

LOK SABHA

Tuesday, December 8, 1959/Agrahayana 17, 1881 (Saka)

The Lok Sabha met at Eleven of the Clock.

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Conversion of Super-Constellations as Passenger-Cargo Planes

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*657. { Pandit D. N. Tiwari:
Shri M. L. Dwivedi:

Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that orders for conversion of Super-constellations from all-passenger to passenger-cargo planes have been placed with the Lockheed Aircraft Service of California; and

(b) if so, the terms of the contracts?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) Yes, Sir.

(b). I lay a statement on the Table of the House. [See Appendix II, annexure No. 91].

Pandit D. N. Tiwari: May I know whether any tender was called, or, whether payment was settled through negotiations?

Shri Mohiuddin. This is a specialised job and it was not possible to call for tenders. Enquiries were made from other airlines and manufacturers and it was found that the Lockheed Aircraft Service could do the work best.

Pandit D. N. Tiwari: May I know whether, on enquiry, it was found that other firms were ready to do the work at a lesser cost?

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Shri Mohiuddin: No, Sir. As far as I understand, this involves a major structural change in the body of the aircraft. We could give it only to a firm which had the experience of this type of work, and this kind of work could be done only by a very big, reputable company.

Shri Baghunath Singh: The Hindustan Aircraft Factory is now a very old concern. May I know whether this work was not possible in the Hindustan Aircraft Factory with the aid of the foreign experts?

Shri Mohiuddin: I am not sure whether the Hindustan Aircraft Factory has actually quoted in this respect. But, as I have stated, this work involves a major structural change of a super-constellation plane which has never been repaired or manufactured in the Hindustan Aircraft Factory.

The Minister of Transport and Communications (Dr. P. Subbarayan): I would like to add to what my hon. colleague has said. If we had found that it was possible for the Hindustan Aircraft Factory to do this work, we would not have gone outside the country

Some Hon. Members rose—

Mr. Speaker: Instead of getting a negative answer, what hon. Members want to know is, whether the Hindustan Aircraft Factory was consulted and whether the Hindustan Aircraft Factory said, "we are not able to do it"?

Shri Mohiuddin: I have no information whether they were actually consulted because their name does not appear here.

Shri Tangamani: In view of the importance of this conversion, may I know why there is so much delay in

the delivery and re-delivery of the aircraft? I find from the statement that the first delivery is on the 1st May, 1960 and the redelivery will be on the 18th July, 1960.

Shri Mohiuddin: It will be seen that the plane will be given to the factory in the first week of May. They will make the changes and re-deliver it in the end of July. 1st May has been fixed because the Boeings will be coming during this period and the Corporation cannot spare super-constellations for such work before May.

Shri Sinhasan Singh: There have been two different answers given here. To the first question whether any tenders were invited, the hon. Deputy Minister replied that it was a technical thing and so no tender could be invited. To the second question, which was put by Shri Raghuna'h Singh, the hon. Deputy Minister said that the Hindustan Aircraft did not quote—rather he was not sure of it—but then the Minister of Transport and Communications said that if the Hindustan Aircraft could do the work the Government would not have gone outside the country. We want to know what is the fact: whether the Hindustan Aircraft was consulted at all. The Hindustan Aircraft is a Government-owned factory. We want to know whether it was consulted.

Shri Mohiuddin: The question is not clear.

Mr. Speaker: I understand the question to be this. Since there is the Hindustan Aircraft Factory, before placing orders with some other firm, why was not the Hindustan Aircraft consulted, and if it was consulted, what was the difficulty?

Dr. P. Subbarayan: For the simple reason that our technical experts felt that the Hindustan Aircraft Factory did not have the facilities to do this work.

श्री गोविन्द दास : हिन्दुस्तान एयर-क्राफ्ट से इस सम्बन्ध में बातचीत नहीं हुई यह तो स्पष्ट है। मैं यह जानना चाहता हूँ

कि बाकिर इतनी बड़ी फैक्टरी हमारे यहाँ मौजूद है तो आप अपने विद्येवर्गों पर ही क्यों निर्भर रहे और हिन्दुस्तान एयरक्राफ्ट फैक्टरी जो लोग चलते हैं, उनसे या यदि उसी प्रकार का कोई दूसरी भारतीय उद्योग है तो उससे एक विदेशी को इसका ठेका देने के पहले आपने बातचीत क्यों नहीं की ?

Shri Mohiuddin: As I have already stated, I have no knowledge whether the Hindustan Aircraft was consulted. The second point is that this involves a major structural change. For example, all the doors have got to be widened and the whole side of the body had to be opened. This is a very delicate and important problem which could be dealt with only by those who have the manufacturing experience in this line.

Some Hon. Members rose—

Mr. Speaker: Order, order.

श्री गोविन्द दास : मैं यह जानना चाहता था कि आपने कम से कम उनसे सलाह तो ली होगी, आपने उनसे सलाह क्यों नहीं ली ?

Some Hon. Members rose—

Mr. Speaker: The question is this. There is the Hindustan Aircraft Factory which undertakes repairs of aircraft and where trainer aircraft are also manufactured. This factory is the first of its kind in the country. Why was it not consulted? Who are the experts? I understand the substance of these questions. The main question is why was not the Hindustan Aircraft consulted.

Dr. P. Subbarayan: I am grateful for this elucidation. But, as I have already stated, this was a specialised job and our technical experts felt that it could not be carried out in the Hindustan Aircraft Factory and so we had to give it to a firm which had experience of manufacturing this aircraft.

Several Hon. Members rose—

Mr. Speaker: Order, order. Hon. Members obviously want to know whether there are technical experts other than those in the Hindustan Aircraft Factory.

Dr. P. Subbarayan: We have our own technical experts in the Indian Airlines Corporation and the Air-India International. (Interruptions).

Some Hon. Members rose—

Mr. Speaker: I will allow a half an-hour discussion regarding the Hindustan Aircraft Factory in relation to this subject.

Dr. P. Subbarayan: My hon. friends are as ignorant as myself of technical matters. (Interruptions).

Mr. Speaker: The hon. Minister will get his brief and we will have a half-an-hour discussion on this matter. How far the Hindustan Aircraft Factory can repair the aircraft; if aircraft can be repaired easily with some more addition to equipment, why not all such repairs be done in the Hindustan Aircraft Factory, instead of placing orders with a foreign country;—these are all matters which will be discussed.

Next question.

Sugarcane Cultivation in Orissa

*658. **Shri Panigrahi:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether the Government of India have given any financial aid to the Orissa Government during the Second Five Year Plan period for the promotion and development of sugarcane cultivation in the State;

(b) if so, the amount of assistance given so far for this purpose to Orissa; and

(c) whether the Central Government have insisted on any condition for giving Central aid for this purpose to the State Government?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) Yes, Sir.

(b) A sum of Rs. 13,000 on account of Central subsidy for sugarcane development schemes was given to the Orissa Government during 1956-57 and 1957-58. With the change in procedure for disbursement of Central assistance for development schemes from 1958-59, the exact amount of grant paid to that Government for that year is not known. However, a total of Rs. 12.24 lakhs grant was sanctioned for all schemes of agricultural production including sugarcane development during 1958-59.

Besides, a sum of Rs. 47,000 was paid by the Indian Central Sugarcane Committee as grant-in-aid to the State Government for sugarcane research schemes from 1956-57 to 1958-59.

(c) No, Sir. The Central Government have not prescribed any special conditions for the grant of Central assistance to Orissa. However, there is a general approved pattern of financial assistance from the Centre which applies to all States and funds are sanctioned in accordance with that pattern.

Shri Panigrahi: May I know to what extent the acreage under sugarcane crops has increased in the Second Plan period?

Shri M. V. Krishnappa: In the beginning of the Plan period, that is to say, 1955-56 the total acreage in Orissa was 56,000 acres. They wanted to raise it to one lakh acres, which was their target. Now, according to the figures that they have given to us, in the first two years they could raise it only to 59,000 acres. In the next three years they hope they could reach the target of one lakh acres.

Shri Surendranath Dwivedy: May I know whether the entire amount that was given to the Government of Orissa for this purpose was utilized?

Shri M. V. Krishnappa: We had set apart nearly Rs. 9½ lakhs in the Plan for this purpose. They had been a little slow in utilising that amount, for which they have given certain reasons. They are now trying to speed it up and they hope to utilize