

THE MINISTER OF DEFENCE (SHRI GEORGE FER-
NANDES) : (a) India's capabilities and cost advantages and
conducive to expanding exports of defence products and
engineering services. However, export progression is beset
with shrinking defence budgets the world over, and fierce
competition. Nevertheless defence exports have registered
a steady increase as indicated hereunder :

| (Rs. in crores) | |
|-----------------|---------|
| Year | Exports |
| 1994-95 | 76.25 |
| 1995-96 | 96.00 |
| 1996-97 | 143.48 |
| 1997-98 | 186.27 |

(b) and (c) The Ordnance Factory Board and defence
public sector undertakings have identified products and tar-
get markets to which they have addressed themselves adopt-
ing short and long term strategies. These include participa-
tion in international defence exhibitions, sustained publicity
campaigns, interaction with visiting delegations, organisation
of the Indian Aerospace exhibition, Aero India and promo-
tion of joint ventures.

[English]

Auction of SAIL and VSP advance Import Licences

3424. SHRI K.S. RAO : Will the Minister of STEEL AND
MINES be pleased to state :

(a) the value of advance import of licences of the
Steel Authority of India Limited (SAIL) and Visakhapatnam
Steel Plant (VSP) for the last three years;

(b) whether hitherto the Metal and Scrap Trading
Corporation (MSTC) functioned as the sole selling agents
for SAIL and VSP auctioning their advance import licences;

(c) if so, the details thereof;

(d) whether his Ministry has mooted any proposal
whereby the MSTC would be divested of the functions of the
sole setting agents of SAIL and VSP;

(e) if so, the details thereof and the reasons there-
for; and

(f) the details of the alternative measures proposed
to make the system transparent and more profitable for SAIL
and VSP ?

THE MINISTER OF STEEL AND MINES (SHRI
NAVEEN PATNAIK) : (a) The value of advance import li-
cences of the Steel Authority of India Ltd. (SAIL) and
Visakhapatnam Steel Plant (VSP) for the last three years i.e.
1995-96 to 1997-98 was approximately Rs. 1980.43 crores.

(b) No. Sir.

(c) to (e) Do not arise in view of (b) above.

(f) SAIL and VSP are undertaking measures to
make the system of disposing the advance import licences
more transparent and profitable.

Coal Depot in DDA Colonies

3425. SHRI N.J. RATHWA : Will the Minister of URBAN
AFFAIRS AND EMPLOYMENT be pleased to state:

(a) the details of coal depot sites allotted by DDA in
different J.J. Colonies, Janta flat colonies, the colonies
under SFS, LIG and MIG, as on date, area-wise;

(b) the number of sites allotted on permanent basis,
lease basis and licence fee basis, scheme-wise;

(c) whether the allottees are paying dues including
licence fee etc. regularly;

(d) if not, the outstanding balance against each of
them, till date;

(e) the number of sites changed by DDA as per their
own plan an on request of the allottees so far;

(f) whether all the coal depots are functioning
according to their licence agreements;

(g) if so, the details thereof; and

(h) if not, the details of the show-cause notices is-
sued to licensee and action taken thereafter ?

THE MINISTER OF URBAN AFFAIRS AND EMPLOY-
MENT (SHRI RAM JETHMALANI) : (a) and (b) The details
of Coal Depot sites allotted by DDA are given below:-

- Coal Depot Plot No. G-J at Naraina to Shri K.C.
Sethi (Licence fee basis).
- Coal Depot Plot at Naraina WHS, Naraina resi-
dential Ph-II to Shri Pradeep Mohan (lease
basis).
- Coal Depot Plot No. 3 at Vivek Vihar to Shri
Ashok Ahluwalia (lease basis).
- Coal Depot at Yusuf Sarai to Shri Surender Nath,
Ex-captain (lease basis).
- Coal Depot plot at Naraina to M/s. Uppal Coal Co.
(licence fee basis).
- Coal Depot Plot at Naraina to M/s. Sherawat Coal
Co Naraina (Licence fee basis).
- Coal Depot at Hauz Khas to Shri Ramesh Chand
Sharma (lease basis).

8. Coal Depot Plot at Paschim Puri Pkt. III Plot No. 3 to Smt. Ratna Devi (cancelled) (licence fee basis).

(c) and (d) Some allottees are not paying licence fee. Demand letters were issued but instead of making the payment they filed court cases against the demand. The outstanding balance against such allottees depends upon the decision of the court.

- (e) No site has been changed by the DDA.

(f) to (h) Due to non-supply of Coal, some allottees have requested to change the site to other commercial use. The Coal Depot at site No. III Paschim Puri was cancelled due to mis-use/unauthorised construction and the possession has been taken by DDA for construction of SFS flats.

Incentives to Indian Airlines Employees

3426. DR. T. SUBBARAMI REDDY : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the Government have directed the Indian Airlines management to submit a detailed report on the Productivity Linked Incentives (PLI) paid to various sections of Indian Airlines employees and its impact on their productivity;

- (b) if so, the details thereof ;

(c) whether the Government have examined the same; and

(d) if so, the extent to which the same have been accepted ?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a) and (b) Yes, Sir. The details are given in the statement enclosed.

(c) and (d) The report has been examined and it has been decided to review the Productivity Linked Incentive Schemes so as to ensure that these are in accordance with the Government guidelines.

Statement

Productivity Linked Incentives to Indian Airlines Employees

With the emergence of Private Operators, there was an exodus of skilled and trained manpower of Indian Airlines leading to extremely low utilisation of aircraft. The result was a decline in market share (reduced to 56% in 1995-96), reduction in the number of passengers carried (from 8.9 million in 1991-92 to 7.6 million in 1994-95) and annual net losses in excess of Rs. 250 crores per annum. Indian Airlines had to formulate and implement a turn around strategy to overcome the situation. "Arrival of settlement with

Unions based on increased Productivity" was one of the ingredients of this turn around strategy.

As a result of the various initiatives taken in the turn-around strategy and the Settlements arrived at, net losses reduced from Rs. 258 crores to a net profit of Rs. 45 crores in 1997-98. Aircraft availability increased and aircraft utilisation is now over the acceptable average of 2600 hours per aircraft per annum.

Average Pilot hours increased from 50 hours in 1993 to 75 hours. This is an extremely high average considering that the Settlement with Indian Commercial Pilots Association has placed a ceiling of 80 hours per month.

The availability of Commanders increased from 17 in 1995 to 59 in 1996 totally wiping out the shortage.

Inclusion of Civil Service Officers in Armed Forces

3427. SHRI NARESH PUGLIA : Will the Minister of DEFENCE be pleased to state :

(a) whether Civil Service officers from the Armed Forces Headquarters have sent a detailed representation to the Government to include civilians in armed forces where technical expertise is not required;

(b) if so, whether a large number of armed forces personnel are presently holding administrative and non-technical posts;

- (c) if so, the details thereof; and

(d) the reaction of the Government thereon ?

THE MINISTER OF DEFENCE (SHRI GEORGE FER-NANDES) : (a) to (d) Armed Forces Headquarters Civilian Officers Association have submitted a representation requesting implementation of the report of the Fifth Central Pay Commission pertaining to decombatisation of appointments in Armed Forces Headquarters and Inter Service Organisations. In Para 33.16 of the report, the Fifth Central Pay Commission have suggested that Ministry of Defence should set up a committee to review the existing civilian-combatant ratios in different wings of Armed Forces and Inter Service Organisations and identify posts for civilianisation on which a view is to be taken.

Direct Flight to South Africa

3428. SHRIMATI SHEELA GAUTAM : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the Government have approved a proposal permitting Air India to have direct link with South Africa; and

- (b) if so, the details thereof ?