

Name of the State/UT	Number of Blood Banks
30. Tripura	5
31. Uttar Pradesh	35
32. West Bengal	88
Total	1159

[English]

Early Sanction of Pension

1326. SHRI V. SREENIVASA PRASAD: Will the PRIME MINISTER be pleased to state:

(a) whether Government's attention has been drawn to the news item captioned "Delay in pension made 66 year old penniless" as published in the 'Telegraph' dated February 19, 1995;

(b) whether the principle of early sanction of pension immediately after retirement of employees is not being strictly followed by Central Establishments;

(c) whether the Government have received representations of late from the pensioners;

(d) if so, the facts thereof, and

(e) the action proposed to be taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRIMATI MARGARET ALVA): (a) The Government has seen the news item captioned Delay in pension made 66 year old penniless which relates to non-payment of pension to the Shri Pabitra Chakraborty, a retired School teacher from the Government of West Bengal. The pensions payable by the State Governments are the responsibility of the respective State Government as per Entry 42 of the State List under VIIIth Schedule of the Constitution. Accordingly, the matter has been brought to the notice of the West Bengal Government for taking necessary action.

(b) to (e) The system of sanction and payment of Central Government pensions operates on a decentralised basis. The concerned Ministries and Departments from where a Government servant retires are responsible for ensuring such payments without delay. The existing instructions clearly stipulate that the Heads of Departments/offices must ensure compliance of Government Orders for authorising pension, provisional or final, by the date of retirement.

[Translation]

Development of "Pace-Maker"

1327. SHRI PANKAJ CHOWDHARY:
SHRI AMAR PAL SINGH:
SHRI SATYA DEO SINGH:

Will the PRIME MINISTER be pleased to state:

(a) whether arms developing laboratories propose to lend their support for the development and manufacture of light sophisticated life saving medical instruments in the country;

(b) if so, whether such laboratory has successfully developed "Pace maker" recently; and

(c) if so, the size and weight thereof alongwith the price/ Value thereof?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Society for Bio-Medical Technology (SBMT) has been formed by Department of Science & Technology, Department of Welfare, National Institute of Rural Development and Defence Research & Development Organisation (DRDO) to utilise the spin-off potential of various state-of-the-art technologies already developed by DRDO laboratories towards development of life saving medical devices.

(b) External "pace-maker" prototype for intensive-care application has been developed through the Society and is under clinical trials at Nizam's Institute of Medical Sciences, Hyderabad.

(c) The pacemaker developed for intensive care application weighs about 100 gms and is of the size of a pocket calculator. It is estimated to cost about Rs. 25,000/-.

[English]

Battery Operated Vehicles

1328. SHRI ANANTRAO DESHMUKH: Will the PRIME MINISTER be pleased to state:

(a) whether any study has been made to analyse the cost effectiveness of Battery Operated Vehicles vis-a-vis petrol run vehicles;

(b) if so, the details thereof;

(c) whether the Government have conducted any study to produce Battery Operated Vehicles with a view to conserve petrol and diesel; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE DEPARTMENT OF ELECTRONICS AND DEPARTMENT OF OCEAN DEVELOPMENT (SHRI EDUARDO FALEIRO): (a) and (b) Studies on the comparative economics of Battery Operated Vehicles (BOVs) and vehicles run on diesel or petrol indicate that at the present levels of prices, BOVs will be cost effective only with the provision of subsidies and fiscal incentives. Besides, there are also issues concerning the maximum range achievable per charge, duration of retention of charge and the period required for recharging, weight and cost of replacement of batteries etc., on which more Research & Development is going on both in the country and outside.

(c) and (d) BOVs, both passenger and industrial models, are being presently commercially manufactured by various private and public sector organisations in the country and subsidies at different levels and incentives are available for the approved models.