

words and deeds of this Government. I would like to ask the hon. Minister whether the Government can take such measures as to import the oilseeds instead of the edible oils and to get the crushing of oil done indigenously so that the people may get employment also ?

SHRI D.L. BAITHA : Mr. Speaker, Sir, the Government have considered this aspect also but this does not appear to be feasible. The different types of edible oils are used in different parts of our country. At several places, mustard oil is used and at other places, the groundnut oil is used and at some other places, some other type of oil is consumed. Firstly, because of the different types of edible oils being used in our country, it will be very difficult to import the oilseeds for all these oils. Secondly, for importing the edible oils, we use ships and if we continue to import oil seeds by this means of transport, more ships will be required for this purpose which will cost more. Thirdly, necessary arrangements will have to be made for the quarantine test of seeds to find out whether the seeds are pest-infested or not. In view of all these things, we are not importing the oilseeds.

[*English*]

SHRI ANANDA GAJAPATHI RAJU : Sir, I wanted to ask the same question which he was asking, namely, the import of oilseeds. The hon. Minister said that oil seeds import would be costly and bulky. But what is the cost for bringing oilseeds into India and making it into oil and exporting the oil cake to different African countries like how we are exporting the raw cashew ? Why cannot we do in the same way and what is the difficulty in doing the same ?

[*Translation*]

SHRI D.L. BAITHA : Mr. Speaker, Sir, as I have earlier stated, this aspect was got investigated by an Expert committee. I have also mentioned about the difficulties in doing this.

MR. SPEAKER : Its reply would be the same.

[*English*]

SHRI E. AYYAPU REDDY : Are there any specific schemes which have been identi-

fied and which are being implemented for augmenting the growth of edible oilseeds in India and whether certain areas have been specified, located and identified which are qualitatively very good and excellent for the purpose of growing edible oilseeds like groundnut ? If they are given sufficient irrigation, they will be able to give double production. Are there any schemes which have been identified for the purpose of giving incentives to the farmers who undertake the growth of these edible oilseeds ?

[*Translation*]

SHRI D.L. BAITHA : Mr. Speaker, Sir, efforts are being made in this regard by the Ministry of Agriculture and a special campaign has been started for it under the supervision of Hon. Prime Minister so that the production of oilseeds may be increased to the optimum to meet the requirements of the country.

SHRIMATI PREMALABAI CHAVAN : Mr. Speaker, Sir, whether the hon. Minister is aware of the fact that earlier also one such scheme was formulated here, under which the sunflower seed was imported from Russia and made available to the people of the country. It is altogether a different thing that the quality of that seed was not good, and it is being investigated. I hope that in future, if the oilseeds are made available to the States of Maharashtra and Gujarat, the progress will be made more speedily and a lesser quantity shall have to be imported from abroad and perhaps even that won't be required.

SHRI D.L. BAITHA : Mr. Speaker, Sir, the hon. lady Member may please give a separate notice for this question because it relates to the Ministry of Agriculture.

[*English*]

Vacant Posts at C.L.W.

*352. **SHRI PURNA CHANDRA MALIK :** Will the Minister of RAILWAYS be pleased to state :

(a) the number of posts lying vacant in the Chittaranjan Locomotive Works and in which categories;

(b) since when these posts are vacant; and

(c) the reasons for filling them and the time by which these are to be filled up ?

[*Translation*]

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : (a) to (c). A statement is given below.

Statement

Vacant Posts at C.L.W.

(a) Number of vacancies in Chittaranjan Locomotive Works is under :

Group 'A'	—	1
Group 'B'	—	5
Group 'C'	—	1014
Group 'D'	—	275

(b) These vacancies have been existing for varying periods.

(c) The vacancies are both in recruitment grades as well as promotion grades. The processes of recruitment and promotion are continuously in progress. It is thus not possible to specify any time limit for this purpose.

[*English*]

SHRI PURNA CHANDRA MALIK : May I know from the hon. Minister whether it is a fact that the existence of CLW is in danger due to Government's policy of importing locos from abroad ? If so, how many locos were imported last year, what is the cost of each imported loco and what is the cost of the same at CLW ?

MR. SPEAKER : The question is about vacant posts not import of locos.

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : Though the question pertains to the vacancies at Chittaranjan Locomotive Works and not to the import of locos, I would like to inform the hon. Members that orders for 18 6000 HP locos have been placed. A few of them have already been received and the rest will be received over the next year or so.

The production at CLW will certainly not suffer, nor will the expansion plan of CLW suffer as a result of these imports. In fact, the production capacity of CLW has already been raised from 60 to 80 and is in the process of being raised to 100 within a short while.

SHRI PURNA CHANDRA MALIK : I would like to know whether the Government have any proposal for moderanization and expansion of CLW. If so, what steps have been taken by the Government to remove the gap between the demand and availability of locos ?

MR. SPEAKER : The question is about vacancies and not locomotives ?

PROF. MADHU DANDAVATE : Have you rejected his original question, Sir ?... (*Interruptions*)

MR. SPEAKER : That is what I am asking him. He is asking about import of locos; the question is regarding number of posts lying vacant.

PROF. MADHU DANDAVATE : If the availability is more, the number of posts will increase.

MR. SPEAKER : Naturally, but that does not mean that he should sidetrack the main issue.

Mr. Acharia.

SHRI BASUDEB ACHARIA : Sir, due to ban on recruitment a large number of posts are lying vacant. However, with the present strength of workes in the CLW, they are able to increase the production from 60 to 90 locos and now 100 locos is the target for this year. There was an agitation by the employees' union there for filling up of the vacancies and there was an agreement that one thousand posts will be created and filled up soon in order to augment the production of locos. May I know from the Minister what steps the Government have taken to implement the Agreement, sanction the posts and to fill up the vacancies ? I would like to know up to when this will be done.

SHRI MADHAVRAO SCINDIA : Sir, the additional 1045 odd posts have been sanctioned to take care of the increase

in the production of locomotives to a total of hundred locomotives per annum. These 1014 posts that have been elaborated upon in the reply, form a part of these. And the process is underway of filling these 1045 posts. Sir, there is no ban on filling of vacancies due to retirement, death, resignation, etc.

**Maintenance facilities in India
Airlines and Air India**

*353. SHRI MULLAPPALLY RAMA-
CHANDRAN† :
SHRI BALASAHEB VIKHE
PATIL :

Will the Minister of CIVIL AVIATION
AND TOURISM be pleased to state :

(a) whether Indian Airlines and Air India have adequate facilities for proper maintenance of their aircrafts; and

(b) if not, the problems faced by these airlines with regard to aircraft maintenance ?

THE MINISTER OF STATE OF THE
MINISTRY OF CIVIL AVIATION AND
TOURISM (SHRI SHIVRAJ V. PATIL) :

(a) Yes, Sir.

(b) Does not arise.

SHRI MULLAPPALLY RAMA-
CHANDRAN : Apparently most of the mishaps and technical snags in the Indian Airlines and Air India are caused due to over-utilisation of the aircraft. Frequently used 737 boeing has the maximum flying hours, 2800 to 2900 flying hours, a year. All our aircraft are exceeding the limits. Even the Chairman of the Indian Airlines, Mr. Rahul Bajaj has admitted that there is an excessive over-utilisation of our fleets which is to be rectified.

That being so, may I know from the hon. Minister what positive steps have been taken by the Ministry to prevent over-utilisation of the aircraft and also I would like to know what steps have been taken by the Ministry to have daily maintenance for the fleets ?

SHRI SHIVRAJ V. PATIL : Sir, it is a fact that we have only a few aircraft with us and we are using them to the maximum extent possible. But it is not a fact that

accidents have occurred because of the technical defects. For the information of the hon. Members of this House, I would like to say that Technical Despatch Reliability of Indian Airlines is 98.51 per cent. That means if 100 flights take place, 98.51 flights have gone without any defects, without any difficulty because of the technical defects. The defects have been to the extent of only 1.48 per cent. So, this goes to show that the maintenance done in the Indian Airlines is up to the expectation, more than up to the mark which is accepted internationally.

Now, we are trying to acquire aircrafts, trying to purchase the aircrafts. We have already contracted to get some aircraft and other aircraft we are trying to purchase. We are trying to get aircraft on lease also and if we induct these aircraft it would be possible for us to provide some cushion and to see that the strain which is there on the machine and men working there is reduced.

SHRI MULLAPPALLY RAMA-
CHANDRAN : But what is the cause of the accident ? We should admit that Indian Airlines is having recurring accidents in the recent past. I would like to know from the Hon Minister what was the outcome of the enquiries instituted to look into the latest three accidents involving Boeing 737 ?

SHRI SHIVRAJ V. PATIL : Sir, they did not occur because of the maintenance difficulties.

SHRI DINESH GOSWAMI : Sir, the Hon. Minister has said that we compare very favourably with the rest of the world so far as the maintenance is concerned. But our experience is otherwise. I think everyone will agree that on a number of occasions we have to live the plane or could not take the journey because the plane was grounded because of the technical difficulty. In fact, I was to come from Calcutta yesterday, we boarded the plane and then we were told that the plane was grounded. Therefore, I would like to know what is the demand at the present moment and what is the gap between the demand and the number of planes we require. I would like to know what is the perspective plan of the Indian Airlines to meet this demand because the projected growth rate of passengers is more than 10 per cent at the present moment.