

वेट आर्गनाइजेशन में से कुछ का नाम बताया जा सकता है।

डा० राम सुभग सिंह : उस में विमेन्ज आर्गनाइजेशन, यूनिवर्सिटी आर्गनाइजेशन, चेम्बर्स आफ कामर्स, इकानोमिक आर्गनाइजेशन और सोशल आर्गनाइजेशन, भारत सेवक समाज वगैरह, हैं। पोलिटिकल आर्गनाइजेशन उस में नहीं हैं।

Shri P. Venkatasubbaiah: May I know whether the Government are contemplating to formulate schemes putting special stress on famine-affected zones to get assistance from the FAO?

Dr. Ram Subhag Singh: We do not seek assistance under this Freedom from Hunger Campaign committee. But whatever assistance they offer us, we try to utilise that quantum of assistance on suitable projects. While determining the projects, we do take into consideration the needs of our different tracts. The famine tracts will naturally be covered.

Shri S. N. Chaturvedi: Since the programme of Freedom from Hunger Campaign is applicable all over the world, may I know if our country is also making contributions to projects to be taken up in other countries as the latter are contributing to schemes being taken up in this country?

Dr. Ram Subhag Singh: We will also do it. But this is a recent innovation. So, we have not given any material help to any other country. But we shall do it.

Dr. L. M. Singhvi: Is it proposed to extend the Freedom from Hunger Campaign to areas which are suffering chronically from famines and if so, may I know whether it is expected that the Freedom from Hunger Campaign would be launched in the chronically famine-affected areas in almost every part of India?

Dr. Ram Subhag Singh: The hon. Member might appreciate that there is no big amount at the disposal of this particular Freedom from Hunger Campaign committee. It gets Rs. 20,000 as Government assistance and some money has been raised. So, it can work only on certain selected projects, with the assistance from other campaign committees. But on behalf of the Ministry, we shall concentrate on our chronically famine-affected areas.

Shri Hari Vishnu Kamath: May I request that, if the House agrees, Starred Question No. 597 on Pak-China Air Agreement may be taken up, because it is important.

Mr. Speaker: Ordinarily I would not disturb the sequence, but...

Shri Hari Vishnu Kamath: If nobody objects, it can be taken up.

Mr. Speaker: Does the House desire that?

Some Hon. Members: Yes.

Mr. Speaker: All right. I will call Question No. 597.

Pak China Air Agreement

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*597. {
 Shri Hari Vishnu Kamath:
 Shri Maheswar Naik:
 Shri D. C. Sharma:
 Shri Surendra Pal Singh:
 Shri Ram Sewak Yadav:
 Shri Sivamurthi Swamy:
 Shri Balkrishna Wasnik:

Will the Minister of Transport be pleased to state:

(a) whether the attention of Government has been drawn to the conclusion of an air pact between Pakistan and China;

(b) whether in view of the existing agreement between India and Pakistan, the Government of Pakistan consulted or informed the Government of India before signing the pact or has since transmitted a copy of

the latest pact it has signed with the Chinese Government;

(c) if so, the main features thereof; and

(d) the repercussions and consequences thereof on India, particularly with regard to the existing transit, fuelling, overflying and other facilities available to Pakistani aircraft on Indian territory and in Indian air space?

The Deputy Minister in the Ministry of Transport (Shri Mohiuddin):

(a) Yes, Sir. According to Press reports, the Govt. of Pakistan has recently entered into an Air Agreement with the Govt. of China.

(b) and (c). The existing Agreement between the Govt. of India and the Govt. of Pakistan relating to Air Services, does not make it obligatory for Pakistan to consult or inform India, or *vice-versa* before signing an Air Services Agreement with any other country.

A copy of the Agreement recently concluded between Pakistan and China has not been received by us. Normally such Agreements are subject to ratification by the respective Governments and till these are ratified, they are treated as confidential.

(d) Since a copy of the Agreement is not yet available, its full implications/repercussions cannot yet be studied.

Shri Hari Vishnu Kamath: Since Pakistan has openly flaunted further proof, if proof was necessary of her hostility towards India and has cut her own nose to spite India's face, does Government propose to warn Pakistan that her aircraft would be subject to strict supervision and control so as to prevent the passage of enemy nationals—Chinese nationals—through Indian territory and Indian air space and does Government propose to detain and arrest enemy nationals at Indian airports when the Pakistan aircraft land there?

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The Minister of Shipping in the Ministry of Transport (Shri Raj Bahadur): So far as these services are concerned, we are governed by the ICAO convention to which both India and Pakistan are parties. We have already filed, according to article 89 of that Convention, a reservation with the International Civil Aviation Organisation, that because of the emergency we shall not be able to abide by all the terms and conditions. Apart from that, under the Indian Aircraft Act, flights over NEFA and Nagaland areas have also been banned.

Shri Hari Vishnu Kamath: My question has not been answered. I specifically wanted to know whether Government propose to arrest and detain enemy nationals—because of the emergency, under the Defence of India Act China has been declared an enemy country—passing through Indian air space and Indian territory at those airports when Pakistan aircraft land at those airports. That was the specific question that I put about the arrest of enemy nationals.

Shri Raj Bahadur: It is not possible to ascertain whether any enemy nationals are on flights which fly over India.

Shri Hari Vishnu Kamath: At the airports? When they land at the airports it can be ascertained.

Mr. Speaker: Airports are in other countries. Here they can only stop the flights if the planes fly over our territory. That is what the hon. Minister has said.

Shri Raj Bahadur: Even there, Sir, I think there is some restriction on military personnel being flown. On civilian personnel there are no restrictions so far as ICAO conventions are concerned.

Shri Hari Vishnu Kamath: Have the Government, Sir...

Mr. Speaker: Shri Hem Barua—

Shri Hari Vishnu Kamath: May I put my second question?

Mr. Speaker: He has already put two. I shall allow him another.

Shri Hem Barua: In view of the fact that from the statements that Pakistan has been making so far it is evident that Pakistan is trying to minimise the gravity of the situation by saying that it will take only 20 minutes to fly over Assam and that is the only Indian territory that they would fly over, and they have at the same time said that an Air Pact already exists, and they are going to fly Chinese nationals over our territory, may I know whether Government are prepared to tell Pakistan that we would not allow her aircraft to fly over our territory whether there is an agreement or no agreement?

Shri Raj Bahadur: So far as this is concerned, the BOAC and other international airlines also fly across India and on those flights also there are nationals of all countries and of all nationalities. It is not possible for us to detect while a particular aircraft is in flight and it simply over-flies India whether any enemy nationals are being carried. Even in regard to such flights as land for certain other purposes, it is not possible for us to check because Chinese can travel by BOAC or other flights as well.

Shri Hem Barua: What about these people taking photographs and all that?

Mr. Speaker: That was rather a suggestion and that has been taken note of.

Shri D. C. Sharma: The ICAO Agreement to which the hon. Minister referred, I think, is applicable only in times of peace. May I know if that agreement does not have the possibility of revision when two countries are in a state of war?

Shri Mohiuddin: My senior colleague has already informed the House that according to the ICAO Agreement, under a particular clause in it, if there is an emergency or war, a contracting party of that agreement—India for example,—can notify to ICAO reservations of the observations of those rules and regulations, and after the emergency was declared this reservation has been filed with the ICAO.

Shri Surendra Pal Singh: May I know when these new air services under this agreement are likely to start functioning?

Shri Mohiuddin: We are not aware of it.

Shri Sivamurthi Swamy: When these aircrafts are flying over Indian territory, may I know whether any enquiry has been made by the Government through the Indian Embassy in Pakistan or whether any protest at least has been lodged with the Pakistan Embassy here?

Shri Mohiuddin: As far as I am aware, no enquiry has been made. We have only newspaper information, so far as this matter is concerned.

Shri A. P. Jain: May I know from the hon. Minister whether the Indian High Commissioner at Karachi has sent any report and whether it contains any more particulars than the answer which is based on newspaper reports?

Shri Mohiuddin: I have got only newspaper reports.

Shri Tyagi: Have the Government assured themselves that the Chinese planes shall not be allowed to fly over our territory?

Shri Mohiuddin: Yes.

Shri Hari Vishnu Kamath: Has Government received reports about the reaction of other friendly countries, such as USA, USSR and UK, with regard to this latest manifesta-

tion of unholy alliance between Pakistan and China and, if so, what is their reaction?

Shri Mohiuddin: We have received reports. For instances, the United States are reported to have stated that this will be a breach of the free countries' solidarity.

Shri Hari Vishnu Kamath: We could not follow it.

Shri Mohiuddin: Breach of the solidarity of the free countries.

Shri Hari Vishnu Kamath: What about UK and USSR?

Shri Mohiuddin: We have no information.

Conversion of Narrow Gauge Lines

*591. { **Shri Hem Raj:**
Shri Sivamurthi Swamy:

Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 475 on the 10th August, 1962 and state:

(a) the progress since made regarding the extension or conversion of narrow gauge lines to metre gauge or broad gauge lines; and

(b) when the final position will be clear on the subject?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): (a) and (b). The Third Five Year Plan does not contemplate conversion of any of the N.G. lines to wider gauge. The question of retention of Government-owned narrow gauge lines as narrow gauge or their conversion into wider gauge or their abolition is still under consideration of the Board and a decision is yet to be taken.

Shri Hem Raj: May I know if any survey has been undertaken of the narrow gauge lines and, if so, the result thereof?

Shri Shahnawaz Khan: No survey as such has been undertaken. But we have taken a policy decision that the narrow gauge lines, where they are serving a useful purpose, may be allowed to continue. Eventually, they will either be converted into broad-gauge lines or abolished altogether.

Shri Hem Raj: How many lines are working at a loss and how many are earning profits?

Shri Shahnawaz Khan: Almost all of them are working at a loss.

Shri Sivamurthi Swamy: May I know how many narrow gauge lines have been constructed and how many miles have been converted during the last two years?

Shri Shahnawaz Khan: The total mileage of narrow gauge lines is 3,130 miles, of which 2,596 miles is Government-owned and 534 miles privately-owned. During the Third Plan, there are no plans for conversion of narrow gauge to broad gauge.

डा० गोविन्द बास : क्या मंत्री महोदय को यह मालूम है कि गोंदिया और जबलपुर के बीच जो छोटी लाइन है और जिसके बारे में कई बार कहा गया है और सरकार की ओर से आश्वासन भी दिया गया है कि उसको चौड़ी लाइन में बदलने का विचार किया जा रहा है, उसके सम्बन्ध में भी कोई विचार किया जा रहा है या उसको खत्म कर दिया गया है ?

श्री शहनवाज खाँ : मैंने नहीं कहा है कि विचार सब खत्म कर दिया गया है। लेकिन तीसरी योजना में उनको कनवर्ट करने का कोई विचार नहीं है। कुछ लाइनें हैं ३२ के करीब जो कि अभी विचाराधीन हैं।

Famine Affected Areas

*592. { **Shri P. Venkatasubbaiah:**
Shri P. K. Deo:
Shri Kachhavaia:
Shri Yashpal Singh:
Shri Karni Singhji: