

ing that of Lord Cato and brought this company under the Public Sector; and

(c) if the answer to part (b) above be in the negative, what are the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PRANAB MUKHERJEE): (a) The verification of the assets and investments of Andrew Yule & Co. Ltd. was conducted by National Industrial Development Corporation Ltd., a Government of India undertaking and according to their report by and large, the assets and investments belonging to Andrew Yule & Co. Ltd. were found in order.

(b) and (c) The Government have purchased 9,83,026 equity shares of Rs. 10 each and 37,231 preference shares of Rs. 100/- each held by non-residents including Mr. Cato. The Management of Andrew Yule & Co. Ltd. is now being controlled by the Government, but it is not a Government company as defined in Section 617 of the Companies Act.

**Air Cargo Division to promote Air Cargo Traffic in the Eastern Region**

511. SHRI K. P. SINGH DEO :

SHRI LOKANATH MISRA :

SHRI M. P. VARMA :

Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Government are considering a proposal to set up a specialised Air Cargo Division to promote air cargo traffic in the eastern region;

(b) whether it is also a fact that the Eastern India Shippers Association has approached different airlines, Government of India and other organisations to examine the problems regarding the export by air on a larger scale; and

(c) if so, what decision Government have taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (SHRI SURENDRA PAL SINGH) : (a) A high level Standing Committee (SCOPE-AIR) has already been set up in June 1974 in the Ministry of Commerce to study and deal with various problems pertaining to country's exports moving by air. This Committee will deal with problems of all regions including the eastern region. The Ministry of Tourism and Civil Aviation and Air India are represented on this Committee besides representatives from other Bodies.

(b) and (c) The Eastern India Shippers Association had approached Air India and the Government in 1974 regarding the problems faced by them due to lack of capacity available for export cargo.

Following measures have been taken in this regard:

(i) Air-India operated two ten pallets flights per week, thus offering approximately sixty tons additional cargo capacity *ex-Bombay*.

(ii) On April 22, 1974, Air-India operated an extra section flight and thus cleared 23,423 kgs. of cargo *ex-Calcutta*.

(iii) On May 22, 1974, Air-India operated one more extra section flight and thus cleared 27,905 kgs. of cargo *ex-Calcutta*.

Moreover, Air-India have plans to operate effective April 1, 1975, two all cargo 13 pallets flights per week between India, Middle East, Europe and UK which will offer capacity of 33-35 tons per flight. One of these flights will be *via Calcutta*. These flights will be in addition to Air-India's normal 747 operations which offer 20 tons per flight and 707 services to UK which offer approximately 4 tons per flight.

512. [Transferred to the March, 1975]