

What was the cost for maintaining the so-called essential services? How much have you spent on breaking the strike? (*Interruptions*). (c) Lastly, Sir, did the Government try to invoke the ESMA to break the strike?

SHRI RAJESH PILOT: Mr. Chairman, Sir, first let us agree that national interests have to be kept above everything at all times, whether they are political interests or union interests. National interests are above everything. It should be the intention of every citizen of this country that national interest does not suffer, at all costs. As far as Calcutta is concerned, they have. ...

SHRI GURUDAS DAS GUPTA: You are attacking the trade unions, absolutely attacking the trade unions. This "will not do. Mr. Pilot.

SHRI RAJESH PILOT: As far as Calcutta is concerned, it is a fact that there was a law and order situation. There was manhandling of officers. I personally talked to the then Chief Minister saying that he must give administrative support to the workers which unfortunately was not given. When I talked to him, he called the meeting.

WRITTEN ANSWERS TO QUESTIONS

Deterioration in D.T.C. Services

* 122. SHRI RAJNI RANJAN SAHU: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government are aware that Delhi Transport Corporation Services have deteriorated after the handing over of major routes to private operators in March, 1987;

(b) whether Government are aware that Delhi Transport Corporation has practically no control over private buses operating on its routes and many private buses stop plying during lean hours:

(c) whether Government propose to exercise some control over private buses to ensure punctuality especially during lean hours and holidays;

(d) if so, what are the details thereof; and

(e) if not, what are the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) to (e) DTC has not handed Over major or other routes to private operators. DTC services are supplemented by buses of private operators associated with DTC. These private buses operate their services as per schedules given by the DTC on different routes. The scheduling, ticketing, and operations are as per norms laid down by DTC, who monitor the operations. Whenever any irregularity is noticed, action is taken by the DTC against the bus owner. On receipt of specific complaints, bus owner is not only instructed to ensure operations as per scheduled trips but also, depending on the nature of the irregularity, cash penalties are imposed on defaulters. Whenever any operator send prior intimation about his absence, alternate arrangements are made by DTC with their Own buses.

During the last one year, overall efficiency of DTC buses has shown distinct improvement. The current operational efficiency is over 90 per cent.

तकनीकी शिक्षा में प्रसंतुलन

* 126. श्री राम जेठमलानी :

सरदार जगजीत सिंह

प्ररोड़ा :

क्या मानव संसाधन विकास मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का ध्यान 17 अप्रैल, 1989 के फायनेशियल एक्सप्रेस

में "इम्बेलेन्सेज इन टेक्निकल एजुकेशन आइडेन्टीफाइड" शीर्षक के अन्तर्गत प्रकाशित समाचार की ओर दिलाया गया है;

(ख) यदि हां, तो क्या यह सच है कि देश में दी जा रही तकनीकी शिक्षा देश की प्रौद्योगिकी आवश्यकताओं को पूरा करने में अपर्याप्त सिद्ध हुई है;

(ग) यदि हां, तो इसके क्या कारण हैं;

(घ) क्या सरकार ने स्थिति को सुधारने हेतु भावी कदम उठाने का निर्णय किया है; और

(ङ) यदि हां, तो उनका ब्यौरा क्या है?

मानव संसाधन विकास मंत्री (श्री पी० शिवशंकर) : (क) से (ग) जी, हां। देश में पिछले कुछ वर्षों में विभिन्न राज्यों में तकनीकी शिक्षा के विस्तार में उचित समन्वय के अभाव के कारण तकनीकी शिक्षा पद्धति में कुछ असंतुलन उत्पन्न होकर सामने आये हैं। अनेक कारणों में जनशक्ति संबंधी आवश्यकताओं की अपर्याप्त सूचना, प्रौद्योगिकी पूर्वानुमान के लिये तंत्र का अभाव, और सामाजिक तथा अनेक सद्त्वपूर्ण दबावों पर आधारित संस्थाओं/कार्यक्रमों की स्थापना शामिल है। जब कि बहुलक्ष (पोलिमर), इंजीनियरी डिजाइन, संगणक विज्ञान और सूक्ष्म इलेक्ट्रॉनिक्स जैसे कुछ उभरते हुये क्षेत्रों में उच्च प्रशिक्षित इंजीनियरों/प्रौद्योगिकी विदों की कमी है, वहां पर सीविल, यांत्रिकी और विद्युत इंजीनियरी जैसे कुछ परम्परागत क्षेत्रों में उनकी संख्या अतिरिक्त है।

(घ) और (ङ) : इस स्थिति में सुधार करने के लिये, अखिल भारतीय तकनीकी शिक्षा परिषद को देश भर में तकनीकी शिक्षा की समेकित आयोजना, प्रोत्ति और विनियमन के लिये सांविकी अधिकार दिये गये हैं। अखिल भारतीय तकनीकी शिक्षा परिषद अधिनियम, 1987 के कार्य ढांचे के अन्तर्गत राज्य सरकारों और तकनीकी

शिक्षा की संस्थाओं को अखिल भारतीय तकनीकी शिक्षा परिषद के मानदंडों और मार्गदर्शी रूपरेखाओं को पूरा करने के लिये सही उपाय करने हेतु एक अवसर दिया गया है।

Acquisition of ships by private sector

* 127. SHRI KRISHNA KUMAR BIRLA: Will the Minister of SURFACE TRANSPORT be pleased to state;

(a) whether, with the sharp rise in the prices of ships, the private sector in the country is not likely to acquire the requisite number of ships;

(b) if so, what is the number of ship acquisition proposals approved by Government and the number of ships likely to fall short of acquisition;

(c) what is the nature of the assistance financial or otherwise given by Government to the private shipping industry in its acquisition programme; and

(d) whether Government propose to have any package programme to help the shipping industry in the private sector; if so, what are the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) and (b) The increase in cost of ships has also been accompanied by increase in freight rates and there is no clear evidence that the viability of investment in this sector has been adversely affected. Increased prices, however, require higher initial investment which causes difficulties.

126 ship acquisition proposals have been approved by the Government since 1-4-19(87). It is not possible to estimate any shortfall in the acquisition of ships as most private ship-