

CULTURE, COMMUNITY DEVELOPMENT AND COOPERATION be pleased to state :

(a) whether Government have received any representation from the General Secretary, Mohini Sugar Mills Workers' Union, Warasiliganj (Gaya) complaining against the authorised Controller for non-payment of bonus and not granting leave at the sad demise of Shri Lai Bahadur Shastri; and

(b) if so, the action taken in the matter ?

THE DEPUTY MINISTER IN THE MINISTRY OF FOOD, AGRICULTURE, COMMUNITY DEVELOPMENT AND COOPERATION (SHRI ANNASAHIB SHINDE) : (a) Yes, Sir.

(b) The matter is under consideration.

#### EXPANSION OF AFRODROME AT CALCUTTA

\*130. SHRI R. K. BHUWALKA : Will the Minister of TRANSPORT, AVIATION,

कलकत्ता स्थित हवाई अड्डे का विस्तार

\*130. श्री रामकुमार भुवालका : क्या परिवहन, विमान चालन, नौवहन और पर्यटन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार कलकत्ता के हवाई अड्डे का विस्तार करने और वहां से उड़ने वाले यात्रियों को अधिक सुविधा प्रदान करने की योजना पर विचार कर रही है ;

(ख) यदि हां, तो यह योजना कब तक कार्यान्वित हो जायेगी; और

(ग) इस योजना पर कितना व्यय होगा ?

SHIPPING AND TOURISM be pleased to state :

(a) whether there is any scheme under Government's consideration for expanding the aerodrome at Calcutta and providing more facilities to passengers flying from there;

(b) if so, by when this scheme is likely to be implemented; and

(c) how much expenditure will be incurred thereon ? 1

परिवहन, विमान चालन, नौवहन और पर्यटन मंत्री (श्री एन० संजीव रेड्डी) : (क) जी, हां । हवाई अड्डे का जेट परिचालनों के लिए विकास किया गया है । वहां पर यात्रियों से सम्बद्ध सुविधाओं में सुधार करने का प्रस्ताव है ।

(ख) इनके 2-3 वर्ष में पूरे किये जाने की आशा है ।

(ग) यात्रियों से सम्बद्ध सुविधाओं में किये जाने वाले सुधारों पर 14 लाख रुपये व्यय होने का अनुमान है ।

f[THE MINISTER OF TRANSPORT, AVIATION, SHIPPING AND TOURISM (SHRI N. SANJIVA REDDY) : (a) Yes, Sir. The aerodrome has been developed for jet operations. It is proposed to make improvements to passenger handling facilities there.

(b) These are likely to be completed in two to three years.

(c) Expenditure on improvements to passenger handling facilities is estimated at Rs. 14 lakhs.]

#### खाद्यानों पर विलम्ब-शुल्क

54. श्री सुन्दर सिंह भंडारी : क्या खाद्य, कृषि, सामुदायिक विकास और सहकार मंत्री यह बताने की कृपा करेंगे कि :

(क) फरवरी, मार्च और अप्रैल, 1966 में भारत के किन-किन बन्दरगाहों पर किन-किन देशों से गेहूं से लदे जहाज पहुंचे;

(ख) प्रत्येक जहाज में कितने कितने मैट्रिक टन गेहूं था और उन्हें खाली करने में कितना-कितना समय लगा;

(ग) निर्धारित समय से अधिक समय के लिए रोके गए ऐसे जहाज कितने थे जिन पर विलम्ब-शुल्क देना पड़ा; और उनके लिए कितना विलम्ब-शुल्क दिया गया;

(घ) विलम्ब-शुल्क के रूप में कितनी विदेशी मुद्रा देनी पड़ी; और

(ङ) उन्हें खाली करवाने में अधिक समय लगने के क्या कारण थे ?

#### DEMURRAGE ON FOREIGN COUNTRIES

54. SHRI SUNDAR SINGH BHANDARI : Will the Minister of FOOD, AGRICULTURE, COMMUNITY DEVELOPMENT AND COOPERATION be pleased to state :

(a) the names of the sea-ports in India where ships loaded with wheat arrived from abroad during February, March and April, 1966 and the names of the countries from where these ships arrived;

(b) the quantity of wheat in tonnes in each ship and the time taken in unloading each of these ships;

(c) the number of ships which were detained beyond the stipulated time and for which demurrage had to be paid; and the amount of demurrage paid for them;

(d) the amount of foreign exchange which had to be paid as demurrage; and

(e) the reasons for taking more time in unloading them ?

खाद्य, कृषि, सामुदायिक विकास और सहकार मंत्रालय में राज्य मंत्री (श्री पी० गोविन्द मेनन) : (क) फरवरी, मार्च और अप्रैल 1966 के महीनों में गेहूँ के जहाज जिन बन्दरगाहों पर पहुंचे और जिन देशों से गेहूँ लाये उन बन्दरगाहों और देशों के नाम निम्न प्रकार हैं :—

बंदरगाहों के नाम—

बम्बई

भावनगर

कलकत्ता

कोचीन

कांडला

कोजीकोड़

[ ] English translation

मद्रास

मंगलौर

मारमगोआ

नवलखी

तूतीकोरिन

विशाखापत्तनम

देशों के नाम—

ऑस्ट्रेलिया

कनाडा

इटली

संयुक्त राज्य अमेरिका

(ख), (ग) और (घ) इन तीन विचाराधीन महीनों में आये गेहूँ के 153 जहाज लगभग 23.57 लाख मीटरी टन गेहूँ लाये थे ।

यह विचार किया गया है कि 153 जहाजों के बारे में प्रत्येक के मांगे गये व्योरे को एकत्रित करने में जितना समय लगेगा और कोशिश करनी पड़ेगी उस सूचना से होने वाला लाभ अनुपात में कम ही होगा । तथापि यह उल्लेख किया जाता है कि इस अवधि में शीघ्रता पुरस्कार/विलम्ब शुल्क पर दी गयी विदेशी मुद्रा की अनुमानित राशि निम्न प्रकार थी :—

(लाख रुपयों में)

|              | शीघ्रता पुरस्कार | खर्च हुआ विलम्ब शुल्क |
|--------------|------------------|-----------------------|
| फरवरी, 1966  | 6.50             | 0.09                  |
| मार्च, 1966  | 6.60             | 0.25                  |
| अप्रैल, 1966 | 2.71             | 2.01                  |
| <b>जोड़</b>  | <b>15.81</b>     | <b>2.35</b>           |

(ङ) देर से माल उतारने के कारण दिये गये विलम्ब शुल्क के मुख्य कारण मोटे तौर पर निम्न प्रकार हैं :—

1. जहाज के पहुंचने पर तुरन्त घाट न मिलने के कारण घाट पर लाने में देरी ।
2. कुछ बंदरगाहों पर श्रम संबंधी कठिनाई ।
3. कुछ अवसरों पर कुछ श्रेणियों के मजदूरों की अपर्याप्त सप्लाई ।
4. कुछ छोटी बन्दरगाहों पर आपरेशनल सम्बन्धी कठिनाईयाँ ।

t[THE MINISTER OF STATE IN THE MINISTRY OF FOOD, AGRICULTURE, COMMUNITY DEVELOPMENT AND CO-OPERATION (SHRI P. GOVINDA MENON): (a) Names of the sea-ports at which and the countries from which wheat ships arrived in the months of February, March and April, 1966 are as under:—

*Names of ports—*

Bombay  
Bhavnagar  
Calcutta  
Cochin  
Kandla  
Kozhikode  
Madras  
Mangalore  
Marmugao  
Navlakhi  
Tuticorin  
Visakhapatnam

*Names of countries—*

Australia Canada  
Italy U.S.A.

(b) to (d) 153 wheat ships carrying about 23-57 lakh tonnes arrived during the three months in question.

It is considered that the time and effort required in the compilation of the details asked for in respect of each of the 153 vessels will not be commensurate with the advantage likely to be derived from this information. However, it may be stated that during this period the estimated amount of despatch earned/demurrage incurred in foreign exchange was as follows:

*(In lakh rupees)*

Despatch Demurrage  
earned incurred

|                |       |      |
|----------------|-------|------|
| February, 1966 | 6-50  | 0-09 |
| March, 1966    | 6-60  | 0-25 |
| April, 1966    | 2-71  | 201  |
| TOTAL          | 15-81 | 2-35 |

(e) The main reasons for incurring demurrage resulting from delays in unloading were broadly as follows:—

1. Delay in berthing due to non-availability of a berth immediately on arrival of a vessel.

i [ ] English translation.

2. Labour trouble at certain ports.
3. Inadequate supply of some categories of labour on certain occasions.
4. Operational difficulties at some minor ports.]

#### CLAIMS PREFERRED AGAINST AIR INDIA ON ACCOUNT OF BOEING CRASH AT MONT BLANC

55. SHRI BIREN ROY: Will the Minister of TRANSPORT, AVIATION, SHIPPING AND TOURISM be pleased to state:

(a) the amount and the number of claims preferred against Air India on account of the Boeing crash on 24th January, 1966;

(b) the account of third party insurance generally included in the 'airfare' on such international flights per ticket and how it is based on (i) the distance of flight, (ii) the nature of the country over which the flight takes place and (iii) the cost of the fare;

(c) the maximum amount payable at present on death and/or on permanent disability in such a crash; and

(d) the details of the amount for which the aircraft and its personnel were insured?

THE MINISTER OF TRANSPORT, AVIATION, SHIPPING AND TOURISM (SHRI N. SANJIVA REDDY): (a) to (c) As on 3rd May, 1966, 84 claims have been received from the dependants of the passengers on board the ill-fated aircraft. In international air transport there is no automatic insurance of any fixed amount in case of death of a passenger nor is the insurance based on any of the three factors mentioned in part (b) of the question. However, under the Warsaw Convention, the legal liability of Air India for compensation extends up to an amount of 125,000 gold francs *i.e.* Rs. 40,000 approximately in respect of claims per passenger. This limit was doubled under the Hague Protocol to the Warsaw Convention. The enhanced limit is applicable only in cases where a passenger is travelling between two States both of which have ratified the Hague Protocol or has a return ticket from and to a State which has ratified the Hague Protocol. Otherwise, the liability is regulated according to Warsaw Convention if the countries are signatories of that Convention. In case negligence or wilful default is proved as the