

got to be kept in view. Keeping that in view, we have to formulate a drug policy. Let me tell you, Sir, that Kelkar Committee report is not a Magna Carta. It is not a Bible. Members have questioned it. It is a basis. It can be referred to. At that point of time, the Kelkar Committee, in its wisdom, thought that these drugs should be included in Category II. Previously there were more than 300 drugs which were controlled. Till I announced, we were controlling about 100 and odd drugs. Now I have increased the list. Therefore, it is under review. So far as the policy is concerned, the policy is also under review. The Standing Committee is going into all these questions. But let me repeat, Sir, that the Government has got a very limited machinery to deal with these complicated questions.

SHRI PUTTAPAGA RADHAKRISHNA; Sir, I wanted to put a very concentrated supplementary. But Mr. Morarka has diluted it.

MR. CHAIRMAN. You put the concentrate now.

SHRI PUTTAPAGA RADHAKRISHNA; Sir, according to the Statement of the Minister, the first report of the Kelkar Committee was submitted in July 1987. After submission of this report, there were several representations against the Kelkar Committee and the Committee's term was extended to examine those representations and criticisms. They have given another supplementary report in October 1988. That is also being criticised. Even according to the Minister, there is no satisfaction over the report of the Kelkar Committee and, that is why, they are re-examining the whole thing. At one stage the Minister has also stated that they have taken steps to recover the overcharged prices from the companies. Had the prices been controlled at the earlier stage, the benefit would have gone to the consumers. If the overcharged prices are recovered from the company, naturally the consumer will not get anything and the benefit will go to the public exchequer. In the light of the report and the discussions in this House, I would like to know from the

hon Minister whether they are going to take immediate steps to review the entire drug policy even deviating from the original policy of 1986 and that they are going to give an immediate relief on the uncontrolled drug; in the country.

SHRI M. S. GURUPADASWAMY; Sir, I have already said that the drug policy, DPCO 1987, is under review. The Standing Committee and the Expert Committees set up by the Standing Committee are going into the whole question. The Standing Committee is meeting on the 28th of this month to review the whole thing and they will make recommendations to me. So far as his question about the recovery of the unintended profit is concerned, I would say that it is a different question. But I do not want to take shelter under that. Let me share my concern with the hon. Member. I am concerned equally with that. I think a large amount of money is due from the manufacturers. I think, I have to take steps to recover this money. It may run into quite a few crores. I don't want to commit myself to any figure. We are trying our best to recover that money which is due from them.

*183. [*The questioner (Shri Satya Prakash Malaviya) was absent. For answer, vide col. 27 infra.*]

Vacancies in Indian Airlines

*184. SHRI KRISHNA KUMAR BIRLA: Will the Minister of CIVIL AVIATION be pleased to state;

(a) what is the number of existing vacancies in the Indian Airlines till date and in how many cases (with nomenclature of posts) persons are continuing even after attaining the age of superannuation;

(b) what are the circumstances under which persons are continuing even after the age of superannuation; and

(c) what are the reasons for not filling up the vacancies in the Indian Airlines?

THE MINISTER OF ENERGY
WITH ADDITIONAL CHARGE OF

THE MINISTRY OF CIVIL AVIATION (SHRI ARIF MOHD. KHAN); (a) and (b) As on the 1st of March, 1990, out of a sanctioned strength of 24,012, there were 2147 vacancies in Indian Airlines. No post was held by a superannuated person.

(c) The filling up of vacancies is a continuous process. At any point of time, vacancies exist due to the procedures to be followed, non-availability of suitable candidates and other factors.

SHRI KRISHNA KUMAR BIRLA: Sir firstly, I would like to mention that as far as this question is concerned, I do not know for what reason no answer papers were supplied with the various other papers. In certain cases, the answer papers do not reach the Members giving an opportunity to study... *(Interruptions)*

SHRI SURESH KALMADI: Sir, I have also gone to the Notice Office. This particular reply was not in the Notice Office.

MR. CHAIRMAN: Have you made enquiries from the Notice Office?

SHRI KRISHNA KUMAR BIRLA: I made enquiries from the office. I was told that no answer paper has been Supplied. *(Interruptions)*

SHRI SURESH KALMADI: All the replies to the questions come to the Notice Office. But I could not get this.

MR. CHAIRMAN:- You went to the Notice Office?

SHRI SURESH KALMADI: I went to the Notice Office.

MR. CHAIRMAN: They were not available there?

SHRI SURESH KALMADI: They were not available there.

SHRI KRISHNA KUMAR BIRLA: Sir, I made enquiries and I was told that there is no answer paper?

MR. CHAIRMAN: I am getting the Office check it.

SHRI KRISHNA KUMAR BIRLA: Sir, coming to the main question, would like to mention that the crash of Airbus A-320 at Bangalore was a major air disaster. And it will be very unfortunate in case no lessons are learnt from that, in case there is no self-introspection and in case we do not make any proper assessment of the situation.

Sir, I would like to mention that the art of management lies in taking proper people at all important posts. And, Sir, in case the vacancies remain unfilled and in case the Indian Airlines is short of staff, how could the management achieve efficiency? The policy of drift and lack of decisions is harmful and that is not at all desirable. The hon. Minister just now said, if I heard him correctly, that there are vacancies of over 2,000 lying Vacant. Now if that be the situation, I Would say that it is a very unfortunate situation. And I would like to know What Steps the Minister is taking to fill up these vacancies.. Sir, there are certain vacancies like, for example, the Chairman of the International Airport Authority, the Chairman of the Indian Airlines, the Deputy Managing Director of the Indian Airlines. These are all important posts. That apart there is no full-time Director with regard to the Directorate General of Civil Aviation. I would like to know from the hon. Minister as to how long it is going to take ,for him to fill up all these vacancies.

SHRI ARIF MOHD. KHAN: Sir, I have stated in my answer that the filling Up of vacancies is a continuous process, and at any point of time, vacancies exist due to the procedures to be followed, and the non-availability of suitable candidates and other factors. About the Indian Airlines, I have given the figures. And about the other Authorities which the hon. Member has mentioned like the International Airport Authority, we are taking steps. And I am sure that very soon the posts will be filled.

SHRI KRISHNA KUMAR BIRLA: Sir, my second supplementary is going to be a very simple question, and that is a question to the hon. Minister as to whether, in his opinion the number of

2,000 vacancies is going to be a normal feature of the Indian Airlines.

SHRI ARIF MOHD. KHAN No, Sir. The figure is definitely on the higher side. But in regard to some of these posts, there have been problems like they have not been able to find candidates from the category of Scheduled Castes and Scheduled Tribes. But, Sir, I have been advised that in 1989-90, some special drives were conducted by the Indian Airlines. And, Sir, I would like to assure the hon. Member that I agree with him that the figure is on the higher side and we will take speedy steps to fill up all these vacancies.

SHRI SURESH KALMADI Sir, very important vacancies in the Indian Airlines, the International Airports Authority of India, etc. are there. The tradition has been that technical people must be involved in these or people who have knowledge of the airlines. But, Sir, we have noticed that many times when such vacancies arise, bureaucrats and IAS officers try to enter like in the case of International Airports Authority. Sir, there is need for technical personnel; or people who have spent years in that department and have been there for a very long time, and they should be given the charge. But when such a vacancy arises, we have seen that IAS officers and senior bureaucrats try to get hold of the vacancies and convert it permanently into IAS post. IAS officers may be knowing everything. But this is a very specialised line and I would like the Minister to consider this aspect of the matter. My supplementary to you would be regarding the vacancies in Indian Airlines and in view of the airbus crash what are the number of vacancies which are there in the Computer Engineering Section of the Indian Airlines for A-320 airbus operations and how many have been filled and how many vacancies are there in the Computer Engineering Division. You can take the services of Mr. Ajit Singh. He can help you because he knows a lot of Computer Engineers.

SHRI KAMAL MORARKA: You have a strange sense of humour. *(Interruptions)*

SHRI ARIF MOHD. KHAN; Sir, while filling up vacancies in various categories there are certain procedures which have been prescribed and those procedures are followed. But if what the hon. Member has suggested that certain categories of posts which are supposed to be filled up by technical personnel they are filled up from the general category, his suggestion will definitely be looked into. So far as ascertaining the number of vacancies in the Computer Engineering Division is concerned, I will supply that information to the Hon. Member. *(Interruptions)*. Sir, it is a very long list of various categories. In regard to that particular category I will supply the information to the Hon. Member.

SHRI SURESH KALMADI: Sir, the point is this that these are highly technical aircraft and you might not get the qualified people in India itself. You might have to get them from abroad. You might have to make a deviation in your recruitment policy. *(Interruptions)*-

SHRIMATI BUOYA CHAKRAVARTY: Sir, I want to know from the hon. Minister whether it is a fact that Indian Airlines operating in the north-eastern region are behaving like colonial friends so far as the employment policy in that area is concerned. My point is that since 1982, there has been no local recruitment in Assam. I am not mentioning the position about the six other States. Whenever there is a vacancy, it is filled up by taking persons from other regions. Hence, I want to know from the hon. Minister, considering this staggering injustice done to that region, whether the Minister is proposing to evolve a new appointment policy to ameliorate the injustice done by the then Government, so that local youth may get justice so far as the appointments in that area are concerned.

SHRI ARIF MOHD. KHAN Sir, for certain categories, recruitment is made by the regional offices, whereas for other categories recruitment is made on an all-

India basis. If there are any specific complaints where a post which was supposed to be filled up by the regional headquarter from people within the State, if there are any such complaints, I will definitely look into those complaints.

SHRI ANAND SHARMA Sir, the hon. Minister has given the total number of vacancies but there are vacancies in certain areas which have affected the overall functioning of the Indian Airlines and the maintenance of the planes. There have been reports that last year a large number of posts of technicians was sanctioned by the Indian Airlines Board, but till this day, till the time of the A-320 crash these posts of technicians were not filled. I would like to know from the hon. Minister whether it is a fact that sanctioned posts of technicians were not filled and, if that is true, whether it has affected the maintenance of the planes. I would also like to know whether the Government would enquire into the circumstances which led to the delay in filling these vacancies and take action against the guilty officials.

SHRI ARIF MOHD. KHAN: Sir, when a certain number of posts is sanctioned, they are not for immediate deployment. The hon. Member asked whether the maintenance is being affected because of the non-filling of these vacancies. It is not correct. We have sufficient number of technicians required for the maintenance of the aircraft. It is true that in the recent past certain posts of pilots and technicians were sanctioned but they are being recruited. It takes time to give them training and to prepare them to take up the job.

SHRI SUKOMAL SEN; Sir, the hon. Minister has said about pilots...

SHRI ARIF MOHD. KHAN: Before the hon. Member puts the question, I would like to point out that only 16 vacancies of technicians exist now.

SHRI SUKOMAL SEN; Sir, I would like to know from the hon. Minister, Specifically, how many posts of pilots are lying vacant in the Indian Airlines. I

would also like to know how many pilots have left the Indian Airlines and joined other foreign airlines in the last three years and what are the reasons for their doing so.

SHRI ARIF MOHD. KHAN; There is a global shortage of trained pilots. The foreign airlines are offering fabulous Salaries, attracting the pilots from developing countries like India. As a result of this, pilots who have been trained at a heavy cost, somehow decide to leave the Indian Airlines. In May 1988, one major airlines advertised and they asked for applications. While none of our pilots submitted applications for employment in the Gulf Air, through the Indian Airlines, it is believed that a number of them might have submitted applications directly in response to the said advertisement. I have the figures for the period May, 1988—December, 1989. But I do not have the figures for the last three years which I will give to the hon. Member. Thirty-nine pilots tendered their resignations and the details are as under: Number of pilots whose resignations were accepted—3; number of pilots who withdrew their resignations — 5; number of pilots whose resignations were not accepted and who were dismissed] from service for double employment— 2 and number of pilots whose resignations have not been accepted—29. But we do not have shortage of pilots. In fact, additional strength has already been sanctioned and we have started a Special drive for the recruitment of pilots.

MR. CHAIRMAN: He says, there is no shortage.

SHRI M. PALANIYANDI Sir, the hon. Minister said that there are no candidates in SC/ST. Just as we give training to the SC/ST candidates for appointment to I. A . S. and I. P. S., posts, why don't we have special training programme for the Harijan and Scheduled Caste/Scheduled Tribe candidates, when we want more technocrats?

SHRI ARIF MOHD. KHAN; We have special programmes for the training of SC/ST people. In fact, in the

month of December, soon after the new Government took over, we increased the emoluments which are to be paid to the trainees during the period of training.

*185. [The questioner (Kumari Sushila Tina) was absent. For answer, vide col. 28 infra.]

Gas lift Project with Italian Consortium of saipem and Snam

*186. SHRI KAMAL MORARKA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to State:

(a) whether modalities have been finalised for the implementation of Gas Lift Project with Italian Consortium of Saipem and Snam;

(b) if so, by when the project is likely to start and what are the plans for its completion;

(c) whether the terms and conditions have been finalised for the Italian credit for this project; and

(d) if so, what are the details thereof?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M. S. GURUPADASWAMY). (a) Yes, Sir.

(b) The execution of the Gas Lift Project has commenced and completion is scheduled for 30-4-91.

(c) and (d) Government of Italy have offered a soft credit of US \$ 32 million for financing the Italian component of the above project. The terms of the Italian credit are:

- (i) Amount US\$ 32 million
- (ii) Interest @ 1.5 per annum
- (iii) Maturity 20 years
- (iv) Grace Period 10 years.

SHRI KAMAL MORARKA; Sir, my first supplementary is whether it is a fact that other than the Italian firm offer, there were offers which were cheaper and the offer of the Italian company was accepted because of the soft credit. So, I want to know whether there are other reasons rather than being the cheapest offer.

SHRI A. G. KULKARNI What is the other reason?

SHRI M. S. GURUPADASWAMY; Sir, there were about 7 bidders. The name of the bidders and the quoted price is as under;

Sumitomo quoted price Rs. 111.42 crores, Essar quoted price Rs. 131.05 crores, Bouygues quoted price Rs. 124.80 crores, Saipem/Snamprogetti quoted price Rs. 120.16 crores, NP-CC quoted price Rs. 170.68 crores, ETPM quoted price Rs. 175.39 crores and MII quoted price Rs. 234.74 crores. Saipem offer has not been one of the lowest. The lowest were Sumitomo and Bouygues, but they did not conform to the conditions prescribed. Therefore, they had to be eliminated. Ultimately Saipem/Snamprogetti offer was considered because there was foreign exchange credit available at a very concessional rate and the evaluated cost of Saipem was Rs. 116.72 crores and Essar came to Rs. 158.37 crores. In the case of Essar the foreign exchange component would have been Rs. 80 crores and in the case of Saipem/Snamprogetti there is a concession rate available. This was one of the considerations which prevailed but final view has to be taken, we have not taken any final decision in the matter.

SHRI KAMAL MORARKA: My second supplementary is this. I want an assurance from the Minister, not about this but about the future contracts, whether the Government will make norms whereby we do not give orders merely because loan or credit is available and ultimately the country ends up in paying more. We should evaluate the tenders on a commercial basis. Will the Government prepare some guidelines so that international tenders are decided on merits rather than on considerations like credit availability?

SHRI M. S. GURUPADASWAMY: I share his view. Credit alone should not weigh with us. This is one of the considerations that was taken into consideration. The contract has not been