

MR. CHAIRMAN; A much larger question, you have raised.

SHRI PRANAB KUMAR MUKHERJEE: Yes, Sir, it is a larger question. And I am grateful to the hon. Member because I also wanted to tell hon. Members and seek their co-operation particularly in one area, to which I will come later. There are two aspects of the question. One is about the amelioration of the rural poor and taking these people from below the poverty-line to above that line. The question is whether NABARD can provide some assistance towards that direction. My answer is, yes, through refinancing to RRBs because as the hon. Member is fully aware the RRBs will cater to the needs of all those who are the weakest of the weak, small and marginal farmers, artisans, landless labourer. That is why the regional rural banks are being strengthened. With the progress we are making, we do hope that it would be possible for us to complete the target of 170 regional rural banks to be established by the end of the Plan. And this is the crux of the whole problem. Apart from taking people from below the poverty-line to above the poverty-line institutionalising the rural credit is one of the most important aspects of our rural development. And, Sir, I have no hesitation to say that in spite of the very fantastic expansion of the rural branches of the commercial banks, very wide coverage, at least in national terms, by the co-operative societies, we have not yet been able to grapple the problem to the extent it is deserved. There is a gap and we are attempting to bridge the gap as quickly as possible. And we have to meet credit requirement of not merely those who are credit-worthy but also that of those who are credit-worthy, according to the bank jargons. But the risk is also a little involved in the sense of the process of recovery. After all, institutions' money can be recycled if the process of recovery is also a little faster. As the hon. Member is fully aware, particularly in the agriculture sector we are having problems for which I seek their co-operation also. The rate of recovery is very low, and it is

posing a problem. It is not a problem which is related only to the NABARD but it is related to all the institutions, rural branches of the commercial banks, regional rural banks. And keeping that in view, to meet the point which Dr. Adiseshiah raised, we have instructed the regional rural banks that their disbursements need not be related to their deposit mobilisation and that they could go beyond 100 per cent. And we expect that RRBs should disburse more money than they mop up through the process of deposit. But, Sir, still it will take some time. Particularly two programmes to which I would like to draw the attention of the hon. Members, on the successful implementation of which the amelioration of poverty would be tackled to some extent, are the successful implementation of the IRDP programme which is an important component towards our anti-poverty programme and certain other programmes of rural development. Recently, one which has been announced by my colleague, is the programme for small and marginal farmers. So, all taken together, we will be able to do it. And definitely I do agree with him that one instrument such as the NABARD, cannot be so effective an instrument to bring a change.

*26-6. [The questioners {Dr. Shanti G. Patel and Shri Surendra Mohan} were absent for answer vide Col. 34 infra].

Profits Earned from Mangalore Airport

*207. SHRI B. IBRAHIM: Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state the total amount of profits earned from Mangalore Airport year-wise during the last three years?

THE DEPUTY MINISTER IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (SHRI ASHOK GEHLOT): The Mangalore airport is owned and managed by the Civil Aviation Department. The Civil Aviation Department being a service department commercial accounts are not being maintained to indicate the profitability or otherwise of the airports.

SHRI B. IBRAHIM: Mr. Chairman Sir, actually the first part of my question has been cut off. I do not know where it was cut off.

MR. CHAIRMAN: Just a minute. That had been answered earlier.

SHRIMATI MARGARET ALVA : That should have come.

MR. CHAIRMAN: It is not your question. Please keep quiet.

SHRI B. IBRAHIM: One of my question was regarding the runway at the Mangalore Airport. And they have just now said that it had been answered on the 19th October, 1982. I have put the question in continuation of that answer, at what stage the acquisition of the land for the construction of the Mangalore Airport runway is in progress. That was my question.

Regarding the profit, I do not have any supplementary to ask.

If you permit me. Sir, I would like to put the first question.

MR. CHAIRMAN: But the first question is cut off already.

SHRI B. IBRAHIM: That is my problem. Sir, I think I may be permitted to ask my question. I think the hon. Minister is having the information also. I would like to know from the hon. Minister at what stage the expansion of the Mangalore airport runway is.

SHRI KHURSHED ALAM KHAN: Sir, the Mangalore airport runway is 5,800 feet and this is quite suitable for the present use, and there is no possibility of its extension at the moment due to physical obstructions.

SHRI B. IBRAHIM: Mr. Chairman, Sir, it is unfortunate that the hon. Minister is saying that the present runway is sufficient. I may bring to his kind notice that we cannot have the Boeing service from Bombay to Mangalore during the rainy season. Now we have got two Boeing services from Mangalore to Bombay, which is going to end by the end of this month,

and during the entire monsoon season, we will not have the Boeing service. In addition, I can bring to his kind notice that Mangalore is one of the important airports where Gulf passengers are coming in thousands. So I would request the hon. Minister at least to look into the matter and see that a parallel runway is provided to Mangalore airport as early as possible.

SHRI KHURSHED ALAM KHAN: Sir, I have mentioned just now that the extension of the Mangalore runway is rather difficult due to the physical constraints. But I would like to assure the hon. Member that we will do our best to run the Boeing 737 service...

SHRI KHURSHED ALAM KHAN: But physically it is not possible. As far as the operation of the Boeing 737 service is concerned, we will try to see that it also operates during the monsoon season.

SHRIMATI MARGARET ALVA: Sir.

MR. CHAIRMAN: You have already prompted him to put a question. Question No. 208.

Fillip to Garment Export Industry

*208. SHRI N. P. CHENGALRAYA NAIDU: Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that Government are taking steps to help the garment export industry in view of its poor export performance; and

(b) if so, whether Government are working out a long-term export strategy to boost export of garments both to the traditional and non-traditional market?

THE DEPUTY MINISTER of THE MINISTRY OF COMMERCE (SHRI P. A. SANGMA): (a) and (b) There has been a steady growth in the export of readymade garments from India over the past few years. From a modest level of Rs. 12.5 crores during 1970-71, the export of readymade garments grew steadily