

**Printing of Air India Booklets Abroad**

1212. { Shri Kajrolkar:  
 { Shri Raghunath Singh:  
 { Shri R. P. Singh:  
 { Shri U. M. Trivedi:

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

(a) the total amount spent by the Air India each year in getting brochures, books, folders, posters, tickets printed abroad;

(b) the reasons for printing these booklets abroad; and

(c) the amount of foreign exchange involved therein?

The Deputy Minister in the Ministry of Transport and Communications (Shri Bhagavati): (a) The approximate amount spent by Air India Corporation during the years 1959-60, 1960-61 and 1961-62 on getting time-tables, tickets, brochures, folders etc. printed abroad is given below:—

1959-60	1960-61	1961-62
Rs. 6,37,500	Rs. 8,29,000	Rs. 12,24,400

(b) The reasons for printing these articles abroad are as under:—

- (i) *Time-tables*: Time-tables issued by the Corporation in Europe contain both English version as also a version in the local language of the country namely French, German, Italian etc. These used to be got printed in Geneva because of easy availability of necessary facilities. The Corporation have, however, started printing the full size time-tables in India to save foreign exchange expenditure.

(ii) *Passenger tickets, excess baggage tickets, Miscellaneous Charges Orders and Coupons*: These require a special type of carbon paper backing which is not produced in India. The orders for printing these articles were, therefore, placed with a Japanese firm whose quotations were the lowest. However, the possibility of getting the required type of carbon paper produced in India is being explored by the Development Wing of the Ministry of Commerce and Industry.

(iii) *The Special Boeing Brochure*: The specialised part of job was the coloured tissue paper which also is not produced in India. Global tenders were invited for this item and the lowest tender was received from a Japanese firm on whom the order was finally placed.

(iv) *Sales letter, tour folders, bulletins etc.*: The material for these items depends largely on local needs. They essentially form part of the publicity campaigns undertaken by the outstation offices of the Corporation. The printing of such items in India would not only be inconvenient but also expensive and the delays which would inevitably be involved in getting them printed in India and then despatching them to foreign stations would defeat their purpose. For competitive reasons it is necessary to get these printed locally so that they are available according to the required time schedule.

(c) The amounts indicated under (a) above represent foreign exchange expenditure in full.

Notes: (1) The amount indicated in reply to part (a) of the question includes expenditure on certain other items like postage, transport charges etc., as no separate accounts of expenditure incurred on such items is maintained by the Corporation.

- (2) During 1959-60, New York was an off-line point and, therefore, the expenditure on publicity items was much less. New York functioned as an on-line station for a part of the year 1960-61 and the expenditure increased during that year. In the year 1961-62, in addition to New York functioning as a regular on-line station with as many as five services a week during on-season and 3 during off-season, a number of sales offices were opened in the U.S.A. There has, therefore, been an inevitable increase in the expenditure on sales promotional items.

#### **Shuttle Service for Delhi Students Studying at Ghaziabad**

**1213. Shri Solanki:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that there is a shuttle service from Ghaziabad to Delhi for Delhi students reading in various colleges in Ghaziabad;

(b) if so, whether separate compartments have been provided for ladies in it;

(c) whether it is also not a fact that in ladies compartments the boys outnumber the girls; and

(d) if so, why railway police personnel and officers are not posted to check this so as to avoid harassment to ladies?

**The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan):** (a) There is no shuttle train exclusively for students between Ghaziabad and Delhi. However, 331 Up New Delhi-Amritsar Passenger Train which starts from New Delhi at 5.05 hours and reaches Ghaziabad at 6.37 hours caters for students attending schools and colleges at Ghaziabad in the morning shift. In addition to this, students travel by other trains between Delhi and Ghaziabad according to the various shifts in the schools and colleges at Ghaziabad.

(b) Yes.

(c) While boys below the age of 12 years are permitted to travel in ladies compartments, it has not come to notice that the boys outnumber the girls in such compartments.

(d) Extant rules provide for ladies' compartments being occupied only by those who are entitled to travel in them. Necessary staff has been detailed for ensuring that the rules are observed and assistance of police is sought, should necessity arise.

#### **Medical Colleges**

**1214. Shri Naval Prabhakar:** Will the Minister of Health be pleased to state:

(a) whether it is a fact that seats in medical colleges for M.B.B.S. Course have been reserved for students belonging to the Scheduled Castes and Scheduled Tribes;

(b) if so, what steps Government take to get the required number of students from such communities; and

(c) whether some organisations are also asked to give publicity for getting such students?

**The Minister of Health (Dr. Sushila Nayar):** (a) Yes; seats have been reserved for candidates belonging to