

has also not replied to my pointed question. I leave it at that. In view of the fact that Gujarat has a fairly good internal roads system, it becomes all the more difficult that the coastal High Way is far from the required minimum standard. There are certain deficiencies like damaged roads, missing links, missing bridges, etc. Will the Government not speed up this process by giving additional money than even required by the Gujarat Government so that, as I said, it comes up to the expected level? Also, may I know, whether it is a fact that, at the western Zonal Conference which recently met in Ahmedabad under the Chairmanship of the hon. Prime Minister, this matter was brought to the notice of the concerned Minister and the Central Government; and whether the Prime Minister suggested that something needed to be done quickly for bringing Gujarat upto the minimum national level.

SHRI CHAND RAM: As far as the charge of the hon. Member that Gujarat is not getting its due share is concerned, I can say that the population of Gujarat is 4.88 per cent of the total population of the country, and the National Highway's length in Gujarat is 4.68 per cent. So far as that is concerned, it does not show that any injustice has been done. But I quite concede the importance of that road itself. As I had made it clear in my reply last time, I had been to this road myself. I quite concede that the importance of this road is very great and the Prime Minister has also suggested that this road should be taken as one of the National Highways. As I said, I suggested to the Planning Commission and the Finance Minister to agree to the addition of 1500 km. of road per year; and if we get some additional allocation for this National Highways, I can give an assurance that this road would be extended.

SHRI VINODBHAI B. SHETH: Is there any proposal to convert the Coa-

stal Highway into National Highway? What is the total construction of the National Highway in Gujarat as compared to the targeted figure? I think it is only one third of the total. But the assurance given was, of course, three times.

SHRI CHAND RAM: There is no total target for Gujarat as such. For taking a particular road in this system of National Highways, there are certain criteria to be considered, and according to that criteria, I don't think any injustice has been done to Gujarat.

MR. SPEAKER: If the hon. Members are brief and precise, then we can cover many more questions.

बिकानेर का प्राथमिकीकरण ।

* 143. श्री ब्रजभूषण सिंघारी : क्या रक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या "बिकानेर" नौसैनिक पोत का प्राथमिकीकरण किये जान का विचार है;

(ख) यदि हां, तो कब तक और उन पर कुल कितना व्यय होगा;

(ग) क्या इस बारे में ऊपर की ओर सीधे उड़ान भरने वाले और उतरने वाले "हेलिकॉप्टर" विमानों की डिटेन से खरीद करने का विचार है; और

(घ) यदि हां, तो तत्संबंधी तथ्य क्या हैं ?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE

(PROF. SHER SINGH): (a) and (b): Yes, Sir; in the course of the next two years, at an approximate cost of Rs. 14 crores.

(c) It is proposed to acquire some SEA HARRIERS from the U.K., to replace the obsolescent Sea-hawk on the Aircraft Carrier.

(d) It will not be in the public interest to disclose the details.

श्री ब्रज भूषण सिंघारी : अध्यक्ष महोदय, यह जो उड़ने वाले और उतरने वाले जहाज हम खरीद रहे हैं उन की कीमत करीब 14 करोड़ के आस पास एक जहाज की है, और साथ ही यह बहुत ही सोफिस्टिकेटेड एयर क्राफ्ट है, जो केवल खरीदने में ही नहीं महंगे नहीं हैं बल्कि उन के मटेरियल दर की ज्यादा खर्ची होना

ती मैं जंजी जो मैं जानना चाहता हूँ कि इस बहाज के खरीदने के पीछे सामरिक महत्व क्या मुख्य मुद्दा था या शायद की-सबिज-प्राचलनी के कारण यह खरीदे गए ? इस की क्या उपयोगिता है ?

श्री० शर सिंह : अध्यक्ष महोदय, सी-हैरियस अभी हम खरीद रहे हैं, खरीदे नहीं हैं। इस के लिये टेकनीकल विस्मयन हो चुके हैं और अभी वह बनने लगया। लेकिन यह आवश्यक है क्योंकि जो हमारे सी हाक्स में पुराने वह अधिक कारगर साबित नहीं हो रहे हैं। "सी हैरियस" ऐसे हवाई जहाज हैं कि कहीं भी किमी जगह पर उतर सकते हैं और काफी एरियस को कंट्रोल कर सकते हैं तथा सब प्रकार के मौसम में ज्यादा तेज हवा हो उस में भी यह जहाज अच्छा काम कर सकते हैं। और की कई कारण हैं जिस की वजह से आवश्यक है। इस में कोई शान्स रिस का समाज नहीं है, बल्कि हमारी आवश्यकता है क्योंकि पुरानी सी हाक्स काम नहीं दे रहे हैं इसलिए उन को रिप्लेस करना जरूरी हो गया है।

श्री इन्द्र मूक्य तिवारी : क्या इस खरीदारी का असर हमारे पास पड़ोस के देशों पर नहीं पड़ेगा जबकि हमारी विदेश नीति है कि अपने पड़ोसी देशों के साथ अच्छे सम्बन्ध स्थापित करें ?

श्री० शर सिंह : मैं नहीं समझता कि इस से कोई असर पड़ेगा, पड़ोसियों के साथ। क्योंकि हम तो रिप्लेस कर रहे हैं सी हाक्स को। और जब रिप्लेस करना है तो अच्छे से अच्छे हवाई जहाज से रहे हैं और इस के पीछे कोई ऐसी भावना नहीं है कि पड़ोसी देशों के साथ कोई द्वेषियारों की दोड़ कर रहे हैं।

DR. SUBRAMANIAM SWAMY:
There has been a great deal of controversy about the 'Vikrant' carrier. It was said that this aircraft carrier might have to be put in mothbox. In view of its modernisation, does it mean that the life of the 'Vikrant' will be extended? If so, to what date? How long will it now be operational and what kind of doctrine are you thinking for its utilisation?

PROF. SHER SINGH: 'Vikrant' will be in service for another 12 to 13 years. It will serve us upto 1991. The life of such type of ships is expected to be 30 years. It has served us for 17 years now and will be with us for another 12 to 13 years. After modernisation, it will be giving very good service.

श्री रजवीर सिंह बल्लभ : मैं जंजी जो मैं जानना चाहता हूँ कि आप हैरियस बहाज गलब से खरीद रहे हैं क्या उसको बेच में भी बनाने की सोच रहे हैं ?

श्री० शर सिंह : जी नहीं, बेच में बनाने की नहीं सोच रहे हैं।

Restructuring of Coal India Ltd.

*144. **SHRI M. RAM GOPAL REDDY:** Will the Minister of ENERGY be pleased to state:

(a) whether Government propose to restructure Coal India Ltd.; and

(b) if so, the details in this regard?

THE MINISTER OF ENERGY (SHRI P. RAMACHANDRAN): (a) No, Sir.

(b) Does not arise.

SHRI M. RAM GOPAL REDDY: Usually the Minister gives a very good reply but this time, I do not know why he has not given a good reply.

MR. SPEAKER: Perhaps, the question was not good. Now, I hope, the supplementary will be good.

SHRI M. RAM GOPAL REDDY: Coal India Limited has already incurred a loss of about Rs. 300 crores. In spite of that, the Minister does not propose to do anything with Coal India Limited. What steps he is going to take to recover these losses? Were there some changes at the officers' level recently?

SHRI P. RAMACHANDRAN: These losses have nothing to do with the structure of the company. The losses are due to various other reasons rather than the structure of the company. The structure of the company remains the same excepting that some of the powers were given to the operating company for better accountability.

SHRI M. RAM GOPAL REDDY: The Baweja Committee made several recommendations so that this public undertaking may make good the loss. Is the Government considering its recommendations? If so, what steps the Government is going to take about these recommendations?

SHRI P. RAMACHANDRAN: It is true that Baweja Committee has made a number of recommendations and