of revival package of D.T.C. is getting ready. It has been discussed with the group of the Ministers. It would be submitted to Cabinet. It will take four months.

USQ No. 4975
dt: 2.4.93
re: losses in D.T.C.
USQ No. 6543
dt: 23.4.93
re: Students
Concessional passes.

USQ No. 7375
dt: 30.4.1993
Outstanding Loan
against D.T.C.

USQ No. 7391
dt: 30.4.93
re: Conversion of
D.T.C. into Public
Limited Company.

USQ No. 6934
dt: 10.4.92
re: Marine
Engineering College.

Extension sought upto 10.10.1994.

The comments of the Ministry of Law and Deptt. of Education were still awaited. The Committee desired to have the relevant position of the recommendations with regard to Marine Engineering Colleges.

USQ No. 1778
dt: 5.3.1993
re: J & K Transport
Corporation.

Extension sought upto 5.6.1994

The information was awaited from the J&K Officers.

It would be implemented within extended period of time.

1	2
USQ No. 7965 dt: 7.5.93 re: Alleged Illicit Operation of Redline Buses.	Chief Secretary, Delhi, had been requested to offer his remarks and to send report.
USQ No. 8538 dt: 14.5.93 re: Cases of Motor Accident Claims.	Extension sought upto 14.5.1994. The information was awaited from the U.P. Government.
USQ No. 2090 dt: 9/10-8-93 re: Cancellation of Certificates of Registration.	Extension sought upto 9.5.1994
USQ No. 2091 dt: 9/10-8-93 re: Accidents on National Highway No. 8.	It has been implemented as the Advance Implementation Report sent. Hence one portion would be implemented. Regarding other part the Ministry is committed.
USQ No. 2875 dt: 16.8.93 re: Inter- State Route Permit.	Extension granted upto 16.5.1994. The information is still awaited from Bihar and West Bengal. A.D.O letter had been addressed to Chief Secretaries.

16. The Committee then adjourned.

APPENDIX III

MINUTES

Ninth Sitting

MINUTES OF THE SITTING OF THE COMMITTEE ON GOVERNMENT ASSURANCES HELD ON JUNE 27, 1994 IN COMMITTEE ROOM NO. '53', PARLIAMENT HOUSE, NEW DELHI

The Committee met on Monday, June 27, 1994 from 15.00 hours to 15.45 hours.

PRESENT

Shri Basudeb Acharia—*Chairman*

MEMBERS

2. Shri Gurcharan Singh Dadhahoor
3. Shri Surendra Pal Pathak
4. Smt. Suryakanta Patil
5. Shri G. Ganga Reddy
6. Shri Yoganand Saraswati
7. Shri V.S. Vijayaraghavan

SECRETARIAT

Shri Murari Lal—*Joint Secretary*

Shri Joginder Singh—*Director*

Shri Ram Autar Ram—*Under Secretary*

2. The Committee considered and adopted their draft Twenty-Second Report. The Committee authorised the Chairman to present the Report during the Monsoon Session of Parliament.

3. The Committee then took up for consideration Memoranda Nos. 96, 97 and 98 for dropping of the assurances.

Memorandum No. 96 : Request for dropping of assurance given on May 3, 1990 in reply to Unstarred Question No. 7381 regarding Participation in Management by the Workers on the basis of Secret Ballot.

4. The Committee considered the request of the Ministry of Surface Transport received through the Ministry of Parliamentary Affairs *vide* their U.O. Note No. IL/ST(38) USQ No. 7381-LS/90 dated February 1, 1994 for dropping of the assurance on the following grounds :

“Recently, another attempt was made by this Ministry to ascertain the views of unions on the proposal for introduction of secret ballot scheme in Ports/DLBs. Chairmen of the Port Trusts have discussed the matter with the Unions. Copies of replies received from the Chairmen of Port Trusts of Calcutta, Cochin, JNPT, Madras, New Mangalore, Pradeep, Visakhapatnam, Tuticorin and Kandla briefly highlight that some of the Unions of Madras, Calcutta, Visakhapatnam, New Mangalore and Kandla have shown their disinclination towards the proposal.

In the Ports Chairmen Conference held on July 20, 1989 and July 7, 1989 it was stated by the representatives of the Ministry of labour that the main prerequisite for the introduction of Secret Ballot would be the willingness regarding from each and every registered trade unions in writing re: functioning of Secret Ballot. As it is not possible in view of the unwillingness shown by some of the unions, it may not be possible to introduce the Secret Ballot system in Major Port Trusts/DLBs as some of the Union have shown unwillingness."

4.1. The Committee did not accede to the request of the Ministry of Surface Transport for dropping of the assurance. The Committee felt that workers' participation in the Management Port Trusts and Dock Labour Boards is very healthy tradition and as such the Ministry of Surface Transport to be requested to persuade those unions which have expressed their unwillingness to go in for Secret Ballot system. The Committee, therefore, decided to hold discussions with some of the representatives of the Port Trust Unions during the Study Tour of the Committee on Government Assurances to ascertain the factual position on the issue.

7. The Committee decided to hold their next sitting on Monday, July 18, 1994 at 15.00 hours to hear the evidence of the Ministries of Railways and Urban Development.

8. The Committee then adjourned.

APPENDIX IV

MINUTES

Eleventh Sitting

MINUTES OF THE SITTING OF THE COMMITTEE ON GOVERNMENT ASSURANCES HELD ON AUGUST 25, 1994 IN COMMITTEE ROOM NO. 'E', PARLIAMENT HOUSE ANNEXE, NEW DELHI

The Committee met on Thursday, August 25, 1994 from 15.00 hours to 15.45 hours.

PRESENT

Shri Basudeb Acharia—*Chairman*

MEMBERS

2. Shri Visheveswar Bhagat
3. Shri Gurcharan Singh Dadhahoor
4. Shri P.P. Kaliaperumal
5. Maj. D.D. Khanoria
6. Shri Harpal Singh
7. Shri Surendra Pal Pathak
8. Shrimati Suryakanta Patil
9. Shri Yoganand Saraswati
10. Shri Shibu Soren
11. Shri V.S. Vijayaraghavan

SECRETARIAT

Shri Murari Lal—*Joint Secretary*

Shri Joginder Singh—*Director*

Shri Madan Lal—*Assistant Secretary*

2. The Committee considered and adopted their draft Twenty-Third Report. The Committee authorised the Chairman to present the Report during the current Session of Parliament.

3. The Committee decided to undertake a Study Tour to Calcutta, Anandaman & Nicobar Islands and Madras from October 4 or 5, 1994 to have an on-the-spot assessment of the reasons for the delay in implementation of the assurances pertaining to the organisations at those places. The Committee also authorised the Chairman to finalise the tour programme.

4. The Committee decided to postpone the consideration of memoranda Nos. 99 and 100 to their next sitting.

5. The Committee decided to hold their next sitting on Wednesday, September 7, 1994 at 15.00 hours to hear the views of the representatives of the Ministry of Urban Development and Home Affairs regarding funds for development of refugee colonies in West Bengal.

6. The Committee then adjourned.

(Vide Para No. 23 of the Report)

ANNEXURE I

EIGHTH LOK SABHA
MINISTRY OF SURFACE TRANSPORT

Item No. 1 of Eighth Lok Sabha

Question No. and Date	Subject	Promise made	Extension		Sought upto	Remarks
			From	4		
1	2	3	4	5	6	
1. USQ 326 dt: 28.7.1988 by Shri Bhattam Srirana Murthy.	REQUEST FOR RESTRUCTURING CAPITAL BASE AND REVISION OF PRICING POLICY BY HINDUSTAN - SHIPYARD LIMITED. (a) whether the Hindustan Shipyards Limited has requested the Government that the ship building and fabrication of offshore platforms be declared as export-oriented industry; (b) whether it has also requested for restructuring the capital base, provision of working capital at low interest rate and revision of pricing policy; and (c) if so, the action taken thereon?	(a) & (b) Yes Sir. (c) The matter is under consideration.	26.12.88 22.02.89 09.05.89 21.07.89 24.10.89 11.01.90 28.05.90 23.07.90 01.01.91 14.01.92 22.07.91 05.02.93 13.01.94	28.01.89 28.04.89 28.07.89 28.10.89 28.01.90 28.04.90 28.07.90 28.01.91 28.07.91 28.07.92 27.01.93 27.07.93 26.07.94	The Capital restructuring of Hindustan Shipyards Ltd. is pending on account of the treatment of the outstanding cash-credit amount of about Rs. 187 crores of HSL with the State Bank of India. We have been taking this up with the M/o Finance and their final approval is still awaited. As regards capital restructuring of Cochin Shipyards Ltd., this has already been approved by the Controller General of Accounts and the M/o Finance and the final note of CCEA is under preparation.	

1	2	3	4	5	6
2.	<p>SQ 513 dt: 06.04.89 by Shri Kadambur Janardhanan</p> <p>DEVELOPMENT OF KAKINADA PORT.</p> <p>The Member stated as under: Now at days transport through water is getting importance in our country. But for the past several years, owing to undue delay in dredging, heavy ships are not able to enter the new ports like Tuticorin Port, thereby leading to large-scale retrenchment of labour. As you know, Sir, even now labour problem is going on in my constituency. I would like to know through you, Sir, whether the dredging of the Tuticorin Port will be done within the year 1989 because I know that for some reason or the other, it is being stopped. In the interest of the labour-orientation development of the Tuticorin Port and the Chidambaram or district which is named after a great freedom fighter, I want to know categorically from the Hon. Ministry whether dredging of the Tuticorin Port will be done within the year 1989.</p>	<p>The Minister <i>inter-alia</i> stated, "As far as the Tuticorin Port is concerned, I think there are some litigations going on. Because of that there is some hurdle. But I will take it up and we will see that dredging is done. On the pretext of dredging, we do not let the labour suffer. That is not our policy and we take care to see that labour is looked after. So, as far as dredging of the Tuticorin Port is concerned, I will again take it up."</p>	<p>13.09.90 17.11.90 14.02.91 25.04.91 24.07.91 21.10.91 08.02.92 04.05.93 25.01.94</p>	<p>06.12.90 06.03.91 06.05.91 06.08.91 06.11.91 06.02.92 06.05.93 06.08.93 06.02.94</p>	<p>The final report on the Ship Freight Economic Study by the Indian Port Association is still awaited to finalise the Feasibility Report. In the meantime, Tuticorin Port Trust are attempting on the Financial viability of the proposal against estimated dredging cost of Rs. 152.32 crores as per M/A.R.M. "Verbeek's Technical Report."</p>

1	2	3	4	5	6
3.	<p>SQ 664 dt: 20.04.89 supp. by Shri Veerendra Patil</p> <p>PRICE INCREASE IN COST OF SHIPS.</p> <p>The member <i>inter-alia</i> desired to know:</p> <p>"What is the policy of the Government with regard to building up the additional tonnage so far as shipping industry is concerned. Also, if the shipping Corporation of India is not in a position to get sufficient funds, will be the Ministry of Shipping be prepared to encourage shipping industry in the private sector to acquire the latest fuel efficient ships which are concerned for the purpose."</p>	<p>The Minister <i>inter-alia</i> stated, "As far as the shipyards/P are concerned as I have already said a proposal is under Government's consideration for capital restructuring of the shipyards into a slightly bad shape."</p>	<p>14.10.91 08.04.92 15.04.93</p>	<p>21.04.92 21.10.92 20.10.93</p>	<p>HSL, as required, has submitted a revised proposal.</p> <p>The representatives of CSL and the Ministry have submitted a report on the capital restructuring proposal.</p> <p>Both the proposals are still under consideration of the Government.</p>

Item No. 4 of Eighth Lok Sabha

1	2	3	4	5	6
4.	SQ 54 Dt: 20.07.89 by Shri V. Sreenivasa	OPERATIONAL MANAGE- MENT OF COCHIN SHIP- YARD. (a) whether there has been marked deterioration in the operational management of the Cochin Shipyard Ltd; (b) if so, the reasons therefor; (c) whether the company has been incurring huge financial losses as a result thereof; (d) if so, the details thereof; and (e) the remedial action pro- posed to be taken in this re- gard?	(a) to (c) : In the state- ment laid on the Table, it was <i>inter-alia</i> stated, "vari- ous remedial measures for improving the financial health of the company in- clude revision of pricing formula, restructuring of capital base, interest holi- day, moratorium on all loans upto 31.3.89, reimbursement of cash los- ses, import duty conces- sions etc. are under exami- nation."	20.01.90 20.12.90 20.03.91 20.03.91 20.03.92 20.03.93	Orders for Capital re- structuring of CSL were issued on 24.3.1994. Minister of Surface Transport has approved the implementation Re- port.

NINTH LOK SABHA
Second Session

Item No. 1 of Ninth Lok Sabha

1	2	3	4	5	6
5.	USQ 7381 Dt: 03.05.1990 by Shri Parakash Koko Brahambhatt.	SCHEME FOR WORKERS' PARTICIPATION IN MANAGEMENT OF MAJOR PORT TRUSTS AND DOCK LABOUR BOARDS. (a) whether a scheme has been prepared for workers' participation in the management of Major port Trusts and Dock Labour Boards, with secret ballot to determine the representative character of union;	20.07.90 25.10.90 30.01.91 15.04.91 18.07.91 04.11.91 23.01.92 29.04.93 28.07.93	20.10.90 02.02.91 02.05.91 02.08.91 02.11.91 02.02.91 02.05.92 02.08.93 02.11.93	Dropping request considered by the Committee on 6.4.94. The Committee did not agree to drop the assurance.

1	2	3	4	5	6
6. SQ 118 dt: 16.08.1990 by Shri Loknath Choudhary	(b) if so, the salient features thereof; and (c) the time by which the same is likely to be introduced? MORATORIUM ON LOAN TO PARADIP PORT TRUST. (a) whether the Paradip Port Trust has requested Union Govt. to declare Moratorium on the loan it has to pay; and (b) if so, the reaction of Govt. thereto?	(b) the matter is under consideration.	15.10.90 13.02.91 10.05.91 22.08.91 13.11.91 14.02.92 06.05.92 09.02.93 16.08.93 30.11.93 14.02.94	16.02.91 16.05.91 16.08.91 16.11.91 16.02.92 16.05.92 16.08.92 16.05.93 16.11.93 16.02.94 16.05.94	A fresh proposal has been received in the Ministry again on 12.5.93. The proposal was examined and some observations were made. The Paradip Port Trust has been requested to clarify whether the proposal sent by them would need any modification for repayment of preformation loan to Govt. of Orissa amounting to 11.93 crores.

Third Session

Item No. 3 of Ninth Lok Sabha

1	2	3	4	5	6
7.	USQ 2420 Dt:23.08.1990 Prof. Ram Ganesh Kapse	RESERVATION OF EX- PORT CARGO. (a) whether the Indian ship- ping companies, including the shipping Corporation of India are demanding passing of a legislation to ensure that the Indian ships get 40 per cent of sea-borne Liner export cargo, in accordance with the U.N. Code ratified by Government: and (b) if so, the reaction of Gov- ernment thereto?	22.10.90 16.01.91 24.07.91 09.06.92 09.01.92 18.01.93 6.07.93 31.12.93	31.01.91 31.07.91 31.01.92 31.07.92 31.01.93 31.07.93 31.01.94 31.07.94	Draft Note has been considered by the Cabinet at its meeting held on 19.3.94 and has approved it.

Item No. 4 of Ninth Lok Sabha

1	2	3	4	5	6
8.	<p>SQ 304 Dt: 30.08.90 Supp. by Shri P.R. Kumara- mangalam</p>	<p>CENTRAL ROAD FUND</p> <p>The member <i>inter-alia</i> stated: "I would like to know specifically as a commitment how long they will take to ensure that the Resolution is implemented".</p> <p>I would like to know whether the Prime Minister would assure us that he would intervene and see to it that this Resolution is implemented that 65% of the fund together with the arrears because with the arrears it comes to nearly Rs. 2,000 to 3,000 crores, I think, would be allocated. I would like to know specifically whether this could be done.</p>	<p>The Hon'ble Prime Minister stated, "I will look into the point raised by the Hon'ble Member."</p>	<p>30.11.90 28.02.91 26.02.91 28.05.91 14.05.91 28.08.91 21.08.91 28.11.91 19.11.91 28.05.92 29.05.92 28.11.92</p>	<p>The Cabinet considered the paper further in its meeting on 21.12.93. The Cabinet decided that the matter be considered in the first instance by the Group of Ministers. It was considered on 24.3.94 by the Group of Ministers. As per directions a Paper on Fund flow is being prepared.</p>

Fourth Session, 1990

Item No. 5 of Ninth Lok Sabha

1.	2	3	4	5	6
9.	<p>USO 167 Dt. 27.12.90 by Shri Madan Lal Khurana</p> <p>PROBLEMS OF SHIPYARDS</p> <p>(a) whether some of the shipyards under the administrative control of his Ministry are sinking deeper into the red and could face closure;</p> <p>(b) if so, the details of these yards alongwith the reasons therefor; and</p> <p>(c) the details of the measures taken to pull the yards out of the red and to bring them up to the level of the shipyards of other countries.</p>	<p>(c): other recommendations like enhancement of subsidy to the shipyards from the present 30% to 40% duty free import under OGL to the extent of 50% of the realisable price of the ship built in Indian shipyards, restructuring of the capital base of the shipyards, gradual improvements in norms of productivity, modernisation of the yards etc. as proposed by these two committees are under consideration of the Government.</p>	<p>13.03.91 30.08.91 02.02.93 07.07.93 13.01.94</p>	<p>27.09.91 27.01.92 26.07.93 25.01.94 25.07.94</p>	<p>Issue regarding Capital restructuring of HSL and Cochin Shipyard Ltd. is still under consideration.</p>

Item No. 6 of Ninth Lok Sabha

10.	1	2	3	4	5	6
10.	USQ 1364 Dt: 03.01.91 by Shri Maheshwar Singh.	CENTRAL ROAD FUND (a) whether amounts are being deposited regularly in the Central Road Fund as per the Central Road Fund Resolution;	(a) to (c): The accruals to the Central Road Fund, as provided for in the Resolution adopted by both Houses of the Parliament in May, 1988, have not been made available for disbursement so far;	15.03.91 08.07.91 22.10.91 18.03.92 30.03.93 28.09.93 22.04.94	03.07.91 03.10.91 03.04.92 03.10.92 01.10.93 01.04.94 01.10.94	That the matter is still under consideration and it is likely to take some more time before a final decision is taken in the matter.
		(b) if so, whether the accruals in the Central Road Fund have been made available for disbursement;	(d) The issue is under active consideration of the Government.			
		(c) if so, the details thereof; and				
		(d) if not the action taken by the Government in this regard?				

TENTH LOK SABHA

First Session, 1991

Item No. 1 of 1st Session of Tenth L.S.

49

1	2	3	4	5	6
11. USQ 411 Dt. 19.7.91 by Shri M.V. Chandrashekara Murthy and others	ASSISTANCE OF PRIVATE SECTOR IN PUB- LIC TRANSPORT SYSTEM (a) whether the Government propose to encourage the pri- vate sector to enter into con- struction and maintenance of roads and also to run public transport system as suggested by the Federation of Indian Chambers of Commerce and Industry; and (b) if so, the details thereof?	(a) & (b) It was <i>inter-alia</i> stated, "The private con- struction companies are playing a dominant role in undertaking road and bridge construction pro- jects, funded by Govern- ment. Further ways of as- sociating private sector with the financing of road construction are being examined by Government."	20.11.91 27.01.92 01.05.92 20.07.92 22.10.92 02.02.93 20.04.93 01.10.93	19.01.92 19.04.92 19.07.92 19.10.92 19.01.93 19.04.93 19.07.93 19.04.94	The draft note for Cabinet Committee on Economic Affairs re- garding Private Sector participation in highway construction was refer- red to the appraisal agencies for their ap- proval. The finalisation of this proposal is likely to take some more time, as the directives given by the Commit- tees of Secretaries (COS) are presently be- ing processed. After complying with all these requirements, the case will be submitted for obtaining the approval of the Law Ministry and the Cabinet.

Item No. 2 of 1st Session of Tenth Lok Sabha

1	2	3	4	5	6
12. USO 1467 Dt. 2.8.91 by Shri V.S. Vijayaraghavan	FINANCIAL CRISIS IN COCHIN SHIPYARD (a) whether the Cochin Ship- yard is facing financial crisis; (b) if so, the details thereof; and (c) the measures being taken to help the shipyard to tide over the crisis?	(c): Various measures for improving the financial health of the shipyard which include revision of the pricing formula, re- structuring of capital base, import duty concessions etc. are under considera- tion.	06.11.91 29.04.92 12.11.92 22.04.93 23.11.93	01.05.92 31.10.92 30.04.93 31.10.93 30.04.94	Partly implemented on 6.12.93 SS No. XVI/20. The Minister of State in the Ministry of Surface Transport has approved the implementation Report.

Item No. 3 of 1st Session of Tenth L.S.

1	2	3	4	5	6
13. SQ 374 Dt. INVOLVEMENT OF PRI- 9.8.91 Suppl. by VATE SECTOR IN ROAD Shri Hannan CONSTRUCTION Mollah					
	The Hon'ble Member asked as under:— when they participate in the construction, what will be the ownership of the road and what will be the right of the people who use the road? What safeguard will be given to the public to use that road? (Interruptions) secondly, what is the particular aspect in that amendment?	The Hon'ble Minister stated as under:— “The amendment is still to go to the Cabinet and then I will bring it to the House. I am trying to bring it in this session. Once the Cabinet clears it, I will come out with the proposal. I would like to inform the Hon. Member about all these proposals and the points which he is raising. I will make sure that we take into consideration that”.	20.11.91 14.02.92 06.05.92 11.08.92 16.11.92 23.02.93 19.05.93 27.07.93 18.10.93	09.02.92 09.05.92 09.08.92 09.11.92 09.02.93 09.05.93 09.08.93 09.11.93 09.05.94	A Note for consideration of Committee of Secretaries (COS) had been prepared. The directives of the COS are being processed. Thereafter it will be referred to the Ministry of Law and Cabinet.

Item No. 4 of 1st Session of Tenth L.S.

1	2	3	4	5	6	7
14.	SQ 374 Dt. 9.8.91 Suppl. by Shri E. Ahamed	INVOLVEMENT OF PRIVATE SECTOR IN ROAD CONSTRUCTION The member stated as under:— whether the Government has any comprehensive scheme to construct the bridges on the national highway 47 and national highway 17. The Government was not able to provide sufficient funds due to paucity of funds. In view of this whether the Government would also consider to get the private parties involved in the construction of the bridges on the national highways?	The Hon'ble Minister stated, "I will consider it."	20.11.91 14.02.92 06.05.92 11.08.92 16.11.92 23.02.93 19.05.93 27.07.93 18.10.93	09.02.92 09.05.92 09.08.92 09.11.92 09.02.93 09.05.93 09.08.93 09.11.93 09.05.94	A Note for consideration of Committee of Secretaries (COS) had been prepared. The directives of COS are being processed. Thereafter it will be referred to the Ministry of Law and Cabinet for approval.

Item No. 5 of 1st Session of Tenth L.S.

1	2	3	4	5	6	7
15.	USQ 2495 Dt. 9.8.91 by Shri Sivaji Patnaik	UN LINER CODE	<p>(a) Whether the Government propose to introduce legislation for giving effect to the provisions of the UN Liner Code aimed at giving cargo support to the extent of 40 per cent to the Indian Shipping Companies;</p> <p>(b) if so, when; and</p> <p>(c) if not, the reasons therefor?</p>	<p>22.07.92</p> <p>08.04.93</p> <p>15.10.93</p>	<p>08.05.93</p> <p>08.11.93</p> <p>08.05.94</p>	<p>The finalisation of the proposal will take some more time.</p>

Item No. 6 of 1st Session of Tenth Lok Sabha

1	2	3	4	5	6	7
16.	USQ 2399 Dt. 9-8-91 by Shri Lokanath Choudhury.	REIMBURSEMENT OF INVESTMENT MADE BY GOVERNMENT OF ORISSA ON PARADEEP PORT. (a) whether the question of reimbursement of initial capital expenditure incurred by the Government of Orissa on Paradeep Port is pending with the Union Government for a long time; and (b) if so, the details thereof and when the final decision on this issue is likely to be taken?	(b): It was <i>inter-alia</i> stated, "The question of finalising such terms and conditions of repayment of the initial capital expenditure incurred by the Orissa State Government in the construction of Paradeep Port is under consideration. It is likely that a final decision in this regard may take some more time.	17.02.92 27.05.92 03.11.92 08.02.93 14.07.93 25.11.93 03.02.94	08.05.92 08.08.92 08.02.93 08.05.93 08.08.93 08.02.94 08.05.94	The matter relating to reimbursement of initial capital expenditure incurred by Govt. of Orissa on Paradeep Port, is still under consideration. The Ministry have requested the Government of Orissa to consider the request of the Paradeep Port Trust for deferment of payment upto 1998. A reply is still awaited.

TENTH LOK SABHA
Second Session, 1991

Item No. 1 of 11nd Session of Tenth L.S.

1	2	3	4	5	6	7
17.	USQ 1371 Dt: 29.11.91 by Kumari Dipika Chikhlia	CARGO SUPPORT TO SHIPPING CORPORATION OF INDIA (a) whether the shipping corporation of India has re- quested the Union Govern- ment for Cargo support; and (b) if so, the reaction of the Union Government?	(a) Yes, Sir. (b) A proposal to secure suitable cargo support for Indian ships is under consid- eration.	09.03.92 29.07.92 29.01.93 29.07.93 01.02.94	29.08.92 28.02.93 28.08.93 28.02.94 28.08.94	The proposal considered by the Committee of Secretaries finali- sation of the proposal is likely to take some more time.

Item No. 1 of IIIrd Session of Tenth L.S.

1	2	3	4	5	6	7
18.	USQ 1860 Dt: 7.3.92 by Shri Basudeb Acharia	HINDUSTAN SHIP- YARD LTD. (a) whether the Government have allowed Hindustan Ship- yard Ltd. to sell two ships manufactured by them at a prevailing market prices; (b) if so, the reasons therefor; (c) whether the Government have any proposal to utilise the spare capacity of the ship- yard; and (d) if so, the details thereof?	(a) & (b): The yard is pas- sing through a very severe fi- nancial crisis and the accumu- lated losses upto 31.3.91 are Rs. 351.55 crores. The Com- pany is continuing to incur heavy losses. There are 3 ships under construction in HSL. A proposal to allow HSL to sell them at prevailing market prices is being considered in order to enable the Shipyard to meet the immediate cash flow problem.	24.11.93	05.06.94	The decision of the Govt. regard- ing restructuring of HSL is yet to be taken. It is likely to take some more time. Partly im- plemented on 22.4.94 vide SS No. XIV Item No. 1

1	2	3	4	5	6	7
		<p>(c) & (d): A number of steps are under consideration of the Govt. for revival of the shipyard. Apart from the proposal for sale of the 3 ships ordered by the Shipping Corporation of India Ltd. in the open market, certain other steps like capital re-structuring, exemption from Central levies etc. are also under consideration. The Hindustan Shipyard Limited has the following orders in hand:—</p>				
		<p>1. No. 27,000 DWT Carnet</p> <p>2. Nos. 42,750 DWT Bulk Carriers</p> <p>3. Nos. Offshore Patrol Vessels</p> <p>4. Nos. Top side Decks</p>				
		<p>The above proposed relief measures, it is hoped would enable the Yard to complete the above orders.</p>				

Item No. 2 of 111rd Session of Tenth L.S.

1	2	3	4	5	6	7
19.	USQ 3790 Dt. 20.03.92 by Smt. Suseela Gopalan	COCHIN SHIPYARD	09.07.92 29.12.92 22.12.93	20.12.92 20.06.93 20.06.94		
	<p>(a) The present order book position of the Cochín Shipyard Ltd.;</p> <p>(b) the steps being taken by the Govt. to improve the order book position of this shipyard; and</p> <p>(c) the plans being considered by the Govt. to improve the working of the Shipyard?</p>		<p>(c) It was <i>inter-alia</i> stated that various measures for improving the financial health of the shipyard which include revision of the pricing formula, restructuring of capital base, etc., are under consideration of the Government.</p>		<p>Partly Implemented on 6.12.93 SS No. XI/51 Implementation report has been approved by the Minister of State in the Ministry of Surface Transport on 24.3.94.</p>	

Item No. 3 of IIIrd Session of Tenth L.S.

1	2	3	4	5	6	7
20.	USQ 5877 Dt. 3.4.92 by Shri Vishwanath Shastri.	D.T.C. CONCESSIONAL PASSES (a) whether the Govern- ment are reconsidering the policy of concessional D.T.C. passes to the student studying in Delhi;	(a) Yes, Sir. (b) The details of the proposal are yet to be finalised.	01.07.92 09.09.92 30.12.92 24.03.93 30.09.93 05.01.94	03.10.92 03.01.93 03.04.93 03.07.93 03.01.94 03.04.94	The Cabinet Note on inter- connected pack- age for rehabili- tation of D.T.C. is being finalised.

Item No. 3 of IIIrd Session of Tenth L.S.

1	2	3	4	5	6	7
		(b) if so, the details thereof; (c) the total number of concessional passes issued monthly by D.T.C. to students and others, separately; (d) whether the number of persons seeking concessional bus passes has decreased after the recent hike in bus fares; and (e) if so, the details thereof?	(c) The total number of passes issued only by DTC under various categories during the last three months are in statement attached. (not enclosed). (d) No, Sir. (e) Does not arise.	24.03.94	03.07.94	

Item No. 4 of III Session of Tenth L.S.

1	2	3	4	5	6	7
21.	USQ 6934 dt. 10.04.92 by Shri R. Surender Reddy	<p>MARINE ENGINEERING TRAINING COLLEGES</p> <p>(a) whether the Govt. propose to hand over the Marine Engineering Colleges to the Human Resource Development Ministry;</p> <p>(b) if so, the details thereof and the reasons therefor;</p> <p>(c) whether the Government are also considering to upgrade these institutions as Universities; and</p> <p>(d) if so, the time by which a final decision in this regard is likely to be taken?</p>	(c) & (d): The report of the Committee is yet to be received. A final decision in this regard can be taken after the receipt of the Committee's report and examination of its recommendations.	<p>13.07.92</p> <p>30.12.92</p> <p>07.04.93</p> <p>27.09.93</p> <p>19.04.94</p>	<p>10.01.93</p> <p>10.04.93</p> <p>10.07.93</p> <p>10.04.94</p> <p>10.10.94</p>	<p>A draft note for Cabinet has been prepared and circulated amongst appraisal agencies including Ministry of HRD. The Comments from the Ministry of Law and Department of Education are still awaited.</p>

Item No. 5 of IIIrd Session of Tenth L.S.

1	2	3	4	5	6	7
22. USQ 7762 dt. 24.04.92 by Shri. P.C. Thomas	COCHIN SHIPYARD (a) the capital investment of Cochin Shipyards Limited; (b) the ways and means by which it was raised and the interest per annum in case of loan; (c) whether the Govt. prop- ose to convert the loan adv- anced to Cochin Shipyards into equity shares so as to reduce the interest for capital invest- ment; and (d) if so, the other steps taken by the Government to restructure the Cochin Ship- yard Limited?	(c) & (d): A proposal for capi- tal restructuring of CSL in- volving conversion of project development loans into equity, interest holiday, waiver of in- terest etc. is under considera- tion of the Government.	26.08.92 02.02.93 02.08.93 03.02.94	24.01.93 24.07.93 24.01.94 24.05.94		

The Implementa-
tion Report has
been approved
by the Minister
of State in the
Ministry of Sur-
face Transport
on 24.3.94.

TENTH LOK SABHA
Fourth Session

Item No. 1 of IV Session of Tenth L.S.

1	2	3	4	5	6
23. USQ 1623 Dt: 17.07.92 by Shri. Simon Marandi	<p>COMMERCIALISATION OF DTC LAND</p> <p>(a) whether the Government propose to utilise surplus land of bus depots of Delhi Transport Corporation for commercial purpose.;</p> <p>(b) if so, the names of such depots and the details of the surplus land depot-wise; and</p> <p>(c) the details of the nature commercial activities for which these surplus land are likely to be utilised, depot-wise?</p>	<p>(a) Yes, Sir.</p> <p>(b) & (c) The details are yet to be finalised.</p>	<p>23.09.92 17.12.92 16.04.93 15.07.93 18.10.93 19.01.94 13.04.94</p>	<p>17.01.93 17.04.93 17.07.93 17.10.93 17.01.94 17.04.94 17.07.94</p>	<p>This proposal is now being incorporated in the Note for Cabinet on Interconnected Package for the rehabilitation of DTC. It is being recast before it is circulated.</p>

Item No. 2 of IV Session of Tenth L.S.

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1	2	3	4	5	6
24.	USQ 3661 Dt: 31.7.92 by Dr. Mahadeepak Singh Shakya and Others	<p>REVITALISATION OF DTC</p> <p>(a) whether any high level committee had been appointed for revitalisation and restructuring of DTC;</p> <p>(b) if so, the names of the committee;</p> <p>(c) whether the committee have submitted its report;</p> <p>(d) if so, the suggestions/recommendations made by the committee; and</p> <p>(e) the reaction of the Govt. thereto?</p>	<p>(c) to (e): The group of Ministers in its meeting held on 16th June, 1992 considered the action plan for revival of DTC, submitted by the Ministry of Surface Transport and made certain recommendations. These are being processed further for final approval by Government.</p>	<p>31.01.93 The earlier note on Inter-Connected package for rehabilitation of DTC submitted to Cabinet was withdrawn with a view to include the proposal for commercial utilisation of DTC Depots in the same note. Accordingly the Cabinet Note is being recast.</p>	<p>6.11.92 01.02.93 19.04.93 22.07.93 18.10.93 24.01.94 19.04.94</p> <p>31.01.93 30.04.93 31.07.93 31.10.93 31.01.94 30.04.94 31.07.94</p>

Item No. 3 of IV Session of Tenth L.S.

1	2	3	4	5	6
25. USQ 459 Dt: 7.8.92 Shri. Satya Deo Singh	DELHI TRANSPORT COR- PORATION (a) whether the Govern- ment have taken any decision regarding conversion of the Delhi Transport Corporation into a Public Limited Com- pany; and (b) if so, the details thereof?	(a) & (b): Government are finalising an inter-connected package for the rehabilitation of DTC in order to ensure its long term viability. The con- version of Delhi Transport Corporation into a Company is one of the options that will be taken up for consideration.	01.02.93 22.04.93 06.08.93 03.02.94	07.05.93 07.08.93 05.11.93 07.05.94	Note for Cabinet is being recast.

TENTH LOK SABHA
Fifth Session, 1992

Item No. 1 of V Session of Tenth L.S.

1	2	3	4	5	6
26. USQ 2067 Dt: 4.12.92 by Shri Anantao Deshmukh	U.N. LINER CODE (a) whether the Union Government propose to introduce a legislation to secure cargo support to the Indian Shipping Companies in terms in U.N. Liner Code;	(a) A proposal to implement the provisions of U.N. Liner Code by means of legislation as approved by the Government, in principle, in 1986 or by other means is under consideration of the Government.	12.02.93 26.08.93 03.02.94	03.09.93 03.03.94 03.09.94	A revised proposal for modified Cargo Support Scheme is to be submitted to the Cabinet.

Item No. 2 of V Session of Tenth L.S.

1	2	3	4	5	6
27.	USQ 4292 Dt. 18.12.92 by Shri Gopi Nath Gajapathi	PRIVATISATION OF PARADIP PORT (a) whether the Paradip Port Trust authority has decided to privatise part of its diversifica- tion programme; (b) if so, which portion of its diversification programme is proposed to be given to pri- vate sector; (c) whether advertisements have been made for the pri- vate sector investment; (d) if so, the response from the private sector; and (e) the reaction of the Govt. thereto?	(d) & (e) The response from private sector is still awaited. 12.03.93 13.05.93 05.08.93 23.11.93	31.05.93 31.08.93 30.11.93 28.02.94	Laid on the Table on 22.4.1994 vide SS No. IX/12

TENTH LOK SABHA
Sixth Session

Item No. 1 of VI Session of Tenth L.S.

1	2	3	4	5	6
28. USQ 1778 Dt: J & K STATE ROAD 5.3.93 by Shri TRANSPORT CORPORA- Gurudas Kamat TION	(a) whether Jammu & Kash- mir State Road Transport Cor- poration has completely wiped out the total capital employed by it during last financial year; and (b) if so, the reasons there- fore?	(a) & (b): Information is being collected and will be laid on the Table of the House.	03.06.93 10.09.93 07.11.93 04.03.94	05.09.93 05.12.93 05.03.94 05.06.94	The requisite in- formation is still awaited from the Govt. of J&K. The State Govt. have been re- minded to expe- dite the reply.

Item No. 2 of VI Session of Tenth L.S.

1	2	3	4	5	6
29. SQ 422 Dt: 26.3.93 Suppl. by Shri Ankushrao Raosaheb Tope	<p>CENTRAL ROAD FUND</p> <p>The Member stated as under:</p> <p>"In spite of the resolution in 1988, why has it not been executed so far not only in Maharashtra but also in the case of all the States?</p> <p>Why have the funds amounting to Rs. 40 crore per year, as per the assurance, not been given to Maharashtra?</p>	<p>"I would like to make it clear the if resolutions are passed by both the Houses, then either you have to come back to the House and get them annulled or you have to implement the Resolutions."</p> <p>Then the Minister stated, "I will inform the House."</p>	03.08.93	04.11.93	<p>Since the assurance relates to the implementation of the revised resolution adopted by Parliament on 13.5.1988, the same can not be fulfilled till the augmentation of the Central Road Fund takes place.</p>

Item No. 3 of VI Session of Tenth L.S.

1	2	3	4	5	6
30. SQ 422 Dt: 26.3.93 Suppl. by Shri Datta Meghe	CENTRAL ROAD FUND Mr. Speaker, Sir, I am grateful to you. I have come to know that the Nagpur Ring Road Scheme has been referred to the Central Government in connection with the non-payment of the contribution towards the Central Road Fund. Crores of rupees are likely to be spent by the State Government and certain other corporations for the construction of this road. I want to ask the Hon. Minister of Finance whether the funds likely to be allocated for the Nagpur Ring Road Scheme will be provided? This scheme has been referred to the Government and the Maharashtra Government is ready to pay its contribution. Therefore, funds should be made available for this purpose. Several accidents take place every year in Nagpur and two or three persons die every week because the traffic passes through the city. Therefore, I would like to ask the Hon. Minister whether he will like to sanction the ring road scheme on priority basis or not?	Sir, this scheme is under consideration. If it is not taken up, then it will be brought. I would request also the Maharashtra Govt. to see that the funds worth Rs. 596.64 lakh are to be included in that.	05.10.93 24.03.94	23.03.94 23.09.94	Since the assurance relates to the implementation of the revised resolution adopted by Parliament on 13.5.1988, the same can not be fulfilled till the augmentation of the Central Road Fund takes place.

Item No. 4 of VI Session of Tenth L.S.

1	2	3	4	5	6
31.	USQ 4975 Dt: 24.93 by Dr. Mahadespak Singh Shakya and Dr. Chinta Mohan	LOSSES IN DTC (a) whether it is a fact that due to operation of private buses in Delhi the Delhi Transport Corporation is likely to incur more losses that earlier; and (b) if so, the steps taken by the Govt. in this regard?	(a) Yes, Sir. (b) It was <i>inter alia</i> stated, "A comprehensive package for the rehabilitation of DTC is also under consideration of the Government."	02.10.93 02.01.94 02.04.94	A note for Cabinet on Inter-connected Package for rehabilitation of DTC is being finalised.

Item No. 5 of VI Session of Tenth L.S.

1	2	3	4	5	6
32.	USQ 6543 Dt: 23.04.93 by Shri Nitish Kumar, Chinta Mohan	STUDENTS CONCESSION- AL PASSES (a) whether the Government propose to increase the rate of student's monthly bus pass for travelling in the buses running under D.T.C. in Delhi; and (b) if so, the details thereof?	(a) & (b): The proposal for increase in the rates of students concessional passes for travelling in DTC buses and plying under the operation of DTC is under consideration of the Government.	15.07.93 23.10.93 28.01.94 28.04.94 28.07.94 21.0.94	A fresh Note for Cabinet is being re-cast.

Item No. 6 of VI Session of Tenth L.S.

1	2	3	4	5	6
33.	USQ 7375 Dt. 30.4.93 by Shri Gurudas Kamat	OUTSTANDING LOAN AGAINST D.T.C. (a) the total amount of loan advanced by the Union Govt. to D.T.C. outstanding as on date; (b) whether the Govt. are contemplating to write off this loan in view of the financial crisis being faced by D.T.C.; and (c) if so, the details thereof?	(a) Rs. 711.38 Crores, as on 31.3.1993. (b) & (c) A proposal to con- vert all outstanding loans and interest accrued thereon, as on 31.3.93, into equity as part of the inter-connected package for rehabilitation of DTC is under consideration of the Government.	08.09.93 15.10.93 03.02.94 19.04.94 30.10.93 31.01.94 30.04.94 31.07.94	A note for Cabinet is being recast.

Item No. 7 of VI Session of Tenth L.S.

1	2	3	4	5	6
34.	USQ 7391 Dt. 30.4.93 by Shri Nawal Kishore Rai & Ors.	CONVERSION OF D.T.C. INTO PUBLIC LIMITED COMPANY (a) whether the Govt. are considering to convert Delhi Transport Corporation (DTC) into a public limited company; (b) if so, the details & reasons therefor; (c) the benefits the Govt. and common passengers would gain by such conversion; and (d) the effect of such con- version on the employees of D.T.C.?	08.09.93 15.10.93 24.01.94	30.10.93 31.01.94 30.04.94	A fresh note for Cabinet is being recast.
		(a) & (d) The Govt. are Finalising an inter connected package of rehabilitation of DTC in order to ensure its long term viability Conversion of DTC into a public Ltd. company is one of the options under consideration.			

Item No. 8 of VI Session of Tenth L.S.

1	2	3	4	5	6
35. USQ 7965 Dt. 7.5.93 by Shri Madan Lal Khurana and Ors.	ALLEGED ILLICIT OPERATION OF REDLINE BUSES (a) whether the attention of the Government has been drawn to the news item captioned "Much-vaunted traffic police drive force: Redlines pay Rs. 30 lakh a month for licence to Kill" appearing in the 'Indian Express' dated April 22, 1993; and (b) if so, the salient points brought out in the news item and the action taken on each of them?	(a) & (b) It was inter alia stated, "the Ministry of Surface Transport have asked the Government of National Capital Territory of Delhi to enquire into the allegations and submit its report." This report is still awaited.	30.07.93 26.11.93	07.11.93 07.02.94	The matter is being vigorously pursued with the Transport Deptt. of National Capital Territory of Delhi.

Item No. 9 of VI Session of Tenth L.S.

1	2	3	4	5	6
36.	USQ 8538 Dt. 14.5.93 by Shri Arjun Singh Yadav	CASES OF MOTOR ACCI- DENT CLAIMS (a) the number of cases of motor accident claims pending in the High-Court of Uttar Pradesh; and (b) the action proposed to be taken by the Government for the speedy disposal of these cases?	(a) & (b) The information is being collected and will be laid on the Table of the House.	13.08.93 23.11.93 11.02.94	14.11.93 14.02.94 14.05.94 The Union Govt. is not primarily concerned with the subject mat- ter. The State Government have been re- quested to com- plete the infor- mation.

1	2	3	4	5	6
37.	USQ 2090 Dt. 09/10.8.93 by Shri Rajnath Sonker Shastri	<p>CANCELLATION OF CERTIFICATES OF REGISTRATION</p> <p>(a) the number of certificates of registration/fitness of the vehicles found plying unauthorisedly in Delhi were cancelled during each of the last three years;</p> <p>(b) the details thereof; and</p> <p>(c) the certificates that have not yet been cancelled, the reasons therefor?</p>	<p>(a) to (c) Information is being collected and will be laid on the Table of the House.</p> <p>26.11.93 03.02.94</p>	<p>09.02.94 09.05.94</p>	<p>The required information is yet to be received from the Transport Department, Govt. of National Capital Territory of Delhi.</p>

Item No. 2 of VII Session of Tenth L.S.

1	2	3	4	5	6
38.	USQ 2091 Dt. 9/10.8.93 by Shri Shashi Prakash	ACCIDENTS ON NATIONAL HIGHWAY NO.8 (a) whether National Highway No. 8 between Jaipur and Kishangarh is accident prone area as has been pointed out by the authorities for a long time; (b) if so, the number of accidents and death cases occurred during each month of the last three years; (c) whether any enquiry has been conducted to know the reasons for this increase in the rate of accidents in comparison to other National Highways in the State; (d) if so, the recommendation of the enquiry and if not whether Govt. propose to enquire into the matter now; and (e) the immediate remedial steps proposed to be taken now?	(a) to (e) The information is being collected from the State Government of Rajasthan and will be laid on the Table of the House.		Partly implemented on 6.12.93 vide SS No. 1792. A proposal from the statement for widening that stretch to 4 lane has been received and examined. From capacity consideration this Section no doubt qualities for 4 laning.

Item No. 3 of VII Session of Tenth L.S.

1	2	3	4	5	6
39.	USQ 2875 Dt. 16.08.93 by Dr. Kartikeshwar Patra	INTER STATE ROUTE PERMIT (a) the present policy for issuing interstate route permit; (b) the no. of buses, both private and Govt. running which inter-State route permit, State-wise; (c) whether there is any proposal for issuing new route permit from Puri to Calcutta; and (d) if so, the details thereof?	(b) to (d) Information is being collected & will be laid on the Table of the House.	23.11.93 15.02.94	16.02.94 16.05.94 The information is still awaited from the State Governments of West Bengal and Bihar.

(Vide Para 23 of the Report)

Statement of Assurances fulfilled as on August 3, 1994

<i>Sl. No.</i>	<i>Question No. and date</i>	<i>Sl. No. of Annex. I</i>	<i>Date of fulfilment and Statement Number</i>
1	2	3	4
1.	SQ No. 54 dt. 20.7.89 Regarding Operational Management of Cochin Shipyard	4	11.5.1994 <i>vide</i> SS No. XXV/2
2.	USQ No. 2420 dt. 23.8.90 re: Reservation of Export Cargo	7	11.5.1994 <i>vide</i> SS No. XXIV/1
3.	USQ No. 1467 dt. 2.8.91 re: Financial crises in Cochin Shipyard	12	11.5.1994 <i>vide</i> SS No. XX/2
4.	USQ No. 2495 dt. 9.8.91 re: UN Liner Code	15	11.5.1994 <i>vide</i> SS No. XX/3
5.	USQ No. 1371 dt. 29.11.91 re: Cargo Support to Shipping Corporation of India	17	11.5.1994 <i>vide</i> SS No. XVII/5
6.	USQ No. 3790 dt. 20.3.92 re: Cochin Shipyard	19	11.5.1994 <i>vide</i> SS No. XV/4
7.	USQ No. 7762 dt. 24.4.92 re: Cochin Shipyard	22	11.5.1994 <i>vide</i> SS No. XV/5
8.	USQ No. 2067 dt. 4.12.92 re: UN Liner Code	26	11.5.1994 <i>vide</i> SS No. X/4
9.	USQ No. 4292 dt. 18.12.92 re: Privatisation of Paradeep Port	27	22.4.1994 <i>vide</i> SS No. IX/12
10.	USQ No. 1778 dt. 5.3.1993 re: J & K State Road Transport Corporation	28	25.7.1994 <i>vide</i> SS No. X/23

1	2	3	4
11.	USQ No. 2091 dt. 9/10.8.93 re: Accident on National Highway No. 8	38	Partly Implemented on 6.12.1993 <i>vide</i> SS No. V/15 Implemented on 11.5.1994 <i>vide</i> SS No. V/15.
12.	USQ No. 2399 dt. 9.8. 1991 re: Reimbursement of Investment made by Gov- ernment of Orissa in Para- deep Port	16	3.8.1994
13.	USQ No. 5877 dt. 3.4.1992 re: D.T.C. Concessional Passes	20	3-8-1994 <i>Vide</i> SS No. XVII/13
14.	USQ No. 8538 dt. 14.5.1992 re: Cases of Motar	36	3-8-1994 <i>Vide</i> SS No. XI/26
15.	USQ No. 459 dt. 7.8.1992 re: Delhi Transport Corporation	25	25.8.1994 <i>Vide</i> SS No. XVI/5
16.	USQ No. 6543 dt. 23.4.1993 re: Students' concessional passes	32	25.8.1994 <i>vide</i> SS No. XII/11
17.	USQ No. 7391 dt. 30.4.1993 re: Conversion of D.T.C. into Public Limited Company	34	25.8.1994 <i>vide</i> SS No. XII/12

(Vide Para 33 of the Report)

CHAPTER 7

ADMINISTRATIVE STRUCTURE

INDIAN MARITIME UNIVERSITY

7.1 At present, the existing maritime training institution namely, the Training Ship Rajendra, the Directorate of Marine Engineering Training and the Lal Bahadur Shastri Nautical and Engineering College are being administered as Central Government institutions and are subject to all rules, regulations and procedure applicable to Government Organisations. They are under the control of the Ministry of Surface Transport and this control is exercised through the Directorate General of Shipping.

7.2 Since their establishment on the basis of the recommendations of the Merchant Navy Training Committee in 1947-48, these institutions (including the Training Ship Dufferin, replaced later by Training Ship Rajendra) have produced exceptionally outstanding results. Indian maritime personnel have acquired a global renown for high efficiency and admirable devotion to duty. Indian merchant navy officers and ratings are manning all Indian ships, and many of them are serving on foreign ships as well and the demand for their services is increasing.

7.3 In recent years, however, all the three training institutions have suffered from an acute shortage of teaching faculty. As these institutions are government organisations, the pay scales for their employees who are Government Officials, have been determined within the parameters of the policy of the government of India in regard to various categories of its employees. Over a period of time the emoluments of teachers who possess high technical maritime qualifications have fallen well below the emoluments paid to similar personnel employed in other shore establishments. The wages of such personnel at sea are much higher. In the circumstances, it has not been possible for these training institutions to secure or to retain the services of properly qualified teachers on the currently available salaries which are relatively very low. As has already been brought out in other chapters of this report, a large number of posts of teachers requiring qualified merchant navy officers, have been vacant for several years. Although this problem has been known for quite a long time, it has not been possible for the Government of India to enhance the emoluments of this category of staff because administratively it is not possible to treat one category of its employees in a special manner. Consequently, the training institutions have functioned with inadequate teaching staff, with a deleterious effect on the delivery of training programmes.

7.4 Some efforts have been made to secure the services of teachers from shipping companies, both national and foreign. The Committee is appreciative of the positive response of these shipping companies who have provided, at their own expense, the services of a number of qualified teachers, paying them consider higher wages. But this has been like a "fire fighting" operation and has not provided a proper and viable solution to this crucial problem.

7.5 The training institutions have suffered also from the usual governmental financial constraints. Although these institutions were initially provided with the requisite training equipment and teaching aids, there is need now for modern quipment including simulators. Some of the buildings are in a state of disrepair. The furniture available presently is inadequate. The libraries, an essential element in training institutes which were well stocked earlier, need urgent replenishment.

7.6 There is need also for co-ordinated and comprehensive man-power planning with the participation of the industry, for periodic review, monitoring and evaluation of training programmes in a systematic manner. It is also necessary to institute a system for the monitoring of "on-board" training of trainee officers and ratings and for the evaluation of the performance of different categories of personnel trained ashore through various training "streams".

7.7 With the introduction of arrangements referred to in the preceding paragraphs, it should be possible in the future to ensure, by periodic adjustments, both the quality of training programmes and the number of trainees of different categories required by the shipowners on the basis of their assessment of a fluctuating market.

7.8 After studying the existing situation, the Committee has come to the conclusion that the establishment of a fully autonomous apex body for the management, control and direction of maritime training institutions is now imperative. A major effort is required for an all-round upgradation of training institutions. This is an extremely urgent task. Decisions will have to be made and implemented quickly. Past experience shows that this cannot be done under the governmental rules, regulations and procedures. Accordingly the Committee recommends that an autonomous apex body names as—THE INDIAN MARITIME UNIVERSITY—be established at the earliest possible date, to manage, control, supervise, direct and monitor the maritime training institutions presently running under Government control. This University should be initially established as a Society registered under the Societies Registration Act, 1860. As soon as practicable thereafter, the University may be accorded statutory status under an Act of Parliament.

7.9 The principal objective of the Indian Maritime University will be to promote excellence in maritime education and training in India and to promote research in maritime subjects.

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(Vide Para 39 of the Report)

VIIth Session, 1993 of Tenth Lok Sabha

Ministry of Surface Transport Department

Date of fulfilment:

Q.No. Date & Name of Member	Subject	Promise Made	When & How fulfilled	Reasons for delay
1	2	3	4	5

ACCIDENTS ON NATIONAL HIGHWAY NO. 8

Asking :

USQ No. 2091
dt. 9-8-1993
By Shri Shashi
Prakash

(a) Whether National Highway No. 8 between Jaipur and Kishangarh is accident prone area as has been pointed out by the authorities for a long time;

(a) to (e)
The information is being collected from the State Government of Rajasthan &

(a) No. Sir

(b) Details are given in the Statement annexed.

(b) if so, the no. of accidents and death cases occurred during each month of the last three years;

will be laid on the Table of the House.

(c) No, Sir.

(c) whether any enquiry has been conducted to know the reasons for this increase in the rate of accidents in comparison to other National Highways in the State;

(c) No. Sir.

(d) if so, the recommendation of the enquiry and if not whether Govt. propose to enquire into the matter now; and

(d) Does not arise. The State Govt. of Rajasthan have informed that they do not propose to enquire into the matter.

(e) the immediate remedial steps proposed to be taken now?

(e) A proposal from the State Govt. for widening the stretch to 4-lane has been received by the Government.

ENCLOSURE TO ANNEXURE IV

[Part (b) of the Question]

*Accidents and Fatalities Month-Wise during 1990, 1991 and 1992 on
National Highway no. 8 between Jaipur—Kishangarh*

Month	1990		1991		1992	
	Acci- dents	Fatali- ties	Acci- dents	Fatali- ties	Acci- dents	Fatali- ties
January	41	7	26	22	34	12
February	41	12	32	11	24	9
March	32	8	26	4	37	16
April	45	18	25	2	43	11
May	33	11	29	14	36	12
June	42	17	32	19	38	17
July	46	13	36	7	35	9
August	43	9	29	5	39	17
September	28	9	49	19	36	8
October	25	16	47	16	43	6
November	19	7	46	14	42	25
December	22	7	38	13	36	26
TOTAL	417	134	415	146	443	168