

is illegitimately continuing. Mr. Chairman, the Report of the Estimates Committee shows. . .

MR. CHAIRMAN : No, no.

(Interruption.)

SHRI BHUPESH GUPTA: Certainly, Sir, you will not allow questions relating to matters which are strictly sub-judice. But if in an affidavit—I can give you a precedent—certain disclosures and revelations are made, then arising out of that or related to that, certain supplementaries can be asked. Take, for example, the case of the Kutch Award. There was an affidavit in the Kutch case filed by the Government of India in the Supreme Court and that affidavit became the subject matter of prolonged interpellations in the Lok Sabha. Nobody stopped questions being put on the ground that an affidavit had been filed in a court. An affidavit is a statement by a person before a court. We are not going to reflect on the judicial process or say anything which would prejudice the judicial process. But in regard to related matters, questions certainly can be asked.

MR. CHAIRMAN : I have come to the conclusion that the affidavit refers to the matter at issue.

(Interruption.)

श्री राजनारायण : श्रीमन्, मेरा निवेदन यह है कि मालिक और नोकर के बीच में जो सम्बंध है वह क्या है। मैं यह जानना चाहता हूँ कि इसमें सब जुडिस का क्या सवाल है ! मास्टर और सर्वेन्ट में क्या रिलेशनशिप हो, उसकी क्या शर्तें हों, हम केवल उन शर्तों को जानना चाहते हैं।

SHRI A. D. MANI: On a point of order, Sir.

SHRI AKBAR ALI KHAN : Sir, you have given a decision.

SHRI RAJNARAIN: No.

SHRI AKBAR ALI KHAN : Sir, you have agreed with the answer that was given by the hon. Minister and you have also called the next question.

SOME HON. MEMBERS : No, no.

श्री राजनारायण : श्रीमन्, मेरा प्वाइन्ट ऑफ ऑर्डर है। मेरे साथ बड़ी ज्यादाती है। मैं बिल्कुल विनम्रता से कहना चाहता हूँ कि कोर्ट में जो प्रोसीडिंग है उसके बारे में हम लोग कुछ नहीं कह रहे हैं। हम केवल यह जानना चाहते हैं कि क्या मेटर है कोर्ट में, यानी क्या क्या शर्तें हैं क्या कंडिशन हैं जो मास्टर और सर्वेन्ट के बीच में यहां रखी गई हैं !

MR. CHAIRMAN: This relates to the conditions of employment and the affidavit relates to the matter at issue. Therefore, I rule out any further discussion on this question. Next question.

CALCUTTA PORT TRUST

*470. SHRI K. P. SUBRAMANIA MENON : Will the Minister of TRANSPORT AND SHIPPING be pleased to state :

(a) the loss suffered by the Calcutta Port Trust during the year ; 9 65-66, 1966-67 and 1967-68 respectively; and

(b) the steps taken to reduce the losses ?

THE MINISTER OF TRANSPORT AND SHIPPING (PROF. V. K. R. V. RAO) : (a) The losses suffered by the Calcutta Port Commissioners during the period from 1965-66 to 1967-68 were as under:—

(/«lakhs of rupees)

1965-66	1966-67	1967-68
174.3	311.6	100.1

(b) Port charges were increased on a number of occasions during the last three years to reduce the losses. The Port Commissioners are also striving to reduce expenditure by economy measures. Government had also set up a one-man Committee consisting of Shri P. C. Bhattacharyya, Ex-Governor of the Reserve Bank of India to enquire into the finances of Calcutta Port. His report has been received recently and is being examined.

SHRI K. P. SUBRAMANIA MENON : As is clear from the figures which the hon. Minister has given, the Port Commissioners have been incurring heavy losses during the last three years. May I know from the Government whether they have any idea about the reasons for these heavy losses incurred by the Port Commissioners ?

PROF. V. K. R. V. RAO : Sir, there are a number of reasons for the losses which are being incurred by the Col-cutta Port Trust. One reason is the increasing revenue and capital charges on dredging and river maintenance. As the hon. Member knows, Calcutta is a river-port and over the last 15 years, the cost of maintaining navigability in the river has been increasing. The second reason is the increase which has been made in recent years in allowances and salaries of the establishment and labour. The third reason is the increase in debt charges partly because of the development expenditure on which interest has to be paid and partly because of the increase which has taken place after devaluation in the interest charges. Finally, Sir, in the last three years, there has not been any increase in traffic at the Calcutta Port. Actually there has been some decline. All these reasons are responsible for the continuing difficulties of the Calcutta Port Trust. And that was why the Government appointed this one-man Committee consisting of Shri P. C. Bhattacharyya.

SHRI M. P. BHARGAVA: May I know from the hon. Minister whether it is a fact that there is large-scale pilferage in the Calcutta Port and this is due to the fact that there are no adequate protection arrangements in the port area since the local police is taken away whenever any V.I.P. visits Calcutta or there is any function in Calcutta and the port is left free for those who want to steal ? And is that one of the reasons why there are heavy losses in the Calcutta Port? And if that is a fact, may I know whether the hon. Minister has considered the desirability of raising a Port Protection Force to protect the port areas?

AN HON. MEMBER : And regarding which there is a Bill in his name.

PROF. V. K. R. V. RAO : Sir, I admire my hon. friend's ingenuity in bringing the Port Protection Force in the context of this particular question. But all that I can say is that the losses of the Calcutta Port Trust are not traceable to these pilferages. Regarding the other question about the amount of pilferage, I shall try to get the necessary information from the Port Trust Commissioner.

श्री जगदम्बी प्रसाद यादव : मैं सरकार से जानना चाहता हूँ कि एक व्यक्ति की जो समिति बनी थी उस समिति ने जाँच में क्या पाया और जाँच के बाद उसने सुधार के लिये सरकार को कौन से सजेसन्स दिये;

PROF. V. K. R. V. RAO : Sir, the report has been received only recently and we are examining that report. As soon as the examination is completed and the Government have come to a conclusion on that report, I shall place the information on the Table.

SHRI K. CHANDRASEKHARAN: May I know from the hon. Minister whether salary increase and increase in debt charges are not features common to other Port Trusts also and whether in other Port Trusts also we have been suffering losses during this period ?

PROF. V. K. R. V. RAO : Sir, I am not in a position to give a categorical answer to the hon. Member's question regarding the other Ports. But to the best of my recollection the Port which has been incurring very heavy losses and continuously has been the Calcutta Port. Some other Port Trusts have been able to bear these charges without incurring any deficit but the Calcutta Port Trust has not been able to do so.

SHRI LOKANATH MISRA : Sir, the hon. Minister has said that Calcutta being a river port, it needs a lot of dredging which renders it uneconomic. In view of this port requiring permanent dredging which makes it uneconomic-

conomic, would the hon. Minister find more economic ports in the eastern zone like Paradip and Haldia and improve them instead of taking the matter lightly ?

PROF. V.K.R. V. RAO: Sir, I did not suggest that the Calcutta Port has become uneconomic. I was referring to the fact that over the last 15 or 20 years on account of the siltation that has taken place and the water not coming into the Bhagirathi the river Hooghly has been having difficulties. But we know that the Faraitka Barrage is now under construction. When the Farakka Barrage is completed, the position will improve. As regards the Paradip Port in which I have no doubt my hon. friend has great interest, I can assure him that it will not be allowed to suffer on account of this.

MR. CHAIRMAN : Next question.

SHRI A. P. JAIN: Sir, I have been wanting to put a question.

MR. CHAIRMAN : The whole trouble is that I would like to give not more than 5 minutes to an ordinary question.

SHRI A. P. JAIN: That is true, but, Sir, these five minutes must be evenly distributed on all sides of the House.

MR. CHAIRMAN: If a Question is important, I shall give 10 minutes and if it is more important, I shall consider whether there can be further discussion on it or half-an-hour discussion. I am sorry I did not notice 3'Ou. You are a senior Member of this House. If I had noticed you, I would have allowed you. I hope you will excuse me. Next question now.

OPERATIONAL EFFICIENCY OF INDIAN AIR- LINES AND AIR INDIA

♦471. SHRI A. G. KULKARNI : Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state the details of improvements made by the Indian Airlines and the Air India in regard to the operational efficiency during the years 1966-67 and 1967-68 respectively ?

THE MINISTER OF TOURISM AND CIVIL AVIATION (DR. KARAN SINGH) : I lay on the Table of the House a comparative statement for the years 1966-67 and 1967-68 which would indicate the progress made by the two Air Corporations during this period.

STATEMENT

	Air India		I. A. C.	
	1966-67	1967-68	1966-67	1967-68
1. AT k.m. (Available Tonne km) (million)	352.685	434.452	165.120	205.847
2. Operating cost per AT k.m. (Rs.)	1.172	1.140	1.80	1.62
3. Operating revenue per AT k.m. (Rs.)	1.30	1.266	1.64	1.69
4. AT k.m. per employee	46,700	54,100	13,371	15,952
5. No. of revenue passengers carried	2,54,736	2,85,459	1,409,503	1,657,671
6. Total Revenue (Rs. in lakhs)	47,01.55	55,22.00 (Revised estimates)	28,09.52	34,62.00 (Revised estimates)
7. Total Expenditure (Rs. in lakhs)	43,12.40	52,93.00 (Revised estimates)	32,33.02	34,88.30 (Revised estimates)
8. Profit/Loss (in lakhs)	3,89.15	2,29.00 (Revised estimates)	423.50 (Loss)	26.30 (Loss) (Revised estimates)