

certify the air-worthiness of any new type of Comet aircraft as finally evolved, as a result of the researches and experiments which are now taking place there, we shall review the position in regard to these orders

SHRI H C MATHUR: The Deputy Minister says that the Committee recommended that the Viscounts are better but better than which other aircraft? With what were they compared? May I also know whether this Committee took into consideration the Viscounts and the Convairs? Have they submitted their report in respect of these two types of aircraft also?

SHRI RAJ BAHADUR Sir, I could not catch the question. If the hon Member refers to Viscounts, I may say that Vickers have developed and manufactured Viscounts. The Viking was also a Vickers production, but that is an older model and there is no comparison between the Viking and the Viscounts which are bigger and of a later type. The expert committee however, considered the relative merits of the Viscounts and the Convairs.

*361 [*The questioner (Moulana M. Faruqi) was absent. For answer vide col 2999 infra.*]

RECOMMENDATIONS OF THE I L O PRODUCTIVITY MISSION

*362 **SHRI M GOVINDA REDDY:** Will the Minister for LABOUR be pleased to state

(a) how many recommendations of the International Labour Organisation Productivity Experts who toured India in December 1952 have so far been implemented, and

(b) the manner in which these recommendations have been implemented and with what result?

THE MINISTER FOR LABOUR (SHRI KHANDUBHAI DESAI) (a) and (b) The I L O Experts had come to carry out pilot projects with a view

to demonstrating how productivity can be increased by adopting modern industrial engineering techniques. They studied the engineering and textile industries and made demonstrative experiments. Their final report is still awaited. In the interim report on their work, it was recommended that a productivity centre should be set up in India. A centre has accordingly been set up at Bombay. The work of the centre is still in a preliminary stage and it is too early to assess the results achieved so far.

SHRI M GOVINDA REDDY: May I know the lines on which this centre is expected to function?

SHRI KHANDUBHAI DESAI: The team has placed before us research and studies in various industries in the country which will be taken up when the Bombay Industrial Research Institute will be established. To begin with, a preliminary team of Indians has already been set up and we have also approached the Public Service Commission for giving us more Indian experts.

SHRI M GOVINDA REDDY: Are there machineries for carrying on the studies on the mechanical side and also on the organisational side?

SHRI KHANDUBHAI DESAI: Obviously this institute's work has to be carried on, on the organisational as well as on the mechanical side. As far as the mechanical side is concerned, we are getting aid from America.

SHRI M GOVINDA REDDY: Is it a fact that there was one team of experts from 1952-54 and did they recommend the establishment of the national institute?

SHRI KHANDUBHAI DESAI: The I L O team has been invited by the Government of India and that team made two studies in the engineering and textile industries and made a preliminary report where they have suggested the starting of the Central Research Institute somewhere in India.

SHRI M GOVINDA REDDY Is it true that a second team of experts were invited from the I.L.O.?

SHRI KHANDUBHAI DESAI: Not to my knowledge

SHRI S N MAZUMDAR: I understood the hon Deputy Minister to say that this team has submitted an interim report. May I know why after working from 1952 to 1955 they have not been in a position to submit their final report?

SHRI KHANDUBHAI DESAI: The final report is awaited very soon

NIGHT AIR MAIL PLANE CRASH AT NAGPUR

*363 SHRI M VALIULLA: Will the Minister for COMMUNICATIONS be pleased to state

(a) the extent of damage caused to property and mail as a result of the accident to the Indian Airlines Dakota VT-CVB near Nagpur on the 2nd February 1955, and

(b) whether any part of the plane could be salvaged, if so, the extent and value thereof?

THE DEPUTY MINISTER FOR COMMUNICATIONS (SHRI RAJ BAHADUR):

(a) The aircraft involved in the accident was completely destroyed. 467 insured articles, 4,397 registered articles and about 1,000 lbs of mails were lost. The value of the aircraft at the time of crash was of the order of Rs. 50,000 to 60,000. The value of insured articles, freight and personal baggage of passengers lost is not yet known

(b) No Sir.

SHRI M VALIULLA: Are the Government aware of the extent to which the passengers had insured their lives?

SHRI RAJ BAHADUR: Sir, we are not aware of that.

SHRI M VALIULLA: Is there any scheme to see that passengers travelling by air are compulsorily insured?

SHRI RAJ BAHADUR: That question is under consideration and it will be premature for me to say anything on that point, for it involves many complicated questions

DR P C MITRA: Have the families of all the victims been compensated?

SHRI RAJ BAHADUR: That question does not arise now, in view of my reply to the last question

EMPLOYMENT EXCHANGES

*364 SHRI M VALIULLA: Will the Minister for LABOUR be pleased to state

(a) the number of fresh registrations in the Employment Exchanges during the years 1953 and 1954, and

(b) which State offered the greatest amount of employment through the exchanges during the same period?

THE MINISTER FOR LABOUR (SHRI KHANDUBHAI DESAI):

Year	Registrations effected
(a) 1953	14,08,800
1954	14,65,497

(b) Uttar Pradesh.

SHRI M VALIULLA: Out of the 14 lakhs of fresh registrations, how many were actually employed?

SHRI KHANDUBHAI DESAI: I do not think I have got that information.

SHRI M VALIULLA: Is there any scheme by which, if there are vacancies in a particular State, the surplus hands from another State could be sent to that State?

SHRI KHANDUBHAI DESAI: The State requiring the vacancies to be filled may make a request to the Central Office and it transmits those vacancies to all the centres so that if people would like to go to the other place, they may be enabled to do so.