

age of wagons for lifting coal, cement and grains, etc., and also to avoid complaints in this respect;

(b) if so, the details of the proposals they intend to discuss; and

(c) if not, the reasons for the same when there is a dire need to increase transport potential?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) (a) to (c) Shortage of wagons for coal, cement and grains etc is a temporary phase. Railways and Roadways are already complementing efforts of each other to meet the growing transport requirements in the country. Besides, a National Transport Policy Committee (Pande Committee) has already been constituted by the Planning Commission to study the transport requirements of the country and to formulate a national transport policy covering all modes of transport.

Blood Centres

11092. SHRIMATI MOHSINA KIDWAI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether a new blood centre has been opened in Delhi to cater to the needs of various units of medical aid in the Capital;

(b) if so, where and at what cost; and

(c) what care has been taken to see that poor villagers and middle-class people who come to Delhi Hospitals from adjoining States get blood when needed?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA) (a) and (b) The information is being collected and will be placed on the Table of the Sabha in due course.

(c) Blood is made available free to needy patients without distinction generally against replacement donors and in emergent cases without even replacement donors.

1144 LS—3.

Ships in Operation and required in our Country

11093. SHRI SUKENDRA BIKRAM: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) how many ships are presently in operating condition in the possession of our country;

(b) how much more ships of different capacities will be required by the country during the next five years, and

(c) what steps are being taken by Government to meet this growing demand of ships?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM) (a) 378 ships as on 1st April, 1979.

(b) and (c) The tonnage targets for shipping are fixed by Government in the successive Plans taking into account the trade requirements of the country. The tonnage targets for the next five years have not yet been drawn up.

Reimbursement of Medical Expenses

11094. SHRI P. M. SAYEED: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the number of cases of Members of Lok Sabha as well as those of Government employees for reimbursement of medical expenses incurred by them on their own treatment and/or Members of their families under C.G.H.S. Scheme received in his Ministry since December, 1978;

(b) the number of such cases where reimbursement has been made indicating the time taken to settle each case of reimbursement, with dates of receipt of each claim and issue of cheques in settlement thereof;

(c) the number of days taken to deliver a cheque to a Member after the date of its issue; and

(d) the measures proposed to be taken to streamline the present procedure of settlement of simple reimbursement claims of Members, and Government employees if it is found that such procedure takes more than a week?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA) (a) and (b) The information is being collected and will be laid on the Table of the House.

(c) As soon as a cheque for reimbursement is received in the CGHS Office from the Pay and Accounts Office CGHS, intimation is sent to the beneficiary about the receipt of the cheque. He is advised to come to the CGHS Office personally or send his authorised representative to collect the cheque during the specified hours.

(d) Efforts are being continuously made to keep the procedure streamlined. However, adequate time is necessary for proper scrutiny of the claims for reimbursement, sometimes involving further reference for clarifications etc.

High Occupancy in Haldia Oil Jetty

11096. SHRI PABITRA MOHAN PRADHAN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether in shipping parlance 60 per cent occupancy i.e. 18 days in a month on average is considered fairly busy for every Jetty;

(b) whether in the case of Haldia Oil Jetty the figure is as high as 24-25 days in a month and because of this high occupancy tankers get delayed involving huge cost; and

(c) the reasons for such extraordinary delays?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): (a) Berth occupancy depends on several factors

such as number of berth available, arrival pattern of ships, maintenance dredging required to keep the designed depths, etc. In certain cases, 60 per cent berth occupancy can be considered as fair.

(b) and (c) Average berth occupancy at Haldia Oil Jetty was 23 days per month during 1978-79. Certain tankers suffered detentions due to various reasons such as non-availability of berths, navigational constraints, irregular availability of tankers, etc. Besides the product tankers calling at Haldia have a much lower pumping rate as compared to crude tankers and remain at the berth for longer periods thereby reducing the availability for berth to other vessels.

Free Suburban Card Passes

11096. SHRI KRISHNA CHANDRA HALDER: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the staff working in Baroda House, New Delhi (H.Q. of the Northern Railway) and residing in Delhi Kishanganj have been allowed the facility of free suburban card passes;

(b) whether it is also a fact that the staff working in the Traffic Accounts Office of the Northern and Western Railway at Delhi—1 Kishanganj but residing in New Delhi area are denied the same facility; and

(c) if so, the reasons thereof and taken by the Government to end this discrimination?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) to (c) The question of grant of free residential card passes to railway employees was reviewed in 1963 and it was decided that the existing practice on each railway, as on 14-12-53, might continue. As the employees of Traffic Accounts Offices of Northern and Western Railways residing at Delhi did not enjoy this facility prior to 14-12-1953, the question of granting them free residential card passes did not arise. However, a special dispen-