

RAJYA SABHA

Tuesday, 16th September 1958

The House met at eleven of the clock, MR. CHAIRMAN in the Chair.

ORAL ANSWERS TO QUESTIONS EXPENDITURE ON TOURIST PROMOTION ACTIVITIES

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

(a) what amount was spent on tourist promotion activities during each of the last two years; and

(b) how much of the amount was spent (i) inside, and (ii) outside India during each of the last five years ?

THE MINISTER OF STATE IN THE MINISTRY OF TRANSPORT AND COMMUNICATIONS (SHRI RAJ BAHADUR): (a) and (b). A statement giving the details of expenditure incurred during the last five years on Tourist Promotion Activities (i) inside India and (ii) outside India is placed on the Table of the Sabha.

STATEMENT

Expenditure		
In India	Outside India	Total
Rs.	Rs.	Rs.
	1953-54	
4,13,465	2,49,935	6,63,400
	1954-55	
6,98,415	4,24,724	11,23,139
	1955-56	
20,40,980	6,90,416	27,31,396
	1956-57	
18,15,407	15,07,252	33,22,650
	1957-58	
28,23,102	15,62,736	43,85,838

SHRI DAHYABHAI V. PATEL: Will the hon. Minister state whether the expenditure on tourist promotion in Kashmir is included in the expenditure in India or outside, in these figures?

SHRI RAJ BAHADUR: The figure is Rs. 95 lakhs. It is a separate allocation in the State Plan itself. Recently, however, we have agreed to reimburse, to the extent of 50 per cent., certain types of expenditure incurred by the State Government.

SHRI DAHYABHAI V. PATEL: My question is not fully answered. If you are contributing Rs. 95,000, does it come out of the Rs. 28 lakhs shown as expenditure inside India for 1957-58, or does it come out of the Rs. 15 lakhs spent outside?

SHRI RAJ BAHADUR: It is a separate allocation so far as Kashmir is concerned, apart, from these.

AN. HON. MEMBER: Is it Rs. 95,000 or Rs. 95 lakhs?

(No reply.)

DR. RAGHUBIR SINH: If it is neither inside nor outside India, where is it situated then?

SHRI RAJ BAHADUR: I must make it clear. The allocation is made separately in the case of Kashmir, not because of any geographical or other reason, but because essentially tourism is a very important industry for Kashmir and we want to take special care of that particular industry.

DR. RAGHUBIR SINH: But in which of these figures is it included? That is the only point.

SHRI RAJ BAHADUR: As I have said, these figures are for the rest of India. For Kashmir the allocation is separate.

MR. CHAIRMAN: Rs. 95 lakhs belongs to expenditure for India, not foreign.

SHRI MAHESWAR NAIK: What is the income from tourist traffic in India and how is it apportioned between the States?

SHRI RAJ BAHADUR: The tourist industry does not yield income as other industries such as a factory or a manufacturing concern would do. It yields income in the shape of foreign exchange that we get in the

country from the tourist; because foreign tourists come and spend money here. The income from year to year has been rising and last year, for 1957-58 it was as much as Rs. 16 crores.

DR. R. P. DUBE: Where is this amount of Rs. 95 lakhs spent? Was it spent in Kashmir?

SHRI RAJ BAHADUR: It is not yet spent. That is the allocation in the Second Five Year Plan of the State.

SHRI JASWANT SINGH: Does this income of Rs. 16 crores which the hon. Minister has stated, include the income of the Kashmir Government also or is it separate?

SHRI RAJ BAHADUR: I think, Sir, it does include.

SHRI B. SHIVA RAO: This sum of Rs. 95 lakhs that has been allotted to Kashmir, is it being spent by the Central Government or is any part of it spent by the Kashmir Government? If the answer is in the affirmative, are any accounts being submitted by the Kashmir Government of how the money is being spent?

SHRI RAJ BAHADUR: It is Rs. 95 lakhs and not Rs. 95,000 as somebody put it. The entire amount has not been spent. Rs. 38,000 was spent in 1956-57 and Rs. 12,33,000 in 1957-58. And recently it has been decided that the Central Government will reimburse 50 per cent of the expenditure incurred in the provision of amenities for tourist. As such we shall naturally have the accounts checked up with regard to all such projects in the normal course.

LIABILITY OF INDIAN AIRLINES CORPORATION FOR GOODS LOST IN AIR TRANSIT

*533. SHRI M. P. BHARGAVA: Will the Minister of TRANSPORT AND COMMUNICATIONS be pleased to state:

(a) whether it is a fact that the Indian Airlines Corporation have no liability whatsoever for loss or damage to goods in air transit, whether

or not caused by the act, neglect, negligence or default of their employees or other staff; and

(b) whether Government propose to issue a notification envisaged in section 4 of the Indian Carriage by Air Act (XX of 1934) applying the rules contained in the 1st Schedule to carriage by air within India?

THE DEPUTY MINISTER OF CIVIL AVIATION (SHRI AHMED MOHIUDDIN): (a) A copy of the Indian Airlines Corporation's conditions of Carriage of Cargo is laid on the Table of the Rajya Sabha.

(b) The matter is under consideration.

STATEMENT

Indian Airlines Corporation's conditions of carriage of Cargo

1. Carriage hereunder, if International Carriage, as defined by the Convention for the unification of certain rules relating to International Carriage by Air signed at Warsaw on 12th October, 1929, and the first schedule to the Carriage by Air Act (XX of 1934), is subject to the rules relating to liability established by the said Convention and the first schedule to the said Act. In so far as there is no inconsistency with the said rules, carriage hereunder or other services and operations performed by the carrier in respect of which any liability is attached to the carrier is also subject to the terms and conditions herein set forth and to the conditions of carriage, tariffs, rules, regulations and time-tables (but not the times of departure and arrival stated therein) of the carrier which are hereby made a part thereof (copies of which are available for inspection at any of the offices of the carrier and at airports from which it operates regular services). Carriage hereunder is also subject to applicable laws as to liability and otherwise, governmental regulations, demands, orders and requirements. The agreed stopping places which may be altered by the carrier in case of neces-