

also should operate buses to adjoining States. Otherwise too it will be a one-way traffic if Delhi is not allowed to ply its buses to adjoining States.

SHRI A. D. MANI: Sir, I have seen the Statement laid on the Table of the House. There is no reference to the question of penal character of overloading. Under the law a person is not allowed to carry more than a certain number of passengers. But it is a common sight to see the D.T.XJ. buses carrying an overload of passengers on many routes. What steps are the Government taking to see that the D.T.U. conforms to traffic regulations?

SHRI RAJ BAHADUR: So far as I know, there may be cases in which overloading might have occurred but the D.T.U. conductors, the staff and field officers as also the traffic police try to do their level best to stop that.

SHRI G. RAMACHANDRAN: Is it not a two-sided affair—people who rush into a bus would like two or three extra passengers to be taken? It is a two-sided affair.

MR. CHAIRMAN: Do you mean a two-sided crime?

SHRI D. THENGARI: Is the Government aware that recently at Bombay there was a lightning strike by the staff of the BEST as a protest against overcrowding? Now does the Government expect the staff everywhere to do the same thing?

MR. CHAIRMAN: I do not think it is necessary to answer this question.

SHRI V. M. CHORDIA: It is relevant here Sir.

SHRIMATI SHAKUNTALA PARAN-JPYE: In view of the tremendous rush for bus transport, is the Government at all thinking of developing rail traffic—suburban rail traffic—in Delhi, which would take the load off the roads? Of course, it is the Rail-

way Minister's concern but I want to know whether the Minister for Transport is at all having any talks with the Railway Minister about it.

SHRI RAJ BAHADUR: Personally I have had no talk but some such proposals have been considered or they have been talked about off and on and consistent with the resources that we have at our disposal such a scheme would really be worth while but when, where and in what form, that is a matter for detailed consideration.

SHRI D. THENGARI: Sir, when there is overcrowding the staff also is inconvenienced—conductors etc. selling tickets. Their inconvenience also must be taken into consideration.

SHRI CHAIRMAN: Is that a question? It is not a question.

SHRI V. M. CHORDIA: Sir, he has asked in the previous question . . .

SHRI D. THENGARI: Sir, my question is whether some measures to check overcrowding will be taken only after some protest is recorded by the staff.

MR. CHAIRMAN: That again is not a question. I am sorry.

SHRI FARIDUL HAQ ANSARI: Sir, in view of the information given by the hon. Minister, may I know why the rules are not strictly enforced to lessen overloading?

SHRI RAJ BAHADUR: Sir, the traffic police and the staff of the D.T.U. try to do that but, as has been observed by another hon. Member here, sometimes the passengers do really overwhelm.

**BRITISH GOVERNMENT'S OBJECTION TO
AIR INDIA CARRYING PASSENGERS
BETWEEN Moscow AND LONDON**

*122. SHRI A. D. MANI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the British Government has objected to the Air India

carrying passengers between Moscow and London on its new twice-a-week service from India to London via Moscow; and

(b) if so, what was the nature of the objection raised and what were the reasons given by the British Government for their objection?

THE MINISTER OF CIVIL AVIATION (SHRI N. KANUNGO): (a) End (b). United Kingdom Government were prepared to permit the picking up of traffic from Moscow if there was an intermediate halt between Moscow and London. This did not suit Air India which wanted a direct flight to save time and attract through passengers. United Kingdom Government then wanted that in order to protect the interests of British European Airways who had developed the route Moscow/London and until British Overseas Airways Corporation provided service to India through Moscow, Air India should carry only stop-over traffic between London and Moscow.

SHRI A. D. MANI: May I ask the Minister how it would have helped the British European Airways if there had been another halt on the Moscow-London route? The Air India was picking up passengers for flight from London to Moscow. Whether they stop somewhere en route is a matter of no consequence. Why did the British Government object to this?

SHRI N. KANUNGO: Sir, the Air India was interested more in through traffic than in short-halt traffic. All that the British Government wanted was to protect the interests of their own carriers.

SHRI A. D. MANI: Sir, I have not been able to understand the statement of the hon. Minister. The British European Airways operate in Europe. They do not have their services to Moscow. Our service goes to Moscow and London. Now if it halts somewhere in Europe, how does it help the British European Airways? I want to know that.

MR. CHAIRMAN: Do you want him to answer for the British Government?

SHRI A. D. MANI: Sir, if an objection is raised, the Government of India's duty is to find out whether that objection is reasonable or not. They can ask the British European Airways how it would benefit them by having a stop-over in Europe. As long as Air India maintains services between Moscow and Europe and the British Airways do not have their services, I cannot understand why the British Government should object to this. Now they say they do not mind another halt in Europe. How does it help them?

SHRI N. KANUNGO: Sir, the stopover traffic is less attractive than through traffic.

SHRI GOPIKRISHNA VIJAIVAR-GIYA: I would like to know whether actually we have accepted that objection of the British Government.

SHRI N. KANUNGO: Yes, because we are more interested in through traffic from the U.K. to India than in stop-over traffic.

SHRI BHUPESH GUPTA: Sir, the hon. Minister has stated that he has accepted the objection of the British Government in this matter. May I know under which covenants or rules governing such matters this objection was raised, because that country is not free, as far as I understand, to raise such objection in such matters? They have to go by certain established rules and practices, understanding and agreements between the various countries in the matter of developing air services. Which rule or covenant or agreement according to the British Government is being violated under the proposal made by the Government of India?

SHRI N. KANUNGO: Sir, the U.K. Government has not violated any agreement or treaty. Every National

Government has the right to protect the interests of its own carriers.

SHRI BIREN ROY: Sir, the problem that Air India has raised is that the flight would be delayed. But I would like to state that it would be delayed only by 45 minutes if we have a halt at Amsterdam or at Copenhagen. We have bilateral agreements with these two countries and at the same time we allow their planes to come to India and pick up passengers but we do not call at their countries. What is the objection of Air India stopping either at Amsterdam, Holland or at Copenhagen and then going to London? It is only a question of 45 minutes' delay which can be adjusted.

SHRI N. KANUNGO: They can get one hour advantage in through flights from London to Delhi and that is an advantage which attract long-distance passengers.

SHRI BIREN ROY: Will that one hour advantage not be covered by the extra traffic that you will get not only from Moscow to London but also to and from Copenhagen and Amsterdam?

SHRI N. KANUNGO: Well, that is for the judgment of the Directors of Air India and they have felt that this is more advantageous to them.

SHRI M. S. OBEROI: I would like to know from the hon. Minister how many services are operated by the B.O.A.C. on this route?

SHRI N. KANUNGO: The B.O.A.C. is not operating any traffic on this route.

SHRI BHUPESH GUPTA: Sir, the hon. Minister said that the British Government had not violated anything. But my question was not that. They say that in making this suggestion we are acting contrary to certain agreements and rules obtaining in such matters. So I want to know whe-

ther the British Government's objection has been substantiated by pointing out to the Government of India that

what we demanded was not reasonable and according to the rules of the game, if you like.

SHRI N. KANUNGO: It is quite reasonable as far as we are concerned.

SHRI BHUPESH GUPTA: If it is reasonable, as far as you are concerned, what steps have you taken with the British Government when on such matters they take a patently unreasonable attitude?

SHRI N. KANUNGO: I have said that they did not.

SHRI M. S. OBEROI: Sir, the hon. Minister said that the B.O.A.C. is not operating any such service.

MR. CHAIRMAN: On that route he said.

SHRI M. S. OBEROI: But to my knowledge the B.O.A.C. is operating on that route. To my knowledge they are operating these services.

SHRI C. D. PANDE: *Via* Moscow.

SHRI FARIDUL HAQ ANSARI: May I ask, Sir, whether the Minister is aware that the facility that Air India has been denied has been given to the Pakistani International Airways on the same route?

SHRI N. KANUNGO: No, Sir Pakistan also runs a service up to London which stops over in Europe.

SHRI A. D. MANI: Sir, I would request you to persuade the hon. Minister to be a little more informative in answering questions instead of answering them very brusquely.

MR. CHAIRMAN: You call a brief answer a brusque answer?

SHRI A. D. MANI: What I am trying to ask him is this. He said that the Directors of Air India did not accept the proposal. If Air India had to stop somewhere in Europe, what would have been the time difference for the plane to reach Moscow from London? And also whether:- this matter was considered formally by the Directors of Air India or did the Managing Director take a decision himself?

SHRI BIREN ROY: 45 minutes.

SHRI N. KANUNGO: The offer was made by the Air India Corporation and it was approved by the Government of India. The time saved of one hour is an attractive proposition in long-way traffic.

*123. [The questioner (Shrimati Devaki Gopidas) was absent for answer, vide col. 691-92 infra].

RESULTS OF CRASH PROGRAMME TO INCREASED FOOD-PRODUCTION

*124. SHRI M. C. SHAH: Will the Minister of FOOD AND AGRICULTURE be pleased to state whether any assessment has been made of the actual results of the crash programmes undertaken by some of the increased food-production?

THE DEPUTY MINISTER IN THE MINISTRY OF FOOD AND AGRICULTURE (SHRI D. R. CHAVAN): A number of Schemes under the Special Development Programme (Crash Programme), specially for increased production of fruits, vegetables, milk, meat, eggs and fish have been sanctioned since the end of July, 1964. It is too early to undertake any assessment with regard to the result of these programmes.

SHRI M. C. SHAH: May I know which States have undertaken these crash programmes?

SHRI C. SUBRAMANIAM: All the States have undertaken these.

SHRI M. C. SHAH: May I know when will an assessment be possible, by what time?

SHRI C. SUBRAMANIAM: Sanctions were given only in July-August and the total sanctions given are with reference to 141 schemes, with an expenditure of Rs. 13.5 crores. Perhaps six months hence an assessment may be possible.

SHRI DEOKINANDAN NARAYAN: May I know if any incentives are given to those States in this programme?

SHRI C. SUBRAMANIAM: The entire expenditure is met from the Centre. That is the incentive given.

SHRI BHUPESH GUPTA: What exactly is meant by this expression "crash programme"? How has this expression come to be used? What does it connote? We are given such terms from time to time and I should like to know a little about it.

SHRI C. SUBRAMANIAM: Crash programme only means that it should be given the highest priority and should be pushed through as quickly as possible, within the minimum time possible, removing all obstacles in the way.

SHRI G. RAMACHANDRAN: Does he like that word since it has some communistic flavour about it?

MR. CHAIRMAN: You cannot put a question to a Member.

SHRI N. SRI RAMA REDDY: I must congratulate the hon. Minister on having these crash programmes, especially for vegetables. But looking at the price index for vegetables we have found that during this year after the crash programmes, the increase in the wholesale prices of vegetables has been as high as 60 per cent. I would like to know whether this reflects the crash programme activities of the Ministry.