

Mr. Speaker: I have disallowed that question. Why should there be further discussion on that?

Shri Ranga: In spite of all the fight and talk by the Home Minister against corruption, by presenting that kind of attitude in this House she seems to be trying to defend corruption.

Shri Harish Chandra Mathur: Acharya has every right to preach.

श्री यु० सि० चौधरी : क्या सरकार का ध्यान भ्रष्टाचारों में प्रकाशित उस समाचार की घोर गया है जिसका सम्बन्ध दिल्ली के खादी संस्थानों में होने वाले गड़बड़ घोटाले से है ।

श्री अ० कु० सेन : ऐसी कुछ खबर नहीं है ।

श्री हुकम चन्ध कश्यप : मैं जानना चाहता हूँ कि केन्द्र द्वारा प्रतिवर्ष खादी भण्डारों को कितना धन दिया जाता है और राज्य सरकारों द्वारा इसमें कितना सदयोग दिया जाता है ?

श्री अ० कु० सेन : इसका अलग सवाल होना चाहिये ।

Shri P. C. Borooah: May I know whether the gross annual turnover of some of the bhandars exceeds Rs. 2 crores? If so, does it not mean that the bhandar is becoming more popular?

Mr. Speaker: He is putting some interpretation.

Dr. Sarojini Mahishi: May I know whether it has come to the notice of Government that large sums are misappropriated in the hand-pounded rice industry and such other village industries and, if so, has Government taken any measures in this connection?

Shri Jaganatha Rao: Sufficient measures have been taken.

Caravelle Service

+

*323. { **Shri Yashpal Singh:**
Shri P. Venkatasubbalah:
Shri Prakash Vir Shastri:
Shri Jagdev Singh Siddhanti:
Shri Rameshwar Tantia:
Shri Himatsingka:
Shri Bishanchander Seth:
Shri B. P. Yadava:
Shri Dhaon:
Shri P. K. Deo:

Will the Minister of Civil Aviation be pleased to state:

(a) whether the Delhi-Madras Caravelle flights of I.A.C. operating since 1st February, 1964 have proved uneconomical;

(b) if so, whether any effort is being made to find out the reasons, especially when such flights on other routes are giving excellent results; and

(c) the action proposed to be taken in the matter?

The Minister of Civil Aviation (Shri Kanungo): (a) to (c). I lay a statement on the Table of the Lok Sabha.

STATEMENT

(a) Yes, Sir. The Delhi-Madras Caravelle service is not breaking even.

(b) and (c). The service is uneconomic because of poor load factor. In order to improve the load, the Corporation propose with effect from 1st October, 1964, when the winter schedules will come into force to allow passengers between Bangalore and Delhi to travel via Madras at the same fare as applicable to the present routing via Hyderabad. The diversion of the Bangalore-Delhi traffic via Madras will also enable sector traffic on the Delhi|Hyderabad and Hyderabad|Bangalore sectors to be developed.

The Corporation have plans to operate the Delhi-Madras Caravelle Service through Hyderabad as soon as the Begumpet airfield is developed to take on Caravelles.

श्री यशपाल सिंह : स्टेटमेंट से अभी तक यह पता नहीं चल सका है कि इस सरविस से कितना नुकसान हुआ है और उस नुकसान को दूर करने के लिए सरकार क्या कर रही है ?

श्री कानूनगो : नुकसान का हिसाब नहीं लगाया गया है। वह हिसाब तो साल के आखिर में लगेगा। इतना ही मालूम है कि नुकसान हो रहा है और उसको मिटाने के लिए स्टेप लिए जा रहे हैं। उनका क्या नतीजा होगा यह देखना होगा।

श्री यशपाल सिंह : क्या सरकार बतला सकती है कि जो पाइलाट्स ने स्ट्राइक किया था उसका भी कुछ भरसक इस पर पड़ा है ?

श्री कानूनगो : कुछ भरसक तो हुआ है, ज्यादा नहीं है। स्ट्राइक की वजह से पहले भी नुकसान चलता था।

Shri P. Venkatasubbalah: It has been mentioned in the statement that the Caravelle service from Madras to Delhi will be run via Hyderabad. I would like to know by what time it would be done.

Shri Kanungo: It would be possible only when the Begumpet runway is extended to receive Caravelle aircrafts. Our anticipations are that by the middle of 1965 it would be possible for Caravelle to touch Hyderabad.

श्री प्रकाशवीर शास्त्री : मैं जानना चाहता हूँ कि जो आय के मासिक आंकड़ तैयार किए जाते हैं उनके अनुसार मद्रास को जाने वाली केरवल सरविस से अब तक कितनी हानि हो चुकी है और क्या उस को ध्यान में रखते हुए इस सरविस को स्थगित करने का विचार किया जा रहा है ?

श्री कानूनगो : स्थगित करने का विचार नहीं है, क्योंकि जब कोई विमान सेवा शुरू

होती है तो कुछ समय तक, दो महीने से लेकर दो साल तक, नफा नहीं निकलने लगता है। मद्रास सरविस को रोकने का कोई विचार नहीं है।

श्री प्रकाशवीर शास्त्री : पहले भाग का उत्तर नहीं दिया गया।

श्री कानूनगो : मेरे पास मासिक आंकड़े नहीं हैं। मासिक नफा नुकसान नहीं निकाला जाता।

श्री जगदेव सिंह सिद्धान्ती : यह जो हानि हुई है इसकी जिम्मेवारी किस कर्मचारी की है, और उसके खिलाफ क्या सरकार की ओर से कोई कार्रवाई की जा रही है ?

अध्यक्ष महोदय : जिम्मेवारी मुसाफिरों की है।

Shri Rameshwar Tantia: May I know whether one of the reasons for the uneconomic returns in this route is the late flights generally by the Caravelle? Will the Government see to it that the flights are regular and in time?

Shri Kanungo: It is the endeavour of the Corporation to run the services punctually. Here I may say that the Madras-Bombay service is not uneconomic. So, it is a peculiar feature. Evidently, the traffic between Madras and Delhi has not been nursed sufficiently.

Shri S. M. Banerjee: When this Caravelle flight was introduced it was thought that this flight was going to be more lucrative and attractive than the Viscount flight. May I know whether, with the improved load position of this Caravelle service which the Corporation is going to introduce, any sort of incentives to the passengers will be offered?

Shri Kanungo: Incentives to passengers?

Shri S. M. Banerjee: By way of amenities.

An Hon. Member: Why not?

Shri Kanungo: As it is, we have got the lowest freight rates in the world.

श्री म० ला० द्विवेदी : मंत्री महोदय ने सदन पटल पर जो एक वक्तव्य रक्खा है उसमें यह बतलाया गया है कि जैसे ही बेगमपैट का हवाई अड्डा कैरेविल के लिए बन कर तैयार हो जायेगा वैसे ही यह दिल्ली-मद्रास कैरेविल सर्विस हैदर.बाद होकर चालू कर दी जायेगी । मैं जानना चाहता हूँ कि बेगमपैट का हवाई अड्डा बनाने के लिए सरकार ने क्या कदम उठाये हैं और वह कब तक बन कर तैयार हो जायेगा?

श्री कानूनगो : मैं ने जवाब दे दिया है कि वह बाई दी मिडिल ग्रोफ़ 1965 बन कर तैयार हो जायेगा ।

Shri Maniyangadan: Is the Minister aware of the fact that since there is no connection to further south from Madras all passengers who have to go either to Trivandrum or to Cochin take the Bombay route and that it is one of the reasons for the loss? Will anything be done to rectify this?

Shri Kanungo: Of course, all connections cannot be provided because of operational difficulties; but the point is that the outward or the inward, one of them, is connected and the other is not.

Shri Hem Barua: May I know if the attention of Government is drawn to a press report that this Caravelle service entailed a loss of Rs. 3,000 to Rs. 4,000 a day on the average?

Shri Ranga: For every seat or what?

Shri Hem Barua: If so, may I know whether the statement made by the Commercial Pilots' Association that the losses are forced by the operation of uneconomical routes is a fact?

Shri Kanungo: I could not understand the question.

Mr. Speaker: There was a statement by some pilots that the loss....

Shri Hem Barua: Before that, I just wanted to know from him whether Government were aware of the press report where it has been categorically stated....

Mr. Speaker: I was coming to that. In that report it has been categorically stated that this service is running at a loss of Rs. 3,000 to Rs. 4,000 a day. Am I right?

Shri Hem Barua: Yes, Sir; but there is a second part also.

Shri Buta Singh: He does not understand it.

Shri Kanungo: I have said that this particular service, that is, Delhi-Madras, is running at a loss, but on the whole the Caravelle service is not running at a loss. The report that it has been a total loss is wrong.

Shri Hem Barua: What about the other part? You put that question regarding the Commercial Pilots' Association's statement.

Mr. Speaker: He says that that statement he cannot verify or deny because there is no loss so far as the whole service is concerned. Separate things cannot be given. That is the answer.

Shri Siddananjappa: May I know whether there is any proposal to extend the Caravelle flight to Bangalore?

Shri Kanungo: Not at the moment.

Shri Basumatari: May I know whether one of the reasons for the loss is that on these routes most of the time seats are refused by the authorities in spite of there being vacancies?

Mr. Speaker: They say that they do not find sufficient passengers to take.

Shri Basumatari: There are passengers, but they refuse to take them on the plea that seats are already occupied.

Shri Shivaji Rao S. Deshmukh: May I know whether the loss in the operation of these uneconomic flights of the Caravelle service is due to the overuse of aircraft and aero-engines because of bad planning of flights?

Shri Kanungo: That is not correct.

Export of Sugar to U.S.A.

- +
- Shri Surendra Pal Singh:
 - Shri Rameshwar Tantia:
 - Shri Bishanchander Seth:
 - *224. { Shri Dhaon:
 - Shri B. P. Yadava:
 - Shri Indrajit Gupta:
 - Shri Yashpal Singh:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that an Indian Sugar Mission visited Washington in June, 1964 with a view to persuading the U.S. Government to purchase more sugar from India in the coming year; and

(b) if so, what has been the outcome of those negotiations?

The Deputy Minister in the Ministry of Food and Agriculture (Shri D. E. Chavan): (a) and (b). A delegation went to U.S.A. in June 1964 to make arrangements for the presentation of India's case at the Public hearings to be held by the Agriculture Committee of the House of Representatives, for grant of a larger export quota to India. The hearings have, however, been postponed.

Shri Surendra Pal Singh: May I know whether our anxiety to export

sugar to America has been motivated by there being surplus production in the country, or by our keen desire to earn foreign exchange at any cost?

The Minister of Food and Agriculture (Shri C. Subramaniam): When the export started we had some surplus and it is also necessary to build up export trade in this. Therefore, we are continuing the export to the extent possible.

Shri Surendra Pal Singh: Is it a fact that ever since 1961 there has been a constant decline in the import of Indian sugar by U.S.A. and, if so, may we know the reasons for the same?

Shri C. Subramaniam: They have to take into account their requirements. In 1961-62, they gave an ad hoc allocation of 275,000 short tons. Later on that ad hoc allocation was not there; it is only the statutory quota. That is why, when compared to 1961-62, there is a shortfall. They will take sugar according to their own requirements.

Shri Rameshwar Tantia: May I know what is the approximate price of sugar per maund that we export and may I know whether it is a fact that there is acute shortage of sugar in the country and whether it is advisable to boost our exports until we can increase our production?

Mr. Speaker: There ought not to be more than one 'may I know' or 'whether it is a fact'. There ought to be only one question.

Shri C. Subramaniam: I am sorry I do not have immediately the price at which it has been sold. It should be varying according to the market rate.