

श्री यशपाल सिंह : शूगर के बारे में है, डिक्ट्रोल का है ।

Shri Annasahib Shinde: The payment of sugarcane price is government....

Shri K. N. Tiwary: Sir, how is he replying? The question is different. It does not concern this.

अध्यक्ष महोदय : अब आप दूसरा सवाल पूछिये ।

श्री यशपाल सिंह : पहला तो मजूर नहीं हुआ है । इसलिए यह पहला ही मेरा सवाल होगा । दूसरा बाकी बच जाएगा ।

अकेले उत्तर प्रदेश में हमारी गवर्नमेंट को डेढ़ सौ करोड़ रुपये का नुकसान हुआ है । वह इसलिए हुआ है कि काश्तकार को जो उसके गन्ने का पैसा था वह नहीं मिल सका और मिल मालिकों को गुड़ बनाने की इजाजत नहीं मिल सकी । आज अगर डिक्ट्रोल कर भी दिया जाता है तो यह डेढ़ सौ करोड़ रुपये का नुकसान जो उत्तर प्रदेश की सरकार को हुआ है यह किम तरह से पूरा हो सकेगा और सरकार के मामले क्या दिक्कत है जो डिक्ट्रोल नहीं कर रही है ?

Shri Annasahib Shinde: I have mentioned in the main answer that we are not contemplating decontrol of sugar.

श्री कंचर लाल मुस्त : मंत्री महोदय ने कहा है कि कुछ कारणों की वजह से हम डिक्ट्रोल नहीं कर पा रहे हैं । मैं जानना चाहता हूँ कि वे कारण क्या हैं ? क्या उनमें से एक कारण यह भी है कि शूगर का प्रोडक्शन गिर गया है ? यदि हाँ तो इसका क्या कारण है ? पहले कितना प्रॉडक्शन होता था और अब कितना प्रोडक्शन होता है ?

Shri Annasahib Shinde: The main reason why at the moment we do not contemplate decontrol is that if sugar is decontrolled, as a result of inadequate availability of sugar in the market prices will shoot up and that

will have a very adverse effect on the economy. As far as the other part of the question is concerned, up to the end of October this year's production is likely to be 21.8 lakh tonnes as compared to 35 lakh tonnes of last year.

श्री अचल सिंह : क्या मंत्री महोदय को मालूम है कि चीनी बाजार में साढ़े तीन रुपये और चार रुपये किलो बिक रही है ? यदि चीनी को इतनी ज्यादा कमी है तो क्या कारण है कि इसको बाहर से मंगा कर लोगों को नहीं दिया जाता है ? क्यों नहीं उस तरह से किया जाता है जिस तरह से श्री रफी ग्रहमद किदवई साहब ने 1956 में विदेशों से चीनी मंगा कर उपभोक्ताओं को दी थी ?

Shri Annasahib Shinde: We are not thinking of importing sugar. It would be unfortunate if we start thinking in terms of importing sugar.

Jets for Air-India

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- *454. **Shri Madhu Limaye:**
Shri George Fernandes:
Shri J. H. Patel:
Shri Umanath:
Shri K. Ramani:
Shri S. K. Tapuriah:
Shri K. P. Singh Deo:
Shri N. K. Somani:
Shrimati Tarkeshwari Sinha:

Will the Minister of Tourism and Civil Aviation be pleased to state:

(a) whether the Air-India had ordered two Supersonic "Concorde" jets for its international fleet;

(b) whether it is now proposed to cancel this order in preference to four Boeing-747 aircraft known as "Jumbo" jets;

(c) if so, the estimated penalty required to be paid to the Anglo-French Company for cancellation of the earlier order; and

(d) the circumstances under which the decision to cancel the earlier order was taken?

The Deputy Minister in the Ministry of Tourism and Civil Aviation (Shri-mati Jahanara Jaipal Singh): (a) and (c). Air-India has not placed any firm order for the purchase of Concorde aircraft. However, for reserving delivery positions for two such aircraft, the Corporation has entered into an agreement which includes a provision for withdrawal from the Contract.

(b) and (d). The question of purchasing Boeing-747 (Jumbo Jets) is under examination.

श्री मधु लिमये : मैं जानना चाहता हूँ कि यह जो कनकई विमानों की बात चल रही है, यानी इनके खरीदने की बात चल रही है, ये कब तक तैयार हो जायेंगे और कब तक इनके आपकों मिलने की उम्मीद है ?

The Minister of Tourism and Civil Aviation (Dr. Karan Singh): May I give a little background for the information of the House? Two revolutions in aviation have come simultaneously. One is the tremendous increase in the size of the plane. That means, they (these Jumbo Jets) will carry 450 to 500 passengers. The second is the tremendous increase in the speed at which the plane flies, going up to 2,000 miles an hour. Concorde is one of the two supersonic jets that is under consideration. The other is the American SST. Both of these are under active consideration and we hope to be able to take a decision within the next few months.

श्री मधु लिमये : कनकई कब तक तैयार हो जायेंगे और कब तक आप इनको खरीद सकेंगे ? इस के लिए क्या कोई सन्नय भी निश्चित किया गया है ?

डा० कर्ण सिंह : 1974 तक इनके तैयार होने की सम्भावना है। लेकिन हम इसको खरीदें या न खरीदें, यह प्रश्न ऐसा है जिस पर अभी हमने विचार करना है।

श्री मधु लिमये : इस वक्त हिन्दुस्तान में जिस पर ये जेट विमान उतर सकते हैं, ऐसे जो बड़े शहर हैं वे दिल्ली, कलकत्ता, बम्बई, मद्रास ही हैं। इन्हीं हवाई अड्डों पर ये विमान उतर सकते हैं। जब ये सुपर-सोनिक विमान आ जायेंगे तो हममें से कौन सा जगह है कि काफी परिवर्तन करना पड़ेगा। इसके सम्बन्ध में भी क्या सरकार ने कोई योजना बनाई है, यदि बनाई है तो उस पर कुल कितना पैसा खर्च किया जाएगा ?

डा० कर्ण सिंह : यह बड़ा महत्वपूर्ण प्रश्न है कि जेट हमारे हवाई अड्डों पर लैंड कर सके। मैं एक बात कह दूँ कि सुपरसोनिक जेट अधिकतर विदेशों में चलेंगे। इसलिए हमारे देश में शायद एक या दो हवाई अड्डे उनके योग्य बनाने होंगे। उस बारे में हमने एक कमेटी बिठाई है, जो इस विषय पर विचार करेगी कि ऐसे अड्डे कहाँ पर बनाए जाएँ।

श्री मधु लिमये : दिल्ली, और कलकत्ता ?

डा० कर्ण सिंह : हमने दिल्ली, बम्बई, मद्रास और कलकत्ता में से चुनना है।

Shri Umanath: It is stated in a press report that the estimated cost of these planes will be so huge and substantial that they will be uneconomical and, secondly, as the hon. Minister stated that the seating capacity will be much more, if we actually get these planes, they will be under-utilised. I would like to know, under these circumstances, when these planes have not been manufactured so far, what is the earthly purpose in negotiating a contract for these planes. May I know whether there is any element of making an obligation to foreign big business interests that has led to this conclusion?

Dr. Karan Singh: As I have tried to explain, Air India has got to keep up with these revolutions in aviation that are taking place. We are proud to say that Air India is considered to be one

of the best airlines in the world. In order that it remains one of the best in the world, it has got to keep up in highly competitive business. Many of the other airlines are switching over to these planes. Therefore, Air India also has to keep up with them.

The hon. Member said that they will be uneconomical. But, in fact, the "Jumbo" jets, with their vastly increased capacity, will bring down the cost per seat considerably and, therefore, our hope is that it will tremendously increase the flow of traffic throughout the world. To say that "Jumbo" jets will be uneconomical, I think, is not justified. He also raised a point as to why, when the planes have not been manufactured, we should enter into negotiations. The answer to that is very simple. Unless, at this stage, we reserve delivery positions for these SSTs, we will be left so far behind that we will never be able to get in queue with the result all the other airlines will get the planes long before Air India will be able to get them. I am sure the House will agree that we must do everything possible to maintain the very high standards of Air India.

Shri Manibhai J. Patel: rose—

Mr. Speaker: I would request the hon. Member to first see the Question List and see whether his name is anywhere there. I have not yet finished the list.

Shri Manibhai J. Patel: I have seen the list. It does not mean that if my name is not in the list, I cannot put a supplementary.

Mr. Speaker: Let me first call the Members who have tabled the Question. Then, I will allow others to put supplementaries. You may kindly sit down now.

Shri K. Ramani: The hon. Minister just now said that because of the revolutions that are taking place in aviation, we are going in for these planes. When we are not using these kinds of huge supersonic planes in our

country, is it advisable to get those kinds of planes....

Mr. Speaker: That is exactly what Mr. Umanath asked.

Shri K. Ramani: In view of the serious economic crisis and foreign-exchange crisis, is it advisable to purchase those kinds of planes? Is the hon. Minister prepared to consider give up this programme and to try to purchase subsonic planes which are used in our country?

Mr. Speaker: That he has already answered.

Shri K. Ramani: I mentioned about foreign exchange on Sub-sonic planes. He has not answered that.

Dr. Karan Singh: All that I need to do is to repeat what I have said in reply to an earlier question. If Air India remains only sub-sonic and the other international airlines become supersonic, then Air India is going to fall behind in this highly developing age.

Mr. Speaker: Now the hon. Member can ask his question.

Shri Manibhai J. Patel: During the previous question, you had allowed the other members.

Mr. Speaker: The hon. Member has the privilege of coming once in a month and he goes on teasing the Chair. Why does he not put his supplementary in his own way? He may put his question.

श्री मनीभाई जे. पटेल : मैं यह जानना चाहता हूँ कि सरकार जो हवाई जहाज खरीदने जा रही है, उसकी कीमत क्या है ।

Dr. Karan Singh: The cost of the plane was originally 13 million but it is likely to escalate considerably—probably it will end at 18 to 20 million dollars. As far as SSTC are

concerned, if they are made of aluminium, they will cost 15 million dollars and if they are made of steel or titanium, they will cost 80 million dollars.

Shri Manibhai J. Patel: I want to...

Mr. Speaker: Not more than one supplementary question. He has to come regularly to know at least the rules.

श्री मधु लिमये : अध्यक्ष महोदय, इन कांफ्रेंसियों के लिए आप एक क्लास खोलिये ।

Shri Swell: Along with the Project of buying these new and revolutionary aircrafts, the Minister says that he has also a proposal before him to re-build some of our airports in this country to be able to receive the new aeroplanes. May I know from him whether he has set up a cell in his Ministry to go into this question of re-building of our airports and whether he has considered the proposal of sending some of our people, bright, young engineers, to foreign countries to learn about the new airports and the model of constructing them or does he want to follow the old practice of inviting some foreign firms to come and build these airports for us?

Dr. Karan Singh: The question of reconditioning airports, for Jumbo jets and SSTs, is a very important one. We have four international airports, as I have mentioned, and at all these four airports we are planning to put up new international blocks to deal with the traffic. I have set up a Committee in the Ministry headed by Chairman of Air India with two or three concerned officials to prepare a comprehensive report on the whole question of re-furbishing and renewing airports in view of this increased traffic. Once that report is before us, we will then consider whether it is possible for us to send some engineers abroad or whether we want to invite some foreign expertise.

Shri D. C. Sharma: If one sees the history of civil aviation in this coun-

try, one will come to the conclusion that we are always at least two years behind the other progressive countries and that after they have discarded certain aircraft, we try to buy them.

Dr. Karan Singh: Air India is never behind...

Shri D. C. Sharma: He should not be impatient. He is very new to this job.

I want to know what guarantee the Minister can give to us that when he has bought Concorde, it has not been superseded by some other plane and when he has bought Jumbo jets, they have not been superseded by some other better and more progressive planes. What guarantee can he give us in this regard?

Mr. Speaker: How can anybody give any such guarantee for it?

Dr. Karan Singh: I hardly think a guarantee is necessary on my part.

Shri Piloo Mody: Will the hon. Minister please let us know why there has been such a delay in finalising the contracts for these planes? Is he expecting Russian or Chinese equivalent, so that he can escalate the cold war?

Dr. Karan Singh: The hon. Member no doubt is specially interested in Jumbo jets.

Ravine Reclamation Board

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- *455 Shri Nathu Ram Ahirwar:
Shri Hukam Chand
Kachwai:
Shri Ram Singh Ayarwal:
Shri Nitiraj Singh Chaudhari:
Shri Baburao Patel:
Shri Y. S. Kushwah:

Will the Minister of Food and Agriculture be pleased to refer to the reply given to Starred Question No. 179 on the 8th November, 1966 regarding the proposal to set up a Ravine Reclamation Board in consultation with the Governments of Uttar Pradesh, Rajasthan, Madhya Pradesh and Gujarat