

tion of the port if I know anything about them. But, of course, they are anxious that the existing labour is not displaced, is not rendered unemployed and that their wages are not affected. It is our anxiety to see to that.

Shri Kapur Singh: Is it that the hon. Minister has not understood my question or I have not followed his answer?

श्री क० ना० तिवारी : अनलॉडिंग की वजह से ज० देरी हुई, उस में फ़िनांशल लास कितना हुआ, डेमरेज कितना देना पड़ा ?

अध्यक्ष महोदय : यह दूसरा सवाल है ।

The Minister of Food and Agriculture (Shri C. Subramaniam): I want a separate notice for this.

Indo-Ceylon Air Service

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 Shri Bhagwat Jha Azad:
 Shri Vishram Prasad:
 Shri Shree Narayan Das:
 Shri P. R. Chakraverti:
 Shri P. C. Borooah:

Will the Minister of Civil Aviation be pleased to state:

(a) whether it is a fact that an agreement has been reached between India and Ceylon covering their existing air services; and

(b) if so, the particulars of the decision taken regarding the frequency of flights, ground-handling of each other's services, pooling of revenues and technical collaboration?

The Minister of Civil Aviation (Shri Kanungo): (a) An agreement for pooling of revenues of Indian Airlines Corporation and Air Ceylon on Madras/Colombo route and rationalisation of frequencies of services was signed in New Delhi on the 17th October, 1964.

(b) According to the agreement, Air Ceylon Ltd. will operate three flights

with Avro-748 aircraft and Indian Airlines Corporation an equal number with Viscount aircraft on the Madras/Colombo route. Revenue derived from these operations will be pooled and shared in proportion to the pay-load offered. The agreement provides for inclusion of any other operations between India and Ceylon to be brought under the pool arrangement after mutual consultations. A draft ground-handling agreement is under consideration. No concrete proposals have yet been formulated for technical collaboration.

Shri Bhagwat Jha Azad: As a result of the experience that we have had regarding the first pooling efforts that we have made on other airlines, may I know what are the prospects of our financial revenues out of this Agreement?

Shri Kanungo: Until the Agreement works for one year, it cannot be forecast.

Shri Bhagwat Jha Azad: May I know, as a result of this Agreement and the experience that you have had before the Agreement that was signed, what would be the difficulty or the difference between the two methods now?

Shri Kanungo: Obviously, if there is a pooling arrangement and mutual consultation, it is almost one service with two ownerships. There, revenues are divided according to the pay-load offered and it is better than having competitive services on the same route.

Shri P. R. Chakraverti: Apart from the question of increased facilities as a result of the new arrangement in regard to air flights between India and Ceylon, what is the estimate by the Government of the economy that is likely to be effected?

Shri Kanungo: As I said, it cannot be forecast. But one thing is obvious that instead of competitive service on the same route, we shall have a pooled service.

Shri P. C. Borooah: May I know how the new arrangement of pooling of revenues between the IAC and the Air Ceylon is different from the foregoing one?

Shri Kanungo: The foregoing arrangement was independent revenues or independent earnings, but the new one is an arrangement of pooling.

Shri D. C. Sharma: What is the technical collaboration which the Government of India are aiming at, with the Ceylon Government and when will it come into effect?

Shri Kanungo: The question is being discussed whether certain engineering services in India should be undertaken by the IAC on behalf of Air Ceylon and other services such as traffic or engineering etc. by the Air Ceylon on behalf of IAC in Ceylon. These are the arrangements which are just being discussed.

श्री गुलशन : लंका से भारत और भारत से लंका आने-जाने वाली सेवाओं में जो पैसेंजर होंगे उनको पासपोर्ट लेने की जरूरत होगी या नहीं होगी ?

श्री कानूनगो : पासपोर्ट की तो जरूरत होगी ।

श्री यशपाल सिंह : इस करार के मातहत कितना नम्बर बढ़ा है ? पहले जो इनसफिशेंट सर्विस थी उस में कितना इजाफा किया गया है, कितनी एडिशन हुई है ?

श्री कानूनगो : सीलोन की तीन सर्विसिस होंगी, हिन्दुस्तान की तीन सर्विसिस होंगी । पहले हमारी करीब दो सर्विसिस थीं । आई एम नाट शोअर आफ डेट ।

Shri P. K. Deo: Before entering into this venture, may I know our experience of the pooling of Air India with BOAC and Qantas? If that was encouraging, then this would be the second experiment that we would be making with Air Ceylon.

Shri Kanungo: It is very helpful, and that is obvious because instead of competition we have got co-operation.

Shri P. K. Deo: Is it encouraging?

Mr. Speaker: He says that it is very encouraging.

श्री डा० ना० तिबारी : मंत्री महोदय ने कहा है कि जब तक एक वर्ष नहीं गुजर जाता और एक वर्ष तक यह चीज नहीं चलती रहती, तब तक घाटे या नफे के बारे में कुछ कहना मुश्किल है । मैं जानना चाहता हूँ कि क्या इस एग्जिमेंट को करने के पहले कोई तख्तीना नहीं किया गया था, कोई एस्टीमेट नहीं किया गया था और क्या ब्रांच मूव कर ही इस एग्जिमेंट को कर दिया गया ?

श्री कानूनगो : सर्विस तो थी । एयर सीलोन की सर्विस थी और आई० ए० सी० की थी । लेकिन यह कोओपरेटिव सर्विस है ।

Rationing of Foodgrains

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Shri M. L. Dwivedi:
Shri Subodh Hansda:
Shri S. C. Samanta:
Shrimati Savitri Nigam:
Shri R. G. Dubey:
Shri Yashpal Singh:
Shri Heda:
Shri C. K. Bhattacharyya:
Dr. P. Srinivasan:
Shrimati Renuka Ray:
Shri P. C. Borooah:
Shri H. C. Soy:
Shri Vishram Prasad:
Shri P. R. Chakraverti:
Shri Ram Sewak Yadav:
Shri Kajrolkar:
Shri Sezhiyan:
Shri B. K. Das:
Shri D. C. Sharma:
Shri Brajeshwar Prasad:
Shri Bishwanath Roy:
Shri Dinen Bhattacharya:
Dr. Saradish Roy:
Dr. Ranen Sen:
Shri R. Barua:
Shri R. S. Pandey:

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