

**SHRI AMAR ROYPRADHAN :** Mr. Speaker, Sir, by clubbing (a), (b) & (c) of the question altogether in the course of the reply, the hon. Minister has given an evasive reply. It is a fact that the authorities concerned with that particular hospital tried to conceal the facts. But it is also a fact that the unknown accident victim died after two hours at Moolchand Khajartiram Hospital, New Delhi, and the doctor did not touch his body before death. This is a fact. Would you kindly help us, the Members of the House, because we may also be victims of such private hospitals? Would you please set up a high level Committee to go through it and inquire into it, about the criminal behaviour of the hospital authorities.

**SHRI S. KRISHNA KUMAR :** Sir, the Delhi Administration has conducted an inspection and I was relating what was stated by that hospital. This hospital is registered under the only legislation by which we have any degree of control, that is the Delhi Nursing Home Registration Act. That Act deals only with registration and cancellation of registration of nursing homes in relation to certain facilities like accommodation, the technical competence of the personnel and equipment. It does not give the Delhi Administration any power to either inquire into or discipline or punish in relation to misdemeanor or gross negligence in the case of such institutions.

*(Interruptions)*

**SHRI AMAR ROYPRADHAN :** Mr. Speaker, Sir, if you go through question (c) you will find, "The difficulties in the way of Government in framing legislation." What is the difficulty in framing the legislation?

**SHRI S. KRISHNA KUMAR :** As the hon. Member is no doubt aware, this particular issue comes under List II of Seventh Schedule of the Constitution and it is a State subject. If two or three States get together and authorise the Central Government, it can be done. We are exercised over this problem, we are looking into all aspects of such a legisla-

tion, but Government is yet to take a view.

*(Interruptions)*

**KUMARI MAMATA BANERJEE :** Sir, we have a federal set up in our country. The Central Government is a mother and State Governments are children. Is it not the duty of the Central Government to look after all children, and specially that State which is physically handicapped, which could not protect the life of the new-born babies? I do not know whether the Government has any knowledge or not that two months before in West Bengal two new born babies had been snatched away from the State Government Hospitals, one from the Howrah General Hospital and the other from the Murshidabad Government hospital. So, I would like to know whether Government have any proposal to inquire into all these things and protect new born babies from the hands of the physically handicapped Government.

*(Interruptions)*

**MR. SPEAKER :** Next question.

*(Interruptions)*

**KUMARI MAMTA BANERJEE :** Sir, the Minister should give the reply, I seek your protection. Health is a Concurrent subject.

**SHRI S. KRISHNA KUMAR :** You can certainly write to the Central Government and as soon as a complaint is received in this regard, Certainly the Central Government can take up with the State Government.

**PROF. N.G. RANGA :** This is the complaint made on the floor of this House.

**SHRI S. KRISHNA KUMAR ;** We shall look into this complaint.

*(Interruptions)*

**High cost of Loading and Container Handling charges Affecting Trade**

\*275 **SHRI MOOL CHAND DAGA :**

Will the Minister of TRANSPORT be pleased to state :

(a) whether the cost of loading and container handling charges in our ports are much higher than at some of the foreign ports which have affected our imports and exports;

(b) whether it is a fact that the maintenance of superfluous labour force with conventional gang strength at the ports has been found to be unsuitable for shipping;

(c) if so, the details thereof and the reasons therefor; and

(d) the steps taken to improve the working and with what results?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) to (d) A statement is given below.

#### Statement

(a) Most of the leading foreign ports do not have published tariff or include multiple services with composite tariff, which makes comparison with Indian ports difficult. It is to be noted also that the basis for levy of charges at some ports, which are in the same region as our Major Ports, are different from our pattern. In some of them the rates are highly subsidised and do not include the charges incurred by the shippers for availing of the services of privately owned machinery and equipment.

(b), (c) and (d) Cargo handling workers in Major Ports work in groups known as gangs. In most of the cases, gang strengths were fixed about three decades ago when techniques of cargo handling were not so developed and adequate mechanical cargo handling equipment were not generally available and as such more men were required in a gang. Since then, there have been lot of improvements in cargo handling techniques such as palletisation and containerisation and also adequate advanced cargo handling equipment have been provided. Working conditions have also improved. These changes highlight the need

for rationalisation of the gang strengths. As gang strengths are part of the piece-rate/incentive schemes, arrived at through settlements, for any review/rationalisation thereof consultation with the labour unions is necessary. Such consultations are being held by Port authorities from time to time.

[Translation]

SHRI MOOL CHAND DAGA : Mr. Speaker, Sir, whenever I ask a question, there comes the reply very often that a statement is laid on the Table of the House.

(Interruptions)

Sir, first of all, the hon. Minister would agree with me that the Shipping Corporation did suffer a loss of Rs. 51.60 crores in 1983-84. Thereafter, its losses went on increasing. Due to this increase, your share in the international trade was left only 21.6 per cent and consequently the Corporation went short of ships. In the reply you have stated that you are reviewing it. I want to know whether it is a fact that container charges in Bombay are 305 dollars, in Calcutta it is 208.33 dollars, in Singapur the charges are 91.30 dollars, in Hongkong it is 125 dollars, whereas in Colombo the charges are only 170 dollars? Is it a fact that these recurring losses are due to a large number of workers employed by you? If so, what steps have you taken to improve the situation?

SHRI RAJESH PILOT : Sir, the hon. Member has said that whenever he puts a question, the Minister says that a statement is laid on the Table. I want to say that whenever Shri Daga asks a question, it is never a straight forward question and, as such, it becomes very difficult to reply to it orally. Therefore, we have to lay a statement on the Table of the House.

MR. SPEAKER : His question is a bulky as he himself is.

SHRI RAJESH PILOT : Shri Daga has rightly said that the charges at a num-

ber of foreign ports are lower as compared to those at our ports. The main reason for this is that the pattern of investment there is different. In those countries, their Governments give grants and subsidies to the ports whereas our Government gives loan. When pattern of investment is different, the commercial attitude is bound to be different. The second point raised by him is about charges and containers, etc, at the ports. This is true that at some ports charges are less whereas at some they are more. If we compare Indian Ports, such as, Madras or Kochin with other international ports, we shall find that their number is comparatively less here. The main reason for this is that there the gang strength is less. In some ports their number is more. These gangs were raised about 20-25 years back but gang strength has not been changed since the commencement of containerisation.

MR. SPEAKER : Which gang? Gang has two meanings.

[English]

SHRI RAJESH PILOT : "Gang" is used here in a healthy from.

PROF. K.K. TEWARY : Mr. Daga Sahib has been made a member of the gang.

[Translation]

SHRI RAJESH PILOT : It is true that the cost at Indian ports is higher. The Government are making efforts in this regard. We purchase modern equipment so that the cost may remain low. Since, we are short of equipment, the cost in our country is more. It is the endeavour of the Government to see that the handling cost is reduced. The Government have taken some steps in this direction and have achieved success at many places. Further efforts continue in this regard.

## WRITTEN ANSWERS TO QUESTIONS

[English]

### Railway Division at Nandad

\*266. SHRI S.M. GURADDI : Will the Minister of TRANSPORT be pleased to state :

(a) whether adequate provisions was made in the Railways Budget of 1985-86 for setting up a Divisional Headquarters at Nanded (South Central Railways); and

(b) If so, what are the reasons for the delay in establishing the Division?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) No, Sir. Only a token provision of Rs. 1000/- was made in 1985-86.

(b) Does not arise.

### Working out Viable Strategy for growth of Aviation Industry

\*268. SHRI B.V. DESAI : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government have constituted a high power working group to work out viable strategy for the growth of the aviation Industry;

(b) if so, who are its members and by what time the panel is likely to submit its report; and

(c) what are the points that this panel has been asked to go into?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) Yes, Sir. The Planning Commission has set up a Planning Group to prepare a long-term plan for the Civil Aviation sector.

(b) The Group will have the following composition :

1. Shri J.R.D. Tata, ...Chairman  
Emeritus Chairman,  
Tata Group of Companies.

2. Shri K.C. Appuswamy,