

(ख) यदि हाँ, तो इसके क्या कारण हैं, इस संबंध में किन-किन देशों के मामले में यह प्रतिबंध हटाया जायेगा और सरकार ने इस दिशा में क्या कदम उठाए हैं ;

(ग) क्या इस संबंध में विदेशी मुद्रा के संभावित अर्थों के बारे में कोई आंकलन किया गया है; और

(घ) यदि हाँ, तो उसका भरोसा क्या है ?

विदेश मंत्रालय में राज्य मंत्री (श्री आर० एल० भाटिया) : (क) जी नहीं ।

(ख) से (घ) प्रश्न नहीं उठता ।

Indian Territory under Foreign Control

2209. SHRI NARESH YADAV: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) what was the total area of land India had at the time of attaining independence in the year 1947 and what is its total area of land at present;

(b) what are the reasons for the shrinkage in the area of land and what are the names of the countries which have been occupying the land ; and

(c) what action Government propose to take to get back the Indian land which is being occupied by other countries ?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI R. L. BHATIA): (a) Information on the total land area of India at the time of attaining independence in 1947 is being collected from the Surveyor General of India and will be laid on the Table of the House. The total area of India presently is 32,87,263 Sq. Km.

(b) The area in Jammu & Kashmir under the illegal occupation of China is approximately 38,000 Sq. Km. In addition, under the so-called Sino-Pakistan 'boundary agreement, of 1963, Pakistan has illegally ceded approximately 5,180 Sq. Km. of Indian territory in Pakistan Occupied Kashmir to China.

The area of the Indian State of Jammu & Kashmir under the illegal and forcible occupation of Pakistan is approximately 78,000 Sq. Km.

(c) (i) India and China are committed to work towards a fair, reasonable and mutually acceptable settlement of the boundary question and this task has been entrusted to the India-China Joint Working Group.

(ii) Government are committed to the Simla Agreement under which all differences with Pakistan are to be resolved peacefully through bilateral negotiations.

Concession to Haj Pilgrim*

2210. SHRI SATISH PRADHAN : Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that Government propose to stop sea voyage to Saudi Arabia for Haj pilgrims; if so the reasons there of ;

(b) whether Government propose to introduce air service for Haj pilgrimage;

(c) what is the difference between the air fare and sea fare;

(d) whether Government have any plan to grant concession on air tickets for Haj pilgrims; if so, the percentage of concession ;

(e) whether Government will consider granting identical air-concession to pilgrims going to Jerusalem, Rome or other holy places ;

(f) whether such concession will be granted on inland flights; and

(g) if so, the details thereof V

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI R. L. BHATIA): (a) and (b) Government has decided that all the pilgrims will be carried by air beginning from Haj 1995. The reasons for discontinuation of ship are as follows:

1. The facility for travel by ship was available only to a relatively small number of pilgrims as compared to the total number of Indian pilgrims proceeding for Haj.

2. It was difficult to adhere to the time-frames prescribed by the Saudi authorities for arrival and departure of pilgrims to and from Saudi Arabia in the case of sea pilgrims.

3. Saudi authorities encourage the performance of the Haj by air. They have created infrastructural facilities for handling all the pilgrims coming by air.

4. Pilgrims going by ship had to stay for 65 days in Saudi Arabia as compared to 45 days for pilgrims by air. In view of high cost of living in Saudi Arabia, many pilgrims faced problems of running short of funds.

5. Till 1994, India was one of the four countries in the world which sent its pilgrims by sea also. For Haj 1995, only two neighbouring countries i.e. Egypt and Sudan will ferry their pilgrims across the sea.

6. The amount of subsidy, direct or indirect, for sea travel for Haj 1994 was Rs. 32,000 as compared to Rs. 5,000 per pilgrim by air. Government considers that expenditure on Haj could better be used to ameliorate the conditions of pilgrimage for all pilgrims.