

(b) if so, what are their demands and Governments reaction thereto?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI): (a) The All India Federation of University and College Teachers Organisation organised a *Dharna* on April 15, 1986 in support of their demands. Their demands include:

1. Immediate publication of the Pay Revision Committee's report and interim relief for teachers in State universities and colleges.
2. A uniform running grade of Rs. 1500—4000 for Lecturers, Readers and Professors from 1-4-78 and a separate grade of Rs. 1300—3000 for demonstrators.
3. Suitable revised scale for all other categories of teachers.
4. Statutory security of service for all teachers including those serving in minority-run institutions.
5. Representation of AIFUCTO on U.G.C. and C.A.B.E.
6. Democratisation of the governance of colleges and universities.
7. Full civic and political rights for teachers in colleges and universities.
8. Direct payment from the treasury.
9. Common cadre for +2 and +3 teachers.
10. Abolition of discrimination between the teachers of state and central universities and colleges affiliated to these with respect to all perquisites.
11. Age of superannuation not below 60 years.

(b) The UGC has appointed a Committee to consider the revision of pay scales of University and College tea-

chers. The Committee is at the final stage of its work, and its report is expected shortly.

Teachers are represented on the UGC and the C.A.B.E., but there is no proposal to give representation to their Associations on these bodies. The remaining demands mostly concern the State Governments.

दिल्ली में बस रुटों के बारे में सर्वेक्षण

\*139. श्री अछे लाल बाल्मीक :  
क्या परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि दिल्ली परिवहन निगम ने बस रुटों को फिर से व्यवस्थित करने के उद्देश्य से अपने सभी रुटों का नये सिरे से सर्वेक्षण किया है ;

(ख) यदि हां, तो उसके क्या परिणाम निकले हैं ;

(ग) क्या यह सच है कि दक्षिण दिल्ली की कुछ सरकारी कार्लानियों से अन्तर्राष्ट्रीय बस अड्डे, नई दिल्ली रेलवे स्टेशन, निजामुद्दीन रेलवे स्टेशन जैसे महत्वपूर्ण स्थानों के लिए सीधी बस सेवा उपलब्ध नहीं है ; और

(घ) यदि हां, तो सर्वेक्षण की रिपोर्ट के आधार पर दिल्ली परिवहन निगम द्वारा क्या उपाय किये जा रहे हैं ?

परिवहन मंत्री (श्री बंसी लाल) :

(क) और (ख) दिल्ली परिवहन निगम ने प्रणाली को युक्तिपूर्ण बनाने के उद्देश्य से हाल ही में अपने सभी रुटों का चरणबद्ध सर्वेक्षण शुरू किया है। पहले चरण में यमुना पार क्षेत्र में इफिक सर्वेक्षण पूरा हो गया है।

(ग) और (घ) जी, हां। तथापि, विभिन्न प्रचालनात्मक कठिनाइयों के कारण दिल्ली परिवहन निगम के लिए यह व्यवहार्य नहीं है कि वह दिल्ली के विभिन्न

स्थानों को एक दूसरे के साथ सीधी बस सेवाओं में जोड़ दे और उसका उद्देश्य यह सुनिश्चित करना है कि यात्री को अपने गन्तव्य स्थान तक पहुँचने के लिए नगर के सभी महत्वपूर्ण स्थानों से बस बदलने का सुविधाएँ मिलें। अभी तक दक्षिण दिल्ली का कोई सर्वेक्षण नहीं किया गया है।

**Accident of Indian Airlines Boeing at Tiruchirappalli airport**

\*140. SHRI R. RAMAKRISHNAN: Will the Minister of TRANSPORT be pleased to state:

(a) whether it is a fact that an Indian Airlines Boeing Aircraft was involved in an accident on the 15th January, 1986 at Tiruchirappalli airport;

(b) whether an inquiry in the matter has been conducted and report thereon submitted; and

(c) what action Government propose to take on the basis of the enquiry report?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER): (a) and (b) Yes, Sir.

(c) Report is under examination.

**Introduction of penal freight rate for coal transportation**

†712. SHRI CHATURANAN MISHRA: Will the Minister of TRANSPORT be pleased to state:

(a) whether Government are aware that the introduction of penal freight rate for coal transportation has caused serious hardship; and

(b) if so, what steps are to be taken to remove the hardship thus caused?

†Previously Unstarred question 280, transferred from the 24th April, 1986.

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) and (b) Prior to 1-8-1985, freight charges for coal loaded into a wagon beyond the permissible carrying capacity were levied at wagonload rate if the overweight was up to one tonne per wagon. In cases where overweight was more than one tonne but did not exceed three tonnes per wagon, such overweight was charged at 'Smalls' rate and in cases where the overweight beyond the permissible carrying capacity exceeded three tonnes, such overweight was charged at double the 'Smalls' rate.

On receipt of representations from trade and industry, the rules were relaxed with effect from 1-8-1985, when the limit for charging overweight at the normal rates was increased from one tonne to two tonnes. Since overloading is a safety hazard, further relaxation of the rule is not contemplated. Parties should not overload wagons as it can cause derailments.

**Short supply of drugs for obsessional neurosis in the Country**

713. SHRI VALAMPURI JOHN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether government are aware of the fact, drugs for obsessional neurosis are in short supply in India;

(b) whether government propose to allow the import of Anafranil 25 from Switzerland; and

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

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR):

(a) Tranquillizers and anti-depressants are generally used for different types of neurosis which is a psychia-