

2. The inside seats in the buses, in many cases, can be seen just topsyturvy. In a few cases the covers have completely been torn and no care has been taken for months together.
3. The inside ceiling rods which are used by the standees are missing. It caused a lot of agonising problem to the passengers, whether sitting or standing.
4. Night lamps inside the buses are not properly maintained. There are quite a few of them missing for months.
5. The outside paints of several buses have been spoiled.
6. Route numbers are not displayed properly in many buses. It is not known as to why the route number is not shown or indicated in the specified place near the entrance gates of the buses and so on.

The list could be multiplied.

In order that these problems are effectively looked after ; DTC should immediately make special, cells of officers, who could keep a constant watch on the upkeep and proper maintenance of the buses.

(iii) SETTING UP OF A SHIP REPAIR YARD AT-HALDIA

SHRI NIREN GHOSH (Dum Dum) : The question of building a ship yard of ship-repairing yard is hanging fire for a pretty long time. Baweja Committee appointed by the Government of India recommended Haldia as an ideal site for building of all types of ships. Another Committee scuttled the suggestion, but a promise was given on the floor of the Parliament that ship repairing yard would be built up at Haldia.

Thereafter, a project report containing proposal for setting up of a ship repair-cum-offshore yard at Haldia was submitted by Garden Reach Shipbuilders and Engineers to the Ministry of Defence, Department of Defence Production, in July 1979. Thereafter, at the instance of the Ministry of Shipping and Transport and as also desired by the GRSE Board, a Supplementary Report containing proposal for only ship repair complex at Haldia (excluding offshore facilities) was prepared by GRSE and sent to the administrative Ministry in May, 1980. The Department of Defence Production, Ministry of Defence, circulated a note in

December, 1980, regarding this project to various Departments/Ministries for their comments before the same would be put up to PLB.

Meanwhile, the Government of India, Ministry of Shipping and Transport, in May 1981, appointed M/S Engineers India Ltd., in collaboration with M/S. Blohm & Voss AG West Germany, for the preparation of 15 year perspective Plan for Shiprepair facilities in India. The consultants visited Haldia in August 1981, and had series of discussions with the officials of GRSE, CPT and State Government. What are these recommendations? The receipt of the recommendation of the consultants is being awaited by this State Government.

I therefore demand that a decision to set up a ship repairing cum-offshore yard at Haldia be taken forthwith and work of reconstruction started. It is greatly agitating the public mind.

(iv) UNDER BENEFIT TO FLOUR MILLS DUE TO SUPPLY OF WHEAT AT SUBSIDISED RATE.

SHRI HARISH KUMAR GANGWAR (Pilibhit) : Under Rule 377 I am making a statement :

Roller Flour Mills in India are being supplied wheat by the Food corporation of India at much lower rate than what it actually costs to the Corporation under the presumption that this subsidy of Rs. 30.55 per quantal will ultimately go to the consumer. The Corpn. is thus loosing in the distribution of wheat to flour mill at subsidised price.

In actual, instead of the ultimate consumer being benefited by the subsidy, it is the flour mills who have been benefited to the extent of crores.

While on one hand, the Government, by paying a lower procurement price, is depriving the farmer of his legitimate demand, on the other, it is supporting Roller Mills by supplying wheat to them at a subsidised price and at a price much lower than the market price.

Instead of supplying wheat to the flour mills at the subsidised rate, if FCI will sell wheat to them at the market rate, then this huge amount will go to the Govt. exchequer, which in turn could be well utilised for the implementation of important developmental programmes e.g. subsidising inputs for agricultural production, withdrawal or reduction of excise duties on consumer articles for the benefit of lower income groups, establishment of nutrition programmes for school children and nursing mothers etc. thus benefiting the poorer masses of the country instead of allowing this huge amount to accumulate every year in a few hands.