

asked to disembark from it at the Dadar Station platform and were detained there till noon, the next day;

(b) whether it is also a fact that it is incumbent on the Railways to look after the passengers under such circumstances; and

(c) if so, what are the reasons for the indifferent attitude of the Railway Staff in attending to the passengers, detained there?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) The passengers of 101 Dn. Minar Express which met with an accident on 4.7.1988, at 22.15 hrs. between Byculla and Chinchpokli stations were taken to Dadar Railway Station as soon as the overhead power could be restored after the accident. The entire rake of Minar Express which met with the accident was replaced by a fresh rake at Dadar and a duplicate Minar Express was started from Dadar at 11.50 hrs. for Secunderabad.

(b) Yes, Sir.

(c) The passengers of the affected train were looked after at Dadar Railway Station from the time they reached there to the time of their departure.

Norms for declaring employees surplus

1848. **SHRIMATI BIJOYA CHAKRAVARTY:** Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) what are the norms for declaring employees in Central Government Ministries/Departments as surplus;

(b) whether these norms are also adhered to by the Kendriya Vidyalaya Sangathan; and

(c) in what manner Government enforce compliance of these norms?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L. P. SHAHI): (a) After making assessment of the workload at various levels, man-hours to determine the number of persons required for handling the work at various levels is determined. If the sanctioned strength is more than the assessed strength, the excess is declared as surplus.

(b) Yes, Sir.

(c) The guidelines are enforced through staffing studies based on work-measurement in headquarters and regional offices.

Indigenous ship industry

1849. **SHRI MOHAMMAD AMIN:**

SHRI DIPEN GHOSH:

Will the Minister of **SURFACE TRANSPORT** be pleased to state:

(a) whether it is a fact that to deliver ships Indian Shipyards take 150-160 per cent more cost and six to seven years more time, than foreign builders;

(b) whether it is sufficient cause for shipowners to place orders away from indigenous yards; and

(c) if so, what steps are being taken to make the indigenous ship industry more efficient?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT):

(a) and (b) Ships built in Indian yards generally cost more and have longer delivery time when compared to the leading shipyards abroad. This and the limited shipbuilding capacity available in the country are the main reasons for many shipowners placing orders on foreign shipyards.

(c) Steps taken to make the indigenous ship building industry more efficient are as follows:—

(i) Introduction of modern production technology such as pre-out-fitting modular construction etc. by the shipyards.

(ii) Introduction of computers in shipbuilding.

(iii) Modernization of shipyards.

(iv) More effective production planning & control system.

(v) Improving quality control system.

सवारी रेल गाड़ियों की गति को तेज करना

1850. श्री सत्य प्रकाश मालवीय : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने कुछ सवारी रेलगाड़ियों की गति को तेज करने का निर्णय ले लिया है ; यदि हाँ, तो उनका व्यौरा क्या है ; और

(ख) यह निर्णय कब तक प्रभावी होने की सम्भावना है ?

रेल मंत्रालय के राज्य मंत्री (श्री माधवराव सिधिया) : (क) और (ख) विभिन्न गाड़ियों की अनुज्ञेय अधिकतम सीमा के अन्तर्गत समय-समय पर रफ्तार बढ़ाना एक सतत प्रक्रिया है।

Subsidy to shipyards

1851. SHRI KAMAL MORARKA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) what is the amount of subsidy given to shipyards at present;

(b) whether any study has been conducted by the Bureau of Industrial Costs and Prices in this regard; and

(c) if so, what are the findings and the recommendations of the Bureau?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH P. LOT):

(a) The quantum of subsidy disbursed by the Government of India to the Shipyards, both private as well as public, during the year 1987-88 is Rs. 5.894 crores.

(b) Yes, Sir.

(c) Broadly, the main recommendations, among others, made by the Bureau of Industrial Costs & Prices are:—

(i) The price payable to a shipyard should be International Parity Price (IPP) plus 40% thereof. The additional burden over IPP to be shared by the buyer and the Government at 10% and 30% of IPP respectively.

(ii) A moratorium on debt repayment etc. effective for a short period not exceeding 3 years.

(iii) If the imported material costs alone exceed IPP, it is not advisable to undertake production.

(iv) Domestic Shipping Industry should be permitted to procure ships through global tender and domestic shipyards be allowed to participate in global tender by Government treating the domestic shipyards as hundred percent export activity.

(v) The feasibility of using the existing idle capacity for the production of Naval Ships is to be explored.

Rise in Vayudoot Capital

1852. SHRI KAMAL MORARKA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Vayudoot has been allowed to raise its capital;

(b) whether it is a fact that the accounts of the Corporation have not been completed and audited so far since its inception; and