

(b) whether Railway Board have issued a circular on 9th December, 1989 in this regard and have asked all General Managers to construct rest houses for licensed coolies;

(c) if so, the progress made in this regard;

(d) whether the railway administration has received representations from National Federation of Railway Porters, Vendors and Bearers for the construction of rest-houses for them on the aforesaid stations; and

(e) if so, the action taken thereon?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) Some representations have been received.

(b) Yes, Sir. A circular was issued on 9th December, 1988 (and not on 9.12.89) asking the Zonal Railways to review the resting facilities for the licensed porters at stations and to provide the same wherever these are inadequate.

(c) Railways have taken/are taking action keeping in view the need/justification for such rest shelters at various stations within the availability of funds.

(d) Yes, Sir.

(e) Rest shelters for licensed porters are available at Bhusawal and Akola and are under construction at Khandwa and Bina stations. A rest shelter at Manmad Station is proposed to be included in 1990-91 Works Programme subject to availability of funds.

[English]

#### **Air Taxi Operation in Southern Zone**

8639. SHRI MULLAPPALLY RAMACHANDRAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government have received any more requests for permission to operate Air Taxis in the Southern Zone i.e. from airports like Trivandrum, Cochine, Calicut, Madras, Bangalore etc.; and

(b) if so, the details thereof and the decision taken thereon?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) and (b). Subsequent to the meeting of the Air Taxi Committee held on 30.4.1990, no more applications has been received for permission to operate Air Taxis in the Southern Zone.

[Translation]

#### **New Train Services in Madhya Pradesh**

8640. DR. LAXMINARAYAN PANDEY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to introduce new trains covering Madhya Pradesh during 1990-91; and

(b) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) and (b). The following new trains introduced in May 1990 time table pass through Madhya Pradesh:

- i) Jammu Tawi-Mangalore/Tiruchchrapalli weekly Express (via Gwalior-Bina-Bhopal-Itarsi).
- ii) Surat-Varanasi bi-weekly express (via Khandwa-Itarsi-Jabalpur-Katni-Satna).
- iii) Dadar-Muzaffarpur weekly Express (via Khandwa-Itarsi-Jabalpur-Katni-Satna).

iv) Bilaspur-Gevra Road Passenger.

In addition, a daily express train between Delhi and Goa (via Bhopal-Bina) is being introduced w.e.f. 18.6.1990.

**Closure/sick industrial units in Rajasthan**

8641. SHRI KAILASH MEGHWAL:  
SHRI GULABCHAND  
KATARIA:  
SHRIMATI VASUNDHRA  
RAJE:

Will the Minister of INDUSTRY be pleased to state:

(a) the number of large and small scale industrial units in Rajasthan as on 31st March, 1990 and the total number of workers engaged therein;

(b) the number of industrial units declared sick units in Rajasthan and reasons therefor and the workers retrenched thereby;

(c) the number of industrial units closed down from 1.4.89 to 31.3.90 in Rajasthan alongwith reasons therefor;

(d) the total Government and bank money involved in sick and closed units in Rajasthan; and

(e) the steps taken to revive those units?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) The data on sick Industrial units assistant by banks in the country are collected by the Reserve Bank of India as per the definition of sickness adopted by it. The data collected by RBI do not indicate the total number of existing large, medium and small scale industrial units in Rajasthan and total number of workers engaged therein. It only gives information with regard to the sick

industrial units.

(b) and (d). As per the latest information available from the RBI, there were 44 Non-SSI sick units and 9,989 SSI sick units in Rajasthan and the amount outstanding against them was Rs. 80.40 crores and Rs. 50.05 crores respectively as at the end of December, 1987.

A number of causes, both external and interhal, 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.

As reported by Ministry of Labour, 1,255 workers (provisional figures) have been retrenched in Rajasthan during 1989.

(e) The data on industrial closures in being maintained by Ministry of Labour who have not reported any closure in Rajasthan during 1989.

(d) 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 '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.