

1	2
4. Abu Road	Sirohi
TAMIL NADU (3)	
1. Mayiladuthurai Poompuhar	Thanjavur
2. Erode	Periyar
3. Tirunelveli (Gangai Kondan Nanur Block)	Tirunelveli Kattabomman
UTTAR PRADESH (6)	
1. Sahjanwa	Gorakhpur
2. Mungra-Satharia	Jaunpur
3. Banthara	Shahjahanpur
4. Shivrajpur-Padampur	Pauri Garhwal
5. Bachauli-Buzurg	Jhansi
6. Chaudharpur	Moradabad
WEST BENGAL (3)	
1. Jalpaiguri	Jalpaiguri
2. Malda	Malda
3. Dubrajpur	Birbhum

Air service for Akola and Amravati

148. SHRI SUDAM DESHMUKH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) since when the Civil Aerodrome is functioning in Akola town in Maharashtra and the average annual recurring expenditure thereon;

(b) where a Vayudoot service connecting Akola with Bombay was started;

(c) what was the frequency of this service during the last one year;

(d) whether Government propose to start any new Indian Airlines/Vayudoot Service at Akola or Amravati; and

(e) if so, when and if not, the reasons therefor?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) The aerodrome at Akola was built in 1943 and the average annual recurring expenditure on it is Rs. 17.49 lakhs.

(b) and (c). While the inaugural flight to Akola was operated on the 1st October, 1988, regular thrice a week Vayudoot operation in the sector Bombay-Aurangabad-Akola and back, was started from the 6th March, 1989.

(d) No, Sir.

(e) The capacity presently offered is considered adequate to cater to existing traffic. There is no plan to airlink Amravati due to shortage of aircraft capacity.

Measures to remove Industrial sickness

149. **SHRIMATI BASAVA RAJESWARI:** Will the Minister of INDUSTRY be pleased to state:

(a) whether sickness in small and large industries in private sector has reduced during 1988;

(b) the total number of units which suffered losses in 1987 and 1988.

(c) the extent to which these have been reduced in 1989;

(d) the main reasons for sickness in these units; and

(e) the measures being considered to remove the sickness in private sector?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) Data on Sick Industrial Units is being collected by Reserve Bank of India and the latest available data is upto December, 1987 only. The date for the year

1989 is not available.

(b) and (c). No such data is being maintained by Reserve Bank of India.

(c) A number of causes, both external and internal, are responsible for industrial sickness in the country. Among the major causes are faulty project planning, management deficiencies, inefficient financial control, diversion of resources, inadequate attention to R & D, obsolescence of technology and machinery, poor industrial relations, change in market demand, high cost and scarcity of raw materials and infrastructural constraints.

(e) For revival of sick industrial units, Government of India have got a uniform policy for the whole country. Some of the important aspects are as follows:

- i) The Government have enacted a comprehensive legislation namely "The Sick Industrial Companies (Special Provisions) Act, 1985". A quasi-judicial body designated as "The Board for Industrial and Financial Reconstruction (BIFR)" has been set up under the Act to deal with the problems of sick industrial companies in an effective manner, which has become operational with effect from the 15th May, 1987.
- ii) The Reserve Bank of India have issued guidelines to the banks for strengthening the monitoring systems and for arresting industrial sickness at the incipient stage so that corrective measures are taken in time.
- iii) The banks have also been directed by the Reserve Bank of India to formulate rehabilitation