

Governments to open agricultural universities in their States. Most of the States have come forward to do that. I wish the Gujarat Government also comes forward to set up an agricultural university. Necessary assistance will be provided to them according to the pattern of assistance.

Shri Ram Kishan: May I know whether the hon. Minister has received any information from the Agricultural University of Punjab that they are prepared to take more engineers provided they are given more facilities by way of funds?

Shri Annasahib Shinde: We have the usual pattern of assistance for all the agricultural educational institutions. For developmental activities we give them substantial grants. So, if the request of the Punjab Agricultural University is within the frame work of the pattern of assistance, I think that necessary aid will be forthcoming.

श्री श्री बूदा सिंह : लुधियाना में जो कृषि विश्वविद्यालय है उससे जो लोग बी० एस० सी० कर के जाते हैं उन्हें जो बेटन दिया जाता है वह बहुत थोड़ा है, जिसेकी वजह से वहां पर भ्रान्दोलन, एजिटेशन हुआ। मैं जानना चाहता हूँ कि सरकार ग्रेजुएट्स के जो बेटनमान हैं उनको बढ़ाने के लिये क्या प्रयास कर रही है?

Shri Annasahib Shinde: I would require notice for this question.

Shri Dhireswar Kalita: May I know whether any request has been made by the Assam Government for opening an agricultural university in Assam?

Shri Annasahib Shinde: Actually the position is that we are suggesting to the State Governments to establish agricultural universities and there is some reluctance on the part of some State Governments to set up these universities.

Shri J. M. Biswas: Sir, the question was very categorical. No specific answer has been given.

Shri Dhireswar Kalita: I know it for a fact that the Assam Government has made too many requests.

The Minister of Food and Agriculture (Shri Jagjivan Ram): The scheme is to have one agricultural university in every State and the Indian Council of Agricultural Research, just on the pattern of the University Grants Commission, has a pattern of assistance to help these agricultural Universities. I wish, all the State Governments, where such Universities do not exist, will start an agricultural University as early as possible... (Interruption).

Mr. Speaker: The question was whether the Assam Government has recommended the starting of an agricultural university.

Shri Jagjivan Ram: I will look into that. Whatever can be done to expedite it will be done.

Shri Randhir Singh: The Punjab University had its campus at Hissar. Now that Haryana is separated from Punjab, is the Minister considering upgrading the Hissar College to the status of a university?

Mr. Speaker: That is a separate question.

Fleet of Air India and Indian Airlines Corporation

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*83. **Shri S. C. Samanta:**
Shri Ramachandra Ulaka:
Shri Dhuleshwar Meena:

Will the Minister of Tourism and Civil Aviation be pleased to state:

(a) the number of aeroplanes and their make added to the fleet of Air India and Indian Airlines Corporation in the year 1966-67 so far; and

(b) whether these Corporations are running on profit and if so, the profit earned during the years 1964-65, 1965-66 and 1966-67 so far?

The Deputy Minister in the Ministry of Tourism and Civil Aviation (Shrimati Jahanara Jaijal Singh): (a) and (b). I lay a statement on the Table of the House.

Statement

(a) The details of aeroplanes added to the fleet of the two Air Corporations during the year 1966-67 are as follows:—

	Type of aircraft	Number
Air-India	Boeing 707-320B	1
	Boeing 707-320C	1
		2
Indian Airlines Corporation	Caravelles	2
	F.27 Friendships	3
	Viscounts (Second-hand)	2
		7

(b) The profits earned by the two Air Corporations during 1964-65, 1965-66 and 1966-67 are given below:—

Year	Air India		Indian Airlines	
	(Profit)(+)	Loss(-)	(Profit)(+)	Loss(-)
	(Rupees in lakhs)			
1964-65	(+) 304.15	(+)	133.01	
1965-66	(+) 163.56	(+)	32.33	
1966-67	(+) 387.00	(-)	460.55	

Shri S. C. Samanta: From the statement I find that three units of F. 27 Friendship were bought during 1966-67. May I know what has been the fate of the surplus Friendships that the Government had after nationalisation?

The Minister of Tourism and Civil Aviation (Dr. Karan Singh): As far as I know there is no surplus Friendship; they are all being used.

Shri S. C. Samanta: May I know whether any attempt is being made to construct passenger aeroplanes in the country because we have to add to our fleet very often?

Dr. Karan Singh: The hon. Member knows that the Hindustan Aeronautics Limited is constructing Avros. They are passenger planes. The supply has been somewhat delayed but they are going to supply us nine planes in the course of the next two years.

Shri S. M. Banerjee: May I know whether it is a fact that the Hindustan

Aeronautics Limited, Kanpur, promised to supply nine Avro-748s to the Indian Airlines Corporation but because after devaluation the cost of the imported components has gone up something has gone on about the price of Avro-748? I want to know whether that has been settled now.

Dr. Karan Singh: The matter is under negotiation with Hindustan Aeronautics Limited. It has been settled broadly and they have now decided to supply nine aircraft to us within the next two years, that is, 1967-68 and 1968-69.

Shri S. M. Banerjee: But nothing has been done.

Dr. Karan Singh: I admit, it has been delayed.

Shri M. R. Krishna: What is the reason for delay in signing the contract for Avro-748s which were to be introduced in the Indian Airlines Corporation in April and have the overhauling facilities at Hyderabad been completed?

Dr. Karan Singh: As I have already said, there was delay on the part of the manufacturers. That is now being speeded up. In fact, the inability of the manufacturers to give us the nine Avros has caused a great deal of dislocation. We are actively pursuing the matter. With regard to the overhauling facilities at Hyderabad, I am afraid, I do not have the information ready.

Shri Hem Barua: In view of the fact that the IAC has unfortunately lost some of our Caravelles due to accidents, may I know what steps Government have taken so far to replace the Caravelles that have been lost by the IAC due to accidents?

Dr. Karan Singh: One Caravelle aircraft is going to be purchased this year. The Chairman of the IAC and the Financial Controller have been to Paris to speed up the negotiations, we hope to acquire this aircraft in the course of the next financial year.

Shri Hem Barua: That was not my question. On a previous occasion it

was said on the floor of this House that more Caravelle aircraft will be requisitioned, that is, in addition to the Caravelle fleet we had before the accidents. After the accidents, what steps have Government taken to replace those Caravelles that we have lost besides those they want to add to the existing fleet?

Dr. Karan Singh: The ones which were lost have already been replaced and the third is an additional one.

Shri Narendra Singh Mahida: May I know whether the I.A.C. has acquired two Viscounts from the Indian Air Force and, if so, what price has been paid for them?

Dr. Karan Singh: Two second-hand Viscounts were taken over from the I.A.F. The price is under negotiation and has not yet been settled.

Shri Swell: Is it a fact that many of the Viscount planes which the I.A.C. has got are running out their span of life and, if so, how many of them and what Government propose to do to replace them?

Dr. Karan Singh: This question of the Viscounts replacement is being looked into by an expert committee and it is an open question as to how many more years of life the Viscounts have. The report of the committee is expected to come in the next two months and then we will be able to say more.

Dr. Karni Singh: The hon. Minister said that there has been a great demand in the country for charter aircraft. It is very difficult to get charter aircraft from the Indian Airlines Corporation. May I know if the Government have proposals to buy twin-engine aircraft for charter purposes?

Dr. Karan Singh: The hon. Member is quite right in saying that there is a great demand for charter aircraft. We do not have any such proposal immediately. But the matter will certainly be considered.

Shri Indrajit Gupta: From the statement which has been laid on the

Table, it appears that the profits of the Indian Airlines Corporation came down from Rs. 133.01 lakhs in 1964-65 to Rs. 32.33 lakhs in 1965-66 and the estimates in 1966-67 are that there will be a further loss of Rs. 460.55 lakhs. I do not know if this is a misprint. If these figures are correct, may I know what is the reason for this extraordinary fluctuation both in the actuals as well as in the estimates?

Dr. Karan Singh: I am sorry to say that this is not a misprint. The fact is that we do expect fairly substantial losses in the current year. There are several reasons for this. Devaluation has caused Indian Airlines Corporation losses on many counts, on interest on credit for foreign purchases, on spare-parts, on insurance, and so on. Then, our budget was based upon six Caravelles but one of them was lost and that also gave a severe set-back. Thirdly, there was a wage increase. The National Industrial Tribunal suggested that the I.A.C. rates should be brought to near-parity with Air India and that has cost us Rs. 15 crores. Fourthly, there are the Dakota planes which are very uneconomical to run. But unless we are able to replace them, we have got to continue with them. Therefore, we are going with heavy losses. It is the combination of a number of factors that has caused this estimated loss in the current year.

Shri S. K. Tapuria: The hon. Minister just now said about the non-profitable operations of Dakota planes. We have been hearing it for a long time. May I know what steps are being taken to replace them and by what time these operations will be stopped?

Dr. Karan Singh: The Avro is expected, sooner or later, to replace these Dakota planes. It is not easy to get aircraft for immediate replacement of these planes. We are anxious to replace them as early as possible because every Dakota that flies means a loss of revenue to the I.A.C.

Shri S. K. Taparia: My question has not been answered. We have been hearing it for the last three years. By what time will these operations be stopped?

Mr. Speaker: He cannot say that off-hand on a supplementary. It cannot be answered now as to how long it will take.

Shri S. S. Kothari: The hon. Minister may kindly tell us what he proposes to do to set the position right. We are losing public money every year in practically all the public sector undertakings.

Dr. Karan Singh: As I have said, the Avro planes are going to solve our problem to a considerable extent. We cannot stop all the services just because they are losing money. They have got to continue because it is a public utility. But the Avro planes are going to replace them as early as possible. As I said, it is unfortunate that the manufacturers delayed the completion of Avro planes.

श्री मुलजीवास जाधव : कौन सी एयर लाइन हिन्दुस्तान में नुकसान में है और वह कब से है और उसमें कितना नुकसान होता है। जैसे बम्बई-दिल्ली, बम्बई-कलकत्ता, दिल्ली-कलकत्ता, कौनसी लाइन है जिस के ऊपर नुकसान होता है ?

डा० कर्ण सिंह : अलग अलग कहना तो मेरे लिये बड़ा कठिन है कि कौन से रूट के ऊपर लास होता है। प्रोवर आल फिगर आई० ए० सी० की जो हैं वह धापके सामने है।

श्री बलराज जयके : मंत्री महोदय ने अभी कहा है कि जल्दी या देर से एप्रो विमान वाइकाजंट्स को रिप्लेस करेंगे। मैं यह जानना चाहता हूँ कि "जल्दी या देर से" का क्या मतलब है और क्या इस बारे में कोई फ़िक्स्ड टाइम-टेबल नहीं है।

डा० कर्ण सिंह : मैं ने "जल्दी या देर से" इस लिए कहा है कि हमारे पास बहुत से डैकोटाज हैं और हमें इस फ़ैक्टरी से जितने

एप्रोज़ रिप्लेस करेंगे, उसनी ही जल्दी हम डैकोटाज को रिप्लेस करेंगे। इस बात में इस से ज्यादा नहीं कह सकता हूँ।

श्री शिव नारायण : मैं यह जानना चाहता हूँ कि गोरखपुर, बनारस, लखनऊ और बरेली प्रावि जो छोटे छोटे स्टेशन हैं, इन को कब तक हवाई सेवा से कनेक्ट कर दिया जायेगा ?

डा० कर्ण सिंह : हमारा हमेशा यह यत्न रहता है कि जितना अधिक हो सके, हम अपनी हवाई सर्विसिज को बढ़ायें, लेकिन हमारे पास इतने विमान नहीं हैं कि कि हम हर एक स्थान पर हवाई सर्विसिज खोल सकें। इस प्रश्न पर हर साल विचार होता रहता है और जहाँ सम्भव हो, वहाँ हम हवाई सर्विसिज को खोल देते हैं।

श्री जार्ज फर्नेन्डीज : जब फ्रांकर फ़ेडशिप विमानों को खरीदा गया था, तब यह कहा गया था कि फ्रांकर फ़ेडशिप विमान डैकोटा रूट पर चलेंगे और डैकोटाज को आहिस्ता आहिस्ता फ्रांकर फ़ेडशिप के द्वारा हटाने का काम किया जायेगा। लेकिन मंत्री महोदय के आज के बयान से ऐसा लगता है कि एप्रो-748 को डैकोटा की जगह पर लाने की व्यवस्था हो रही है। मैं यह जानना चाहता हूँ कि इन दोनों में से कौन सी बात दुरुस्त है ?

डा० कर्ण सिंह : हम ने पिछले साल तीन फ्रांकर फ़ेडशिप विमान खरीदे हैं। एप्रो की विशेषता यह है कि वे हमारे अपने देश में बनते हैं।

श्री एस० ए० डब्ले : एप्रो का इंजिन इंगलिश है। वह इंगलिश विमान है।

डा० कर्ण सिंह : इस लिए हमारा यह यत्न रहेगा कि हम एप्रो को भी अपने काम में लायें। हम इन दोनों प्रकार के विमानों से डैकोटाज को रिप्लेस करने की कोशिश करेंगे।

श्री रामवीरक शर्मा : मेरा एक व्यवस्था का प्रश्न है।

श्री आर्षद कर्णवीर : मेरा निवेदन यह है कि जब फ़ाक्कर फ़ीडशिप ख़रीदने की व्यवस्था हो रही थी, तब सरकार की तरफ़ से यह कहा गया था कि "फ़ाक्कर फ़ीडशिप बिज रिप्लेस डैकोटा प्लेन्ज"। अब यह कहा जा रहा है कि जब हम लोग आहिस्ता आहिस्ता ऐन्वो-748 को ख़रीद लेंगे, तब डैकोटाज चले जायेंगे। ऐसा मालूम होता है कि सरकार को डैकोटाज को रखना है और आई० ए० सी० को नुक़सान से ही बचाना है, वरना पहली बात को धमल में लाने के लिए काम होना चाहिए था।

डा० कर्ष सिंह : आई० ए० सी० चाहता है कि जितनी जल्दी हो सके, कोटाज रिप्लेस हो। इस में दो विचार नहीं हो सकते हैं, क्योंकि डैकोटाज से हमें कोई लाभ नहीं होता है। अब प्रश्न यह उठता है कि डैकोटाज को किस प्रकार रिप्लेस किया जाये। हम ने पिछले साल तीन फ़ाक्कर फ़ीडशिप ख़रीदे हैं। और दूसरे ऐन्वो है, जो हमारे अपने देश में बन रहे हैं। जब हमें ये दोनों प्रकार के विमान मिल जायेंगे, तब हम डैकोटाज को रिप्लेस करेंगे।

अपीजे शिपिंग कम्पनी

* 84. श्री मधु लिमये : क्या आज्ञा तथा कृषि मन्त्री 1 दिसम्बर, 1966 को अपीजे शिपिंग कम्पनी के बारे में हुई आधे घंटे की चर्चा के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने अपीजे शिपिंग कम्पनी के विरुद्ध, जिसने सरकार को धोखा देने का प्रयत्न किया था, कोई कानूनी कार्यवाही की है ;

(ख) क्या अन्य सरकारी विभागों को इस शिपिंग कम्पनी के साथ सरकारी

स्तर पर कोई भी सम्बन्ध न रखने की सलाह दी गई है ; और

(ग) यदि नहीं, तो उसके क्या कारण हैं ?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) to (c). No such action has been taken so far. The matter is, however, being considered further by the Government.

श्री मधु लिमये : अध्यक्ष महोदय, अब सरकार की ओर से साफ़ कहा गया है कि अभी तक कोई कार्यवाही नहीं की गई है और मेरे प्रश्न की सूचना मिलने के बाद वह इस बारे में सोचने लगी है। लेकिन यह मामला बहुत पुराना है। मैं पाटिल साहब के बयान में से केवल दो जुमले पढ़ता हूँ। उन्होंने कहा है :

"Referring to the SSP Leader's allegation of Shri Patil's complicity in the shortfall of rice imports from Burma during 1962 when he was the Union Food Minister, Shri Patil said, 'It is utter nonsense. Nothing of that type happened'. The entire matter had been disposed of at the level of the Under Secretary."

यह मैं 11 दिसम्बर, 1966 से भारत ज्योति से पढ़ रहा हूँ। आगे पाटिल साहब कहते हैं :

"The Under Secretary of the Food Ministry had received a report that on one of the ships some empty gunny bags were being transported in place of rice bags. As soon as this report was received, the official took appropriate action at his level. The matter did not come up to the level of even the Deputy Secretary."

हम लोग सितम्बर महीने से इस मामले का पीछा कर रहे हैं। फिर लोक सभा का जो