

have no control over it, it is done by the Indian Council of Medical Research and the Rockefeller Foundation.

MR. CHAIRMAN: The Indian Council of Medical Research is our own, containing our representatives. What they mean is that this is not an official body. It is a body consisting of people like you.

#### AIR TRANSPORT AGREEMENTS.

\*93. SHRI B. RATH: Will the Minister for COMMUNICATIONS be pleased to state:

(a) the countries with which India has concluded air transport agreements and the terms of these agreements;

(b) the stage at which the negotiations between India and the United States for such an agreement have reached; and

(c) whether there is any interim air transport agreement between India and the United States, and if so, what are the terms of this agreement?

THE MINISTER FOR COMMUNICATIONS (SHRI JAGJIVAN RAM): (a) I place on the Table a statement given the information desired.

(b) & (c). There is already an agreement relating to air services between the Government of India and the Government of U.S.A. relating to air services which was concluded on the 14th November 1946. Since then there have been informal discussions between the two Governments with regard to the capacity offered and the traffic carried by the United States' airlines operating to or across India. Views are being at present exchanged on a confidential basis.

#### *Statement in reply to part (a)*

India has concluded long term Agreements for the operation of air transport services with 12 countries, namely, U.S.A., France, Sweden, Pakistan, Cey-

lon, Switzerland, Australia, Philippines, Netherlands, United Kingdom, Afghanistan and Egypt. All these Agreements, copies of which are available in the Library of the Parliament, are on a reciprocal basis and include provisions regarding capacity which can be provided by the airlines and the categories of traffic which they can carry, the routes which should be followed by the airlines, the rates they may charge, the facilities and customs treatment to which they shall be entitled, exchange of information and statistics relating to the air services procedure for the settlement of disputes under the agreement, and certain other technical matters.

SHRI B. RATH: After the agreements were reached in 1946, on a long term basis, what was the necessity of having further discussions on this subject?

SHRI JAGJIVAN RAM: If the hon. friend will examine the terms of the agreement, a copy of which is available in the library of Parliament, he will himself realise the necessity of such negotiations.

SHRI B. RATH: I have examined them; out of the twelve Governments with which we have entered into long term agreements, how many other Governments have asked the Government to revise the terms of the agreements?

SHRI JAGJIVAN RAM: It is at our instance—we want to revise the agreements—not at the instance of the United States Government.

SHRI B. RATH: What was the necessity, in November 1951, for the Government to raise this question?

SHRI JAGJIVAN RAM: According to certain agreements which are known as pre-determined types, we determine the traffic and the load to be carried by the air lines of those countries. Accord-

ing to the Bermuda type—the type of agreement that was entered into with United States in 1946—there is no pre-determination as regards traffic and load to be carried. That, at present, is working to our disadvantage and that is why we want to revise that agreement.

SHRI B. RATH: Why are the negotiations being carried on for the last two years and what has been the attitude of the Government of America with respect to the point raised by the Government of India?

SHRI JAGJIVAN RAM: Negotiations are still being carried on.

SHRI B. RATH: How long will the negotiations be carried on if it has not been completed in the last two years?

SHRI RAFI AHMED KIDWAI: So long as it is not settled.

SHRI P. SUNDARAYYA: Is it a fact that one of the terms of the agreement is that the planes of the United States of America—with which country this agreement has been entered into—can land in Indian airports without paying any charges?

SHRI JAGJIVAN RAM: If the hon. Member will refer to the terms of the agreement, he will find an answer to his question—it is in the negative.

MR. CHAIRMAN: In the negative.

SHRI P. SUNDARAYYA: That means?

MR. CHAIRMAN: That means that they have to pay.

SHRI P. SUNDARAYYA: Is it not a fact that American military planes that have been landing in Palam and Dum Dum are not paying any landing charges?

SHRI RAFI AHMED KIDWAI: That is not covered by the agreement.

SHRI JAGJIVAN RAM: I have just answered that.

MR. CHAIRMAN: That is not so; they have to pay.

SHRI P. SUNDARAYYA: Does the Government deny the fact that they are not paying?

MR. CHAIRMAN: They do deny, of course.

SHRI JAGJIVAN RAM: Well, Sir, he has raised the question of military planes. So far as aerodromes under the control of the Civil Aviation Department are concerned, I have given the reply, I am not aware of the terms and conditions as regards aerodromes under the control of the Defence Department.

SHRI P. SUNDARAYYA: Is it not a fact that the aerodromes at Palam and Dum Dum are being used by the civilian planes also and...

SHRI JAGJIVAN RAM: They have to pay at civil aerodromes, Sir.

MR. CHAIRMAN: They have to pay. That is what he says.

SHRI JAGJIVAN RAM: As regards those aerodromes which are under the control of the Defence Department, I do not have the details with me.

MR. CHAIRMAN: What he says is: so far as the civilian aircrafts are concerned, they have to pay; if you raise the question of military aircraft, that belongs to another Department and not his.

#### IMPROVEMENT OF RAILWAY COACHES

\*94. PROF G. RANGA: Will the Minister for RAILWAYS be pleased to state:

(a) whether any steps are being taken to improve the water-taps, lavatories and capacity of water tanks in the various classes of passenger coaches;

(b) how much was spent on these amenities last year; and

(c) whether Government have any