

persons who have experience in the field of catering with sound financial status and capability to render satisfactory services to the travelling public. This criteria was observed for the allotment of the contracts for managing the above three pantry car services.

The mobile catering services on these trains were managed departmentally by different railways. Pantry car services on 1 Up 2/ Dn. Kalka Mail was running into recurring losses and was therefore de-departmentalised. Tinsukia Mail Pantry car was managed departmentally by Eastern Railway who were finding it difficult to manage the services, and when it started incurring losses the pantry car on this train was also de-departmentalised. Similarly the pantry car on Jayanti-Janata Express also started showing losses and the services was de-departmentalised.

#### Subsidised Copy Books

\*172. SHRI G. NARSIMHA REDDY: Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state:

(a) whether keeping in view the steep increase in the price of copy books, the Central Government have drawn up any scheme to give suitable assistance to the State Governments by way of subsidy to manufacture and distribute such copy books at a cheap rate to the students;

(b) if so, the details of the scheme drawn up in this connection; and

(c) what central subsidy will be made available to Andhra Pradesh for 1982?

THE MINISTER OF STATE IN THE MINISTRIES OF EDUCATION AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL): (a) to (c). There is no scheme to give subsidy to State Government to manufacture and distribute copy books at a cheap rate to the students. However, to ensure availability of exercise books at reasonable prices to the students, the Central Government allocates white printing paper, produced by paper

manufacturing units in the country, to States and Union Territories at a price fixed by Government, which is less than the market price prevalent for such paper.

#### Cooperation with ASEAN

\*174. SHRI AMAR ROYPRADHAN: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that India has asked ASEAN GROUP for close cooperation in the interest of world peace and stability "despite their differences in assessment and perceptions"; and

(b) if so, the details thereof and reaction of the ASEAN GROUP thereto?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) and (b). We have been in contact with ASEAN for the purposes of establishing a closer linkage with that group and enhancing and diversifying our cooperation and exchanges. Whereas on some political issues there may be differences between India and ASEAN in assessment or perception, there are several other areas in which we have common approaches.

India and ASEAN have also been in contact for some time past on a Dialogue for cooperation in the fields of trade, industrial cooperation and scientific and technical cooperation, and the programme of action agreed to in this regard at the meeting of the Indian and ASEAN officials in Kuala Lumpur in May, 1980 is presently under the consideration of ASEAN authorities. On the bilateral level our relations with members of ASEAN are friendly and developing.

अयोध्या और इलाहाबाद के बीच 'सरयू एक्सप्रेस' का पुनः चलाया जाना

\*175. श्री जयराम वर्मा: क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि मई, 1981 में उनकी फैजाबाद (उत्तर प्रदेश)

की यात्रा के समय उस क्षेत्र के लोगों ने उन से यह अनुरोध किया था कि श्री अयोध्या और इलाहाबाद के बीच 'सरयू-एक्सप्रेस' रेल गाड़ी जो पिछले शासन के दौरान बन्द कर दी थी, पुनः शीघ्र ही चलाई जाये, क्योंकि इस लाइन पर कोई अन्य एक्सप्रेस गाड़ी नहीं है ;

(ख) क्या उन्होंने यह आश्वासन दिया था कि इस गाड़ी को पुनः शीघ्र ही शुरु कर दिया जाएगा ; और

(ग) यदि हां, तो उस गाड़ी को अब तक पुनः शुरु न किए जाने के क्या कारण हैं और इसे पुनः कब तक शुरु कर दिया जाएगा ?

रेल तथा शिक्षा एवं समाज कल्याण मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) : (ग) जो हां।

(ख) और (ग). मई, 1972 के दौरान, इलाहाबाद और फैजाबाद के बीच चलने वाली तीन जोड़ी पैसेन्जर गाड़ियां अर्थात् 3ए० एफ०/4 ए० एफ० को एक्सप्रेस गाड़ियों में बदल दिया गया था और उसका नाम 113/114 सरयू एक्सप्रेस रखा गया था तथा लगभग 12 स्टेशनों पर उसके हॉल्ट समाप्त कर दिए गए थे। लेकिन, नवम्बर, 1973 के दौरान, जनता से अभ्यावेदन प्राप्त होने के फलस्वरूप, 113/114 सरयू

एक्सप्रेस को मूल 3 ए० एफ०/4 ए० एफ० पैसेन्जर गाड़ी में बदल दिया गया था। सरयू एक्सप्रेस को फिर से चलाने का जनता विरोध करेगी। कोचिंग स्टाक तथा मार्ग में लाइन क्षमता की कमी के कारण इस खण्ड में अतिरिक्त पैसेन्जर गाड़ी चलाना व्यवहारिक नहीं है।

#### Pilferage in Indian Ports

\*176. SHRI CHITTA BASU;  
SHRI SATYAGOPAL  
MISRA;

Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether pilferages at Indian Ports are on the increase;

(b) if so, the reasons for such increase;

(c) the value of the Cargo stolen during the last three years; and

(d) steps taken to curb this trend?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) The value of cargo stolen was more in 1980-81 than in 1979-80 in respect of Calcutta/Haldia, Kandia, Madras, Mormugao, Bombay, New Mangalore and Visakhapatnam Ports while it was less in case of Cochin, Paradip and Tuticorin Ports.

(b) There are no particular reasons for the thefts. All possible steps are being taken to further tighten the security arrangements at the ports.

(c) and (d). A statement is laid on the Table of the House.

#### Statement

##### Pilferage in Indian Ports

S. No.	Port	Value of the stolen cargo (Rs. in lakhs)		
		3	4	5
		1978-79	1979-80	1980-81
1.	Bombay	37.14	44.29	79.01
2.	Calcutta*	1.52	4.15	47.00

\*Figures in respect of Calcutta Port Trust relate to the calendar years 1978, 1979 and 1980.