

श्री भगवत नारायण भार्गव : क्या मैं जान सकता हूँ कि नार्थ ईस्टर्न रेलवे और नार्थ फ्रण्टियर रेलवे में इन्टरलाकिंग का प्रबन्ध बिल्कुल क्यों नहीं किया गया है ?

श्री शाहनवाज खां : माननीय सदस्य की इत्तिला बिल्कुल गलत है । नार्थ ईस्टर्न फ्रण्टियर के ऊपर ऐसा कोई भी स्टेशन नहीं है जहाँ इन्टरलाकिंग न हो ।

*166 and *167. [The questioner (Shri Ram Sahai) was absent. For answers, vide cols. 911—13 infra.]

CURTAILMENT OF SCINDIA'S STEAMSHIP SERVICES

*168 SHRI DAHYABHAI V. PATEL: Will the Minister of TRANSPORT AND COMMUNICATIONS be pleased to state:

(a) whether the Government of India have received a representation from the Jafarabad Mahal Mandal and other organisations regarding curtailment of Scindia's steamship services to the ports of Jafarabad, Navabander, Veraval, Okha and Porbander, etc., to one per week and the possibility of total suspension of the services; if so, what action the Government of India have taken; and

(b) whether the possibility of providing alternative rail link has been investigated?

THE MINISTER OF STATE IN THE MINISTRY OF TRANSPORT AND COMMUNICATIONS (SHRI RAJ BAHADUR): (a) Yes, Sir. The steamers services have not, however, been withdrawn or curtailed. •

(b) Does not arise.

SHORT-FALL IN EXPENDITURE ON TOURIST SCHEMES

*169. SHRI SATYACHARAN: Will the Minister of TRANSPORT AND COMMUNICATIONS be pleased to state:

(a) whether there has been a short-fall in the Second Five Year Plan expenditure on tourist schemes; and

(b) what steps Government propose to take to check such a tendency in future?

THE MINISTER OF STATE IN THE MINISTRY OF TRANSPORT AND COMMUNICATIONS (SHRI RAJ BAHADUR): (a) Yes, Sir.

(b) Owing to difficulties in selecting and acquiring suitable sites etc., the various projects could not be started in the first part of the Second Plan period. Having completed the spadework and having clarified the procedures for execution, progress in future is likely to be much more rapid. Action for implementation of some of the schemes included in the Draft Third Plan has already been initiated. At a meeting of the officers in charge of Tourism in the States, held on 2nd February, 1961, the need for expeditious action was also emphasised.

SHRI SATYACHARAN: May I know, Sir, whether the short-fall is going to affect adversely the allocation of funds for the Third Five Year Plan in the States which have suffered from these lapses?

SHRI RAJ BAHADUR: I do not think.

CHARGES FOR TEA, COLD DRINKS, ETC., AT AIRPORTS

*170. SHRI BHUPESH GUPTA: Will the Minister of TRANSPORT AND COMMUNICATIONS be pleased to state:

(a) whether his attention has been drawn to the fact that charges for tea, cold drinks and light refreshments etc., are exorbitant and prohibitive at the restaurants and stalls, at Dum Dum, Palam, Santa Cruz, Madras and similar other major airports; and

(b) whether the Minister is aware that tea for one person costs about

75 nP at the catering counter near the lounge for the internal lines; and

(c) whether he will be pleased to lay a statement on the Table of the House showing the prices at Dum Dum, Palam, Madras, Santa Cruz, Hyderabad and Nagpur airports of the following:—

- (i) a cup and/or pot of tea for one person;
- (ii) toasts and butter;
- (iii) usual cold drinks, lemonade, orangeade, etc; and

(iv) usual egg preparations?

THE DEPUTY MINISTER OF CIVIL AVIATION (SHRI AHMED MOHIUDDIN):

(a) and (b) The rates charged have been fixed in consideration of the high standard of catering which the airport restaurants are expected to maintain and the type of clientele which they have to serve.

(c) I lay a statement on the Table of the House.

STATEMENT

Approved tariff rates for tea, cold drinks, light refreshments, etc., at the airport restaurants at Calcutta, Bombay, Palam, Madras, Hyderabad (Begumpet) and Nagpur

Item	Calcutta	Bombay	Palam	Madras	Hyderabad (Begumpet)	Nagpur
	Rs. nP	Rs. nP	Rs. nP	Rs. nP	Rs. nP	Rs. nP
(1) <i>A cup and/or pot of tea for one person—</i>						
(i) Tea per cup (ready-made)	..	..	..	..	0.19	0.19
(ii) Pot of tea per person	0.75	0.75	0.75	0.50	..	..
(iii) Tea per small pot	..	..	..	..	0.50	0.50
(2) <i>Toasts and Butter</i>	..	..	..	..	0.37 (two pieces)	0.37 (two pieces)
Bread and Butter	0.50 (per plate)	..	0.25 (per slice)	0.25 (per slice)	..	..
(3) <i>Usual Cold drinks, lemonade, orangeade etc.—</i>						
(i) Sweet aerated waters, lemonade, ginger, etc.	0.50	0.37	0.37	0.44	0.25	0.25
(ii) Soda	0.25	0.25	0.19	0.25	0.16	0.16
(iii) Fresh lime (<i>Limboo Pani</i>) lime juice and squashes.	0.75	0.50	0.50	0.37	0.37	0.37
(iv) Orange juice	..	..	..	1.00	0.62	0.62
(4) <i>Usual eggs preparations.—</i>						
(i) Egg sandwiches	4.00 (doz.)	4.00 (doz.)	3.50 (per plate)	2.50 (doz.)	0.50 (each)	0.50 (each)
(ii) Omelette	1.50 (Savoury)	1.50 (with chips)	1.00*	0.87	0.75	0.75
(iii) Fried eggs	1.50 (with chips)	1.50 (with chips)	1.00	0.87	0.75	0.75
(iv) Poached eggs	1.50 (on toast)	1.50 (with chips or on toast)	1.00	0.75	..	..

SHRI BHUPESH GUPTA: The hon. Minister said that this has been fixed having regard to the high standard of catering which the airport restaurants are expected to maintain. But what about the others who have to have these things, especially those who do not travel on trunk lines but travel on other lines? What about them? Have the Government taken into account their requirements and have they noted that the prices are exorbitant for them?

SHRI AHMED MOHIUDDIN: These restaurants at the airports are mainly used by the travellers, and taking into consideration the distance of the airport from the market in the town and also taking into consideration that at important international airports the restaurants have got to run three shifts i.e., practically all the twenty-four hours, these rates have been fixed.

SHRI BHUPESH GUPTA: May I know, Sir, whether it is not a fact that not only for the international passengers but also for the internal passengers—now the two centres are separate, as in Calcutta—they have prescribed a similar type of catering establishment—similar to the I.A.C. passengers also—and the same charges are made when most of the people are not in a position to buy a cup of tea there at that rate.

SHRI AHMED MOHIUDDIN: Whether a passenger comes on an international plane or locally, the cost is practically the same for the user because the services have got to be rendered taking into consideration the distance and, as I mentioned, the two shifts or more. As far as I can see from the table, which has been laid on the Table of the House, the cost, for example, for an omelette is Rs. 1.50 which is about the same as in a first class restaurant in a city.

SHRI BHUPESH GUPTA: Will you kindly refer to the statement which says: Pot of tea per person—Rs. 0.75? My question also says that. The same charge is made even for the internal

passengers who fly from Calcutta to Agartala which is not a big centre. There also omelette savoury costs Rs. 1.50—the prices are mentioned in the statement. May I know, Sir, in what manner the prices were calculated, and why such an exorbitant excess is allowed over the cost of production including the cost of the services there?

SHRI AHMED MOHIUDDIN: I have already stated that the cost is calculated on various considerations which I have stated in my previous answer. As for the cost quoted by my friend, viz. Rs. 1.50 for omelette savoury and so on, as I have already stated, these prices are usual. Even if the hon. Member goes to a Connaught Place restaurant, he will find practically the same charges there.

SHRI BHUPESH GUPTA: If you go to Waldorf Astoria, the cost will be still more. That much I know. The point is that here is an Indian Airlines Corporation. The passengers have to wait at the airport office for hours sometimes. May I know, Sir, why the interests of the overwhelming majority of internal passengers are not taken into account in fixing the prices of these things? Do not talk of Connaught Place. We do not loiter there.

(No reply.)

SHRI A. D. MANI: May I know, Sir, if the Indian Airlines Corporation gets any concession from these restaurants for supplying things listed in the statement? Do they get a rebate which is not given to other consumers?

SHRI AHMED MOHIUDDIN: They have their own arrangements for supply of meals for the passengers on the plane.

DR. SHRIMATI SEETA PARMANAND: May I know, Sir, how these rates compare with the tariff provided by the Railways, and if the Railways can run these amenities, why do the

Communications Ministry not do it departmentally?

SHRI AHMED MOHIUDDIN: Sir, a comparison is very unfair. It cannot be compared with a railway restaurant.

SHRI BHUPESH GUPTA: Why not?

(No reply.)

PANDIT S. S. N. TANKHA: May I know, Sir, if the catering at these airports is departmental or through contractors?

SHRI AHMED MOHIUDDIN: Through contractors.

SHRI FARIDUL HAQ ANSARI: The hon. Minister has just said that there was no comparison between the railway catering and the catering at airports. What is the reason for that?

SHRI AHMED MOHIUDDIN: I have stated the reason. The airports are mostly 10-15 miles away from the market. Moreover, at important airports they have got to maintain two or even three shifts at international airports. As a result, the cost is much higher.

SHRI BHUPESH GUPTA: May I know, Sir, if this high cost is not due to the fact that there are certain big contractors who are given this job of catering and that they refuse to bring down the prices and the Government does not do anything about it? That is why it is so. Do not talk of high prices.

MR. CHAIRMAN: No insinuations. Next question.

POSSIBILITY OF LOCUST INVASION

*171. **SHRI S. C. DEB:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether the report that there will be another invasion of locusts in India in the near future is correct; if so, what steps Government propose to take to meet the situation; and

(b) what is the extent of loss caused to crops due to the last locust invasion in this country?

THE MINISTER OF AGRICULTURE (DR. P. S. DESHMUKH): (a) and (b) A statement is placed on the Table of the Sabha.

STATEMENT

(a) According to the recent information received from Anti-Locust Research Centre, London and the Food and Agricultural Organization Technical Advisory Committee on Desert Locust Control, locust invasion this year is most likely.

Infiltration of locust swarms in India is mainly through the Rajasthan desert totalling about 82,000 sq. miles where locusts mostly breed. In order to take effective anti-locust measures for the destruction of locusts, all the 41 outposts, set up over the desert area under the Central Locust Warning Organization, have already been adequately strengthened and equipped with modern equipment, pesticides and other deadly poisons. Wireless sets, which have already been installed at the various strategic points, are being used for locust intelligence and for maintaining a close liaison for control measures.

In order to take effective anti-locust aerial operations, the existing Aerial Unit which at present comprises of 2 aeroplanes, is being strengthened by importing 2 additional aeroplanes which would be in position by the end of June, 1961.

Locust invasions in India are the result of locust breeding and ineffective or inadequate locust control in the original breeding areas in Arabian Peninsula and elsewhere where they breed and form into swarms. With a view to minimising their intensity Government of India has been participating for the 7th year in succession during 1961, in an international anti-locust campaign, organised by the Food and Agriculture Organization of the United Nations, in the Arabian Peninsula.