

(a) whether Government have undertaken construction of a bridge at Dhabasi in Dhule (Maharashtra) over river Tapi on the Bombay-Agra National Highway;

(b) if so, the estimated cost of the bridge; and

(c) the amount allocated for the year 1985-86 ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z.R. ANSARI) : (a) Yes, Sir.

(b) Rs, 290.89 lakhs.

(c) A budget provision of Rs. 200.00 lakhs has been made for this work in the 1985-86.

SHRI VIJAY N. PATIL : This bridge at Dhabasi on the Bombay Agra National Highway over the river Tapi is a very important bridge and when completed, it will be reducing the distance by 6 km.... (Interruptions) If you say, thousand vehicles pass over it everyday, that means 6000 km saving and that much saving of petrol and time. I am glad that the Minister has allotted Rs. 200 lakhs for the year 1985-86 which means 70% of the cost. Can I expect from the Minister that the project will be completed within 2 years and whether you are going to levy toll tax for the bridge-users ?

SHRI Z.R. ANSARI : The project is expected to be completed by September 1988.

SHRI VIJAY N. PATIL : In India on the National Highways many bridges are to be constructed on important rivers as well as overhead bridges are required on railway crossings. So is there any proposal with the Government of India, in view of financial constraints, to entrust it to some reputed construction contractors so that they can construct such bridges and recoup their investment by levying a toll tax on the vehicles using those bridges ?

SHRI Z.R. ANSARI : There is a scheme under the consideration of the Government. A proposal has come that because of financial constraints we should invite the non-conventional resources to fund certain branches of the national highways and certain important bridges where the private sector may come forward with its own resources to construct those breaches of the national highways and bridges which have been identified and realise toll on those roads. This proposal is under our consideration. An advertisement has been given in the newspapers and certain enthusiasm has been shown by some private sector parties. We have received certain inquiries. Now, we shall pursue this matter.

Offload system in the Hindustan Shipyard Ltd. Visakhapatnam

436. SHRI S.M. BHATTAM : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) the number of ships constructed and delivered by Hindustan Shipyard Ltd., Visakhapatnam during 1982-83 to 1984-85, year-wise;

(b) what is the percentage of off load system as per the Factory Act and the percentage of offload work given in the above Shipyard during the last three years;

(c) whether the offload work was entrusted to the employees of the Shipyard and if so, what is the value and volume and nature of work thus given to them and for how many of them such work was given; and

(d) whether it a fact that offload was given to private persons including the shipyard employees and others without first utilizing the capacity of the shipyard fully ?

THE MINISTER OF STATE OF THE MINISTRY OF SHIPPING & TRANSPORT (SHRI Z.R. ANSARI) : (a) to (d). A statement is given below,

Statement

(a) The number of ships constructed and delivered during 1982-83, 1983-84 and 1984-85, year-wise, is given below :

Year	Keel-laid	Launched	Delivered
1982-83	1	1	Nil
1983-84	Nil	1	1
1984-85	7	5	2

(b) While there is no provision in the Factories' Act prescribing the percentage of offload system in an industry, the percentage of the off-loaded work given by Hindustan Shipyard Limited, Visakhapatnam during the last three years is approximately as follows :

Year	Percentage of offloaded work based on man days	Percentage of offloaded work based on value of production
1982-83	4.31	1.25
1983-84	7.32	1.60
1984-85	4.10	0.83

(c) A single employee of H.S.L. set up an ancillary unit while on leave without pay, which unit has been entrusted a total works of Rs. 11.10 lakhs since December 1983 till date. The nature of the work is structural, panel fabrication, piping and steel works, etc. Both the setting up of ancillary unit and awarding of work is within the guidelines and rules on the subject.

SHRI S.M. BHATTAM : I would like to know what is the targeted production per year for Hindustan Shipyard Ltd. and on that basis does the Government consider the present performance satisfactory and upto the mark ?

SHRI Z.R. ANSARI : The utilisation of the capacity of Hindustan Shipyard

Ltd. is upto 97 per cent during the year 1984-85. During the first half of 1985-86 they are maintaining the same level of utilisation of the capacity.

SHRI S.M. BHATTAM : Sir, my question has not been answered. I want to know how many ships per year the Hindustan Shipyard Ltd. is expected to produce ?

SHRI Z.R. ANSARI : The Hindustan Shipyard Ltd. would be capable of building 6-7 ships of 21,500 DWT a year gradually by the year 1989-90. From 1981 onwards the capacity was 3 vessels per year.

SHRI S.M. BHATTAM : According to the statement, in the year 1982-83, no ship was delivered; in 1983-84, not even a single keel was laid and in the year 1984-85, out of five ships launched, only two were delivered. What are the reasons for all this and for such poor performance on the part of Hindustan Shipyard ?

SHRI Z.R. ANSARI : Delivery is one thing and the capacity of construction of a Shipyard is another thing. There is a long period over which construction of the ships gets completed. Whatever ships are there in the pipeline, certainly the delivery has not been made. But 6-7 ships are still in the pipeline at different stages of construction.

[Translation]

SHRI GIRDHARI LAL VYAS : The hon. Minister has said in his reply that there has been no delivery during the years 1980, 1981 and 1982 and that the ships are in the pipeline. He has also stated that the production has been 97 per cent and the production of ships has been put at 6, but at another place, he has put the figure of ships at 3. Both these figures are contradictory. I want to know which of these figures is correct and which one is wrong. What has been the total production and what were the reasons for having no production during some years ?

[English]

SHRI Z. R. ANSARI : The question does not pertain to the total performance of

the Shipyard, it is with regard to the offloading of the Shipyard facilities.

As far as these figures are concerned, these figures are quite correct. For 1984-85, the figures are : Keel laid-7 ; launched-5 and ships delivered-2. There are many ships in the pipeline ; they will be launched when they are complete. The delivery will be made afterwards.

SHRI ANANDA GAJAPATHI RAJU :

It is difficult to say about the capacity utilization when it is a job contract. Actually, the Hindustan Shipyard is making ships on a job contract basis ; it is not a process manufacturing. Therefore, 97 per cent which the Minister has referred to, may not be quite correct.

Secondly, the Vishakhapatnam Shipyard has a lot of equipment which is lying idle. I would, therefore, suppose that the utilization of capacity would be to the extent of 30-40 per cent, and not what has been mentioned by the hon. Minister. I would, therefore, like the Minister to examine this matter.

SHRI Z. R. ANSARI : Whatever figure I have given about the utilization of capacity, that is 97 per cent, is quite correct. Offloading is done according to the guidelines issued by the BPE with regard to the development of ancillary units and certain jobs are deliberately done through ancillary units.

MR. SPEAKER : Shri Digvijay Sinh.

SHRI DIGVIJAY SINH : Qn. 437.

SHRI PRIYA RANJAN DAS MUNSI : Sir, I suggest that Question No. 445 may also be taken up along with this.

MR. SPEAKER : Yes, I think we can take up Question No. 445 along with this question.

Blood collection by blood banks

***437. SHRI DIGVIJAY SINH :** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the average quantum of blood collected by the blood banks of India annually ;

(b) what percentage is procured by voluntary methods without payment ; and

(c) what percentage is collected with payment ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA) : (a) to (c). According to the indications available, around 5 lakh units of blood are collected on an average every year in the country. Voluntary blood donation has shown a gradual improvement over the years. The latest data available indicate that 50% of the total blood collected is through voluntary donation, while the so-called professional blood donors account for about 22% of it.

Criteria for having a Blood bank and plan to increase blood banks in the Country

***445. SHRI PRIYA RANJAN DAS MUNSI :** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the criteria for having a blood bank at any place ;

(b) how many blood banks are there now in country (State-wise) ;

(c) the proposals of the Ministry to increase the number of blood banks in the Seventh Plan ; and

(d) the share of West Bengal in that proposal ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA) : (a) Blood banks are usually located in places where it is possible to organise collection of reasonable quantity of blood and facilities can also be provided for storage of blood and transfusion services.