

THE
PARLIAMENTARY DEBATES
(Part I—Questions and Answers)
OFFICIAL REPORT

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HOUSE OF THE PEOPLE

Monday, 22nd February, 1954

The House met at Two of the Clock.

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

AIR INDIA INTERNATIONAL

*190. **Sardar Hukam Singh:** Will the Minister of Communications be pleased to state:

(a) whether the traffic by Air India International between India and Europe has been on the increase during the last twelve months as compared to the previous year; and

(b) if so, by how much?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) There has been an overall increase in the traffic carried by the Air India International Corporation during the period January—November 1953 as compared with that carried during the corresponding period in 1952.

(b) The passenger traffic increased by 7.66 per cent. during the period mentioned above while the cargo and mail traffic increased by 6.87 per cent. The increase in the overall traffic was 7.4 per cent.

Sardar Hukam Singh: Has there been any increase in the frequency of the services on old routes, or have any

new routes been opened during this period?

Shri Raj Bahadur: We contemplate an increase in frequency or at least the provision of more accommodation from the point of view of the number of seats, after we get our new planes of the type 149C.

Sardar Hukam Singh: Has the increase in working expenses on account of these services been much more than what we could have expected?

Shri Raj Bahadur: No. It is not much more. It works out to Rs. 27.25 lakhs.

Sardar Hukam Singh: Is it a fact that the monthly loss in working these lines is much greater than the subsidy that the Government used to pay to the old companies?

Shri Raj Bahadur: There is no loss in the operation of the Air India International.

Shri N. Somana: Is there any basis for the newspaper reports that the loss is about Rs 40 lakhs?

Shri Raj Bahadur: The question under reply pertains to the Air India International. The hon. Member's question which is about the Indian Airlines Corporation is a different one.

ABOLITION OF FIRST CLASS ON
RAILWAYS

*191. **Shri M. L. Dwivedi:** (a) Will the Minister of Railways be pleased to state the expenditure incurred in the change over from Class I to II in the Indian Railways since 1st October, 1953?

(b) Has any provision been made for the standard of accommodation and amenities generally required for tourist traffic after the change over is complete?

(c) If so, what are they and is any amount being spent for this purpose?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Approximately Rs. 3,000.

(b) and (c).

(i) Arrangements have been made to continue to provide 1st class accommodation in special reserved coaches or trains for tourists.

(ii) Air-conditioned coaches are provided on certain trains where 1st class accommodation is not provided and more trains will be provided with air-conditioned coaches on a programmed basis.

(iii) No special expenditure is being incurred in connection with tourist traffic consequent to abolition of 1st class.

Shri M. L. Dwivedi: May I know if there has been any increase in passenger traffic in the air-conditioned class and II Class since the abolition of I Class, and if so, what administrative economy has been achieved through it?

Shri Alagesan: I do not have the actual figures with me, but I should think that the utilisation of the air-conditioned class has been increasing. I do not have the figures separately for 2nd Class.

Shri M. L. Dwivedi: May I know what is the expenditure incurred in connection with the change-over and by what time is the complete change-over likely to take place?

Shri Alagesan: As I have stated in reply to part (a), the expenditure for all the railways comes to about Rs. 3,000. In fact, barring the changing of the numbers from "I" to "II", there is not much of expenditure.

Shri M. L. Dwivedi: When is the abolition of the rest of the I Class going to take place?

Shri Alagesan: We have retained the 1st Class on fifteen trains and I am just now unable to indicate the time when that also will be abolished.

Shri Muniswamy: May I know whether any improvement has been made in the existing retiring rooms so as to accommodate tourists?

Shri Alagesan: Where there are no retiring rooms, they are being constructed.

INSURANCE AGAINST AIR TRAVEL RISK

*192. **Shri Bansal:** Will the Minister of Communications be pleased to state the facilities that are available in the Country at the various air ports or air booking centres to passengers for getting themselves insured against air travel risk?

The Deputy Minister of Communications (Shri Raj Bahadur): I lay on the Table of the House a statement giving the requisite information. [See Appendix I, annexure No. 41.]

Shri Bansal: May I know if these arrangements are a part of the normal operations of the air companies, or these air risk insurance companies have their separate offices at the airports?

Shri Raj Bahadur: They have been arranged with the various insurance companies, of course at the instance of the Company, but not included in the set-up of the Corporation as such.

Shri Bansal: Are Government aware that at some of these airports and booking centres, the officers who issue the ordinary tickets for passengers also issue these air risk insurance covers?

Shri Raj Bahadur: It varies from place to place. At certain places facilities for insurance are provided at booking offices, at other places both at the booking office as well as at the airport, and so on.