

In the light of what has been said above, the ICAR has formulated operational Research projects on integrated control of rice pests in four States viz. West Bengal, Orissa, Andhra Pradesh and Madhya Pradesh. The project will cover a block area of about 800 hectares in each State and all available methods of pest control will be practiced so that the chemical component will be need-based. Another important feature of this Project is to work out the cost benefit ratio of integrated control of pests.

(d) Considerable educational effort will be needed in getting such approaches adopted at the village level. Also, if organic manure is to be conserved for incorporation into soil, alternative sources of cheap fuel will have to be developed. There is a proposal for setting up Agricultural Polytechnics (Kri-shi Vigyan Kendras) to impart technical literacy to illiterate farmers. These will help to spread knowledge regarding the methods of natural resources utilisation, which may not have harmful effects in the long term.

ASSESSMENT OF RABI PROSPECTS

1917. SHRI SITARAM JAIPURIA- Will the Minister of AGRICULTURE be pleased to state :

(a) whether Government have made any assessment of the coming rabi prospects in the country; and

(b) if so, the details thereof as compared to the last two years ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ANNASAHAB SHINDE) : (a) and (b) Firm estimates of rabi-production during 1972-73 would become available only after the close of the agricultural year, that is, some time in July-August, 1973. However, as a result of the Emergency Agricultural Production Programme launched by the Government and the beneficial winter rains, production of rabi crops is expected to show an increase over 1971-72 in some of the States like Uttar Pradesh, Bihar, Punjab and Haryana. In

the States of Maharashtra, Gujarat and Rajasthan, where rains have continued to be deficient in the rabi season, rabi crop output may register some fall. The overall shortage of power and fertilisers might affect to some extent the production which otherwise on account of the special efforts would have registered a substantial rise. According to present indications, total production of rabi foodgrains for the country, as a whole, is expected to be higher than in during the last two years.

METROPOLITAN TRANSPORT SERVICE

1918. SHRI V.V. SWAMINATHAN: ' ; Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether Government have implemented the recommendations of the Working Group on Metropolitan Transport Services which submitted its report on May 1972;

(b) if not, the reasons for the delay?

MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI M. B. RANA) : (a) and (b) The reference is obviously to the recommendations of the Working Group on Metropolitan Transport Services appointed by the Planning Commission in March, 1970, the report of which was received in September, 1970. This Group examined the problems of the public transport services in the metropolitan cities of Bombay, Calcutta, Delhi and Madras and made recommendations to improve such services in these cities. The Group made about fifty recommendations/ suggestions regarding design and availability of buses, financial requirements of the undertakings, pattern of taxation of passenger road transport services, organisational and financial structure, operational efficiency measures, tramways in Calcutta and suburban railway services. The Ministry of Railways were to take follow up action on the recommendations concerning suburban railway services and the Ministry of

Shipping and Transport on those under the remaining heads. The Group's report was circulated to the State Governments, State Transport Undertakings and the Ministries of the Government of India concerned. A statement

is annexed showing the position in regard to the implementation of the main recommendations of the Group. The position is that a large number of these recommendations have already been implemented.

STATEMENT

| Recommendation | Action taken |
|--|--|
| I. Design and availability of Buses | |
| 1. The requirements of city transport undertakings for bus chassis may be standardised on the following three categories :— | |
| (a) Cometised Titan Double Deck Chassis. | This has been accepted in principle. M/s. TELCO Limited and M/s. Ashok Leyland are already manufacturing commercial vehicle chassis of the categories mentioned. If any other manufacturer develops such chassis, it will be ensured that the same is approved by Metropolitan Transport Undertakings. |
| (b) Semi-articulated vehicle with a Leyland Comet Tractor and a suitable trailer Chassis to mount a single or double deck bogie. | |
| (c) Leyland Comet AI-COP-311 passenger chassis with a wheel base of 210" or TMB chassis LP-1210/52 with a wheel base of 205". | |
| 2. The Ministry of Industrial Development should allot <i>ad-hoc</i> foreign exchange to the extent of Rs. 17.8 lakhs to the Calcutta State Transport Corporation to bring back 150 double deckers into service. The requirement of foreign exchange for importing spares for reconditioning of 200 old buses in the BEST Undertaking is Rs. 30 lakhs. | Necessary foreign exchange has already been released to the Calcutta State Transport Corporation for the purpose. The requirements of the BEST Undertaking have also been met, as far as possible. |
| 3. Allotment of foreign exchange for import of spares for existing heavy duty buses, imported from U. K. should be at least Rs. 2,500 per year. The double deckers manufactured in India should also be treated at par with the imported buses for this purpose. | These recommendations have been implemented and included in Appendix 26 of I. T. C. Policy (Red Book) for 1972-73. |
| II. Financial requirements of the Undertakings : | |
| 4. The DTU (now DTC) would require additional provision of Rs. 3.6 crores during the Fourth Plan period, out of which Rs. 1 crore should be provided on 1970-71. | The Fourth Plan Provision for DTC has been increased from Rs. 10 crores to Rs. 13.6 crores. |
| 5. The Madras City Transport Service needs Rs. 2.4 crores over and above the cost of replacement programme to be met out of the Depreciation Fund. The provision for 1970-71 for the Calcutta State Transport Corporation should be augmented by Rs. 60 lakhs. | These were brought to the notice of the Governments of Tamil Nadu and West Bengal. |

| Recommendation | Action taken |
|--|---|
| <p>III. <i>Pattern of Taxation of Passenger Road Transport Services :</i></p> | |
| <p>6. The principle of lower rates of taxes for city services should be accepted, in view of the difficult financial position of the city transport undertakings.</p> <p>7. The rates of taxes levied by the Government on passenger vehicles plying on metropolitan areas should not be raised further.</p> | <p>The Government of Tamil Nadu levies lower rates of taxes on city services. In 1969-70, the State Government raised the rates of motor vehicle taxes for motor services but the increases did not apply to the city services. The Government of Maharashtra gives a rebate of 1/3rd on the motor vehicle tax on buses plying in municipal areas. The rate of passenger tax on such vehicles is only 5% as against for motor services. The recommendations have been brought to the notice of Governments of West Bengal and Delhi Administration.</p> |
| <p>IV. <i>Organisational and Financial Structure :</i></p> | |
| <p>8. The present organisational structure of the BEST and DTU is not satisfactory and should be replaced by a statutory Corporation.</p> | <p>The recommendation was brought to the notice of the concerned State Governments. So far as the transport undertaking in Delhi is concerned, a statutory Corporation was set up with effect from 3-11-1971 under the Road Transport Corporations Act, 1950, as extended to Delhi. The Tamil Nadu Government have set up three public Limited Companies under the Companies Act, 1956 to manage the nationalised road transport services in the State.</p> |
| <p>9. The Board of Directors of the Corporation should be appointed strictly on the basis of skilled and experience useful to a transport undertaking.</p> | <p>This has been noted and also brought to the notice of the concerned States.</p> |
| <p>10. The Chief Executive should be a person responsible for management of the Corporation at the top level and should be a member of the Board of Directors.</p> | <p>This is the position in Delhi.</p> |
| <p>11. Frequent changes in top management personnel should be avoided.</p> | <p>This has been noted.</p> |
| <p>12. Each Transport Undertaking should set up a Planning Group of competent people to undertake necessary study to improve the efficiency of the service.</p> | <p>This has been brought to the notice of the State Governments concerned.</p> |
| <p>13. Transport Undertakings need a special Group to make costs studies for achieving economies.</p> | <p>This has been brought to the notice of the State Governments concerned.</p> |

| Recommendation | Action taken |
|---|--|
| <p>14. Capital contribution to the City Transport Undertakings should be in the form of share capital. The ratio of 1 : 2 can be adopted in respect of these undertakings also and the contributions in behalf of the Central Government should be through the Ministry of Shipping and Transport. A beginning should be made with Calcutta. The loans so far advanced to these undertakings should be treated as share capital contribution and should not carry interest.</p> | <p>These recommendations are under examination.</p> |
| <p>15. The City Transport Undertakings should have freedom to determine their fares.</p> | <p>This has been brought to the notice of the State Governments concerned. A proposal for upward revision of fares in Delhi is under the consideration of the DTC Board. The Government of West Bengal have appointed a Commission of Inquiry to go into the question of increase in bus fares in the State of West Bengal including the Calcutta Metropolitan Development Area. This Commission is expected to suggest guide-lines for future increases of bus fares.</p> |
| <p>V. Operational Efficiency Measures :</p> | |
| <p>16. Measures such as scientific inventory management, rationalisation and streamlining of purchase procedures, proper quality control and inspection of the materials purchased, route planning on scientific basis and adequate work shop and depot facilities should be adopted by the undertakings to improve their operational efficiency.</p> | <p>The suggestions have been brought to the notice of the concerned State Transport Undertakings.</p> |
| <p>17. The undertakings should reduce leakage in revenue with greater alertness on the part of the supervisory staff. Arrangements for advance booking should be intensified, on the routes where passenger load is high.</p> | <p>—do—</p> |
| <p>18. The possibility of further staggering working hours for Government Offices as well as educational institutions and commercial establishments, should be explored.</p> | <p>This recommendation has been implemented in the concerned States to the extent practicable.</p> |
| <p>IV. Tramways :</p> | |
| <p>19. For improving the operational efficiency of the tramways, an additional provision of Rs. 3 crores should be made during the Fourth Plan to meet the cost of maintenance of tracks, rolling stock overhead installations, etc.</p> | <p>Necessary provisions for the improvement of the operational efficiency of the Calcutta Tramways has been made in the programmes of the Metropolitan Development Authority.</p> |

| Recommendation | Action taken |
|---|--|
| 20. Heavy Electricals Ltd., Bhopal, should be persuaded to take up the manufacture of traction motors required by the Tramways. | This matter was taken up with the the Heavy Electricals Ltd. Bhopal. The capacity at present available in this Undertakings is inadequate even to meet the Railways' requirements of traction motors for the production of diesel and electric locomotives. Moreover, the requirement of the Calcutta Tramways Co. is for traction motors in the range of 40 to 60 H. P., which is outside the normal sphere of production of HEL. Some other electrical equipment manufacturers were also contacted, but none of them was in a position to meet the requirements of the Calcutta Tramways Co. for traction motors. Consequently, the Company has been allowed to import these motors. |
| 21. The Tramway Company needs special allotment of foreign exchange for imports of switch points, grooved rails, circuit breakers and rolled steel tyres. | Necessary foreign exchange has been released to the Calcutta Tramways Co., from time to time, for importing their inescapable requirements in respect of these stores. |

KARWAR PORT

1919. SHRI H. S. NARASIAH : Will the Minister of SHIPPING AND TRANSPORT be pleased to state

(a) whether it is a fact that on account of delay in releasing the grants the project schemes of Karwar Port have not been pushed up; and

(b) if so, the amount to be released by the Government, and the period for which it is to be released ?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI RAI BAHADUR) : (a) No.

(b) A loan of Rs. 9.45 lakhs was released in 1971-72 for the up keep of the then level of traffic in anticipation of sanction to scheme.

AMOUNT SPENT ON SCIENCE FAIR

1920. SHRI S. A. KHAJA MOHI DEEN : Will the Minister of EDUCA-

TION AND SOCIAL WELFARE be pleased to state :

(a) the number of science fairs held by the Directorate of Education, Delhi Administration, during the current educational year;

(b) the total amount spent on them; and

(c) the assessment of the benefits accrued therefrom ?

THE DEPUTY MINISTER IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE (SHRI D. P. YADAV) : (a) 44.

(b) Rs. 96" 5/-.

(c) According to the information furnished by Dehi Administration the following are the benefits accrued therefrom :—

(i) Enhancement of scientific knowledge among students and affording training in skill.

(ii) Development of aptitude and attitude towards science.