

scheme which could be utilised by the Minister; rather the Minister might approach the hon. Member to get all the plan.

**श्री यशपाल सिंह :** जब यह सुपर बाजार बना तभी मैंने कहा था कि यह सुपर और लोअर समाजवाद की स्पिरिट के खिलाफ है। आज सुपर बाजार की हालत जो है उस को आप स्वयं चल कर देख सकते हैं। जो खराब से खराब फल होगा वह वहां होगा, जो सड़ी से सड़ी सब्जी होगी वह वहां होगी, जो इन्फोरियर क्वालिटी की काफी होगी वहां वहां मिलेगी।

**Shri Bhagwat Jha Azad:** It is absolutely wrong; they are baseless allegations.

**श्री यशपाल सिंह :** मैंने बीस दफे जाकर देखा है। जो मोस्ट इन्फोरियर क्वालिटी होती है वह वहां रक्की जाती है, खास कर फलों और सब्जियों में।

**श्री भागवत ज्ञा आजाद :** यह गलत है।

**अध्यक्ष महोदय :** आप सवाल कीजिये।

**श्री यशपाल सिंह :** मेरे कहने का मतलब यह है कि इतनी सुपर बाजारों के बनने के बाद भी जो सारे दिल्ली का क्लेरिकल स्टाफ है उसे कोई फायदा नहीं होता क्योंकि जब वह दफ्तर से निकल कर आता है तभी वहां की घंटी बज जाती है कि घुसने का टाइम नहीं रहा। बजाय इसके कि आप इतने सुपर बाजार कायम करें एक ही सुपर बाजार में ऐसा कायदा क्यों नहीं रखा जाये कि सारे स्टाफ को इकट्ठा करके बारी-बारी से वहां भेजा जाये और वह देर तक खुला रहे।

**Mr. Speaker:** It is a suggestion for action. Shri Varma may now put his question.

**श्री म० ला० वर्मा :** भारतीय संघी महोदय का कहना है कि कमिटी घटी है और हमारे पार्लियामेंट के मेम्बरो का कहना है कि कीमते बढ़ी हैं। क्या कोई ऐसा तरीका नहीं निकल सकता जिससे यह मानूँ हो सके कि दरअसल प्रती: प्होडप की जानकारी सही है या हमारी जानकारी सही है।

**श्री इयाम धर मिश्र :** मैंने यह नहीं कहा कि मैनुफैक्चरर्स प्राइस घटी है। मैंने कहा कि डिस्ट्रीब्यूशन अरेंजमेंट में जिस समय से सुपर बाजार आया है तब से रिटेलर का जो मार्जिन आफ प्राफिट है उसमें कमी आई है। तबीजा यह दृष्टा है कि प्राइसेस घटी हैं। दूसरी बात मैंने यह कही कि चार महीनों में चीजों के जो दाम बढ़े थे, गवर्नमेंट के अरेंजमेंट से वह कम हो गये। इस के बारे में अब जब चाहे जानकारी हासिल कर लीजिये।

#### Subsidy for I.A.C.

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\*423. **Shri S. C. Samanta:**  
**Shri M. L. Dwivedi:**  
**Shri Subodh Hansda:**  
**Shri Bhagwat Jha Azad:**  
**Shri P. C. Borooha:**  
**Dr. M. M. Das:**

Will the Minister of Transport, Aviation, Shipping and Tourism be pleased to state:

(a) whether it is a fact that about 30 per cent. of the trunk route traffic of the I.A.C. is on the expense account and that business travel accounts only for small earnings to offset the needs of the I.A.C.;

(b) whether I.A.C. have asked for any subsidy in this regard; and

(c) if so, the amount asked for and Government's decision in the matter?

The Minister of State in the Ministry of Transport and Aviation (**Shri C. M. Poonacha**): (a) Indian Airlines Corporation have no means of asses-

sing the percentage of trunk route traffic on the expense account. However, besides the business expense account travel, there is also tourist traffic on interline tickets moving on the trunk routes.

(b) No, Sir.

(c) Does not arise.

**Shri S. C. Samanta:** May I know whether the income of the IAC has been affected by the go-slow process resorted to by the IAC employees, especially the pilots?

**Shri C. M. Poonacha:** This question does not precisely arise out of this question. However, there has been some effect on the revenues of the IAC because of certain methods adopted by its employees.

**Shri S. C. Samanta:** Is it true that the commission given to the travel agents is very high and it is becoming higher and higher, and if so, whether there is any proposal to discontinue it and keep this work in the office of the IAC itself?

**Shri C. M. Poonacha:** The commission that is payable to the various booking agents is not very high. There is no proposal to dispense with this arrangement at the moment.

**Shri Subodh Hansda:** Is it a fact that in some of the services like the Dakota services which are operated on short routes, the IAC is losing on all the short routes and, if so, do the Government propose to change the services on all those short routes to some other services?

**Shri C. M. Poonacha:** It is a fact that on the short routes, less intensity routes, we are losing, the reasons being that we are still operating the DC-3 type aircraft which is very expensive, its operational running expenses are quite high. There is a proposal with IAC to replace the piston-engined DC-3 aircraft by the jet type aircraft. The matter is under active consideration.

**श्री स० ला० द्विवेदी :** अभी मंत्री महोदय ने बतलाया कि एक्सपेंस अकाउंट के सम्बन्ध में उनके पास पंजा लगाने का कोई जग्या नहीं है। मैं जानना चाहता हूँ कि बिजनेस अकाउंट पर और टूरिस्ट अकाउंट पर कुल कितने प्रतिशत अर्निंग होती है जिससे आपको पंजा चल सके कि एक्सपेंस अकाउंट पर कितना है।

**Shri C. M. Poonacha:** This may be of some academic interest. Expense account passengers are those who do not directly pay themselves but whose expenses are borne by the authority concerned for whom they work. An assessment was made by the National Council of Applied Economic Research sometime back. It was found that about 39.8 per cent of travellers travel on expense account. The rest pay directly. They may be business people, tourists, students and professionals. This is the result of a very limited enquiry made by this institution. We do not have any other information.

**श्री स० ला० द्विवेदी :** मेरा प्रश्न दूसरा था। मेरा प्रश्न यह था कि आई० ए० सी० के अकाउंट पर ट्रेवलर्स जो पे करते हैं, टूरिस्ट जो पे करते हैं वह कितने प्रतिशत हैं सरकार के हिसाब से। किसी एकात्मिक सर्वे के हिसाब से मैं नहीं पूछ रहा हूँ। गवर्नमेंट के हिसाब से पूछ रहा हूँ।

**Shri C. M. Poonacha:** About 13 per cent of tourist class and 12 per cent of officers class.

**Shri Bhagwat Jha Azad:** Is it not a fact that in spite of the tight position of the IAC, the revenue of IAC can be increased by rationalising the booking position? A large number of foreign tourists have got a very bad opinion of IAC compared to Air India because though the seats are available booking is not done. The practice of businessmen booking a large number of seats and cancelling them at the last moment is largely prevalent in IAC. Can you remove that and improve the financial position of IAC?

**Shri C. M. Poonacha:** The attempt is to improve the position as far as possible. We are making every effort to see that IAC do carry the maximum number of passengers on each of its services. The present load factor itself is quite high. On certain routes it is as high as 85 per cent. With the load limitations, that is the maximum we can carry. There are certain practical difficulties in our way both by way of limited fleet position and the type of aircraft we are operating at present. These would be remedied as soon as clearance is given to the new jet type of aircraft.

**Shri P. C. Borooah:** May I know whether the high cost of IAC flights is attributable to the use of of age-old and absolute aircraft and if so, what is the plan in the Fourth Plan for improving the aircraft or replacing these out-dated aircraft which are very costly to operate?

**Shri C. M. Poonacha:** I have answered. Our proposal is to replace the Dakotas with jet type aircraft.

**Dr. M. M. Das:** During the last few years, the relationship between IAC and its employees has not been happy and there is always some trouble and some grievance, artificial or imaginary which the employees have against the management. This is to a large extent responsible for the unhappy financial condition of the organisation. What is the plan of Government to see that the relationship is improved?

**Shri C. M. Poonacha:** That is the object that the management has in view—to have the very best relationship with the employees. IAC is a very big employer employing about 7 to 8 thousand people of all categories. Here and there we do have certain difficulties which are being resolved from time to time. Generally speaking, it is not as bad as what is made out.

**श्री मधु लिमये :** आई० ए० सी० के लिये जो हवाई जहाज खरीदे जा रहे हैं उसके

बारे में मंत्रालय के पास कोई शिकायत आई है कि वे गलत ढंग से खरीदे जा रहे हैं अतः यदि इस तरह की शिकायत आई है तो मैं जानना चाहता हूँ कि मंत्रालय के पदाधिकारी और आई० ए० सी० के पदाधिकारियों का एक होना इसकी जड़ में है? अगर है तो दोनों को अलग करने के बारे में क्या कार्यवाही की जा रही है?

**The Minister of Transport, Aviation, Shipping and Tourism (Shri Sanjiva Reddy):** Sir, till now we have not received any specific complaint about this. But the second part is very relevant. I have also promised on the floor of the House that I shall consider this, that the Secretary of the Department should not be Chairman of the Corporation. In a few days time we are taking a decision and, perhaps, before the Parliament adjourns it will be decided.

**श्री विभूति निष :** क्या यह सही है कि आई० ए० सी० को कमिश्नल लाइज पर नहीं चलाया जाता है, सरकारी लाइज पर चलाया जाता है इस कारण से इसको घाटा होता है? आप देखें कि होता क्या है। अगर आप टेलीफोन करें कि हमको जगह चाहिये यहां से यहां तक तो कह दिया जाता है कि जगह नहीं है जब कि जगह काफी खाली रहती है। अभी हाल में 17 तारीख को मैंने मंत्री महोदय को यह दिखाया था कि पटना के लिये 18 जगहें खाली पड़ी हुई थी लेकिन कह दिया गया कि जगह खाली नहीं है। इस परिस्थिति में मुधार करने के लिए सरकार कोई कार्रवाई कर रही है?

**Shri C. M. Poonacha:** There are certain difficulties which are normally not quite appreciated. The difficulties are the load factor, the freight may be more which might restrict that is to say the committed freight may be more during certain flights—the passengers' take-in, the fuel element is also a factor and on the routes which touch

ever so many points each point has a certain number of reservations. Supposing a plane operates from here to Calcutta via Lucknow, Patna and Allahabad, for each station they have got to keep a certain number. We cannot fill up the whole plane from here with direct passengers to Calcutta denying opportunities to passengers at intermediate stations. There are so many other difficulties. Subject to these things the best effort is made to take as many passengers as possible in all sectors because that is our bread and butter.

**Shri Sinhasan Singh:** Last year due to the war with Pakistan many route services of IAC were suspended. May I know whether the Government has agreed to restart them including the Gorakhpur service?

**Shri C. M. Poonacha:** The matter is still under consideration. The direct flights connecting various cities in Pakistan have not yet been resumed but over-flights over India as well as Pakistan by our scheduled services have been permitted and we are now doing it (*Interruptions*).

**Shri Sanjiva Reddy:** I have understood the hon. Member. He is asking about flights suspended in India. I know, to some places the services were suspended. When we can secure the necessary planes we hope, in the near future, we will be able to start them.

**Shri Sinhasan Singh:** "In the near future" means?

**Shri Surendranath Dwivedy:** Wait for the next elections.

**Shri S. M. Banerjee:** May I know whether it is a fact that IAC was to purchase Avro-748 from the Defence Ministry, planes manufactured in Kanpur, for which orders were also placed; if so, the total number of aircraft they need and whether any of those aircraft has been completed by the Defence Ministry? If they have not completed, may I know the reasons for that?

**Shri C. M. Poonacha:** The proposal to buy about 15 Avro from HAL, Kanpur has been decided but the availability is not made clear. The first aircraft which was promised to be delivered by the end of this year is not likely to be delivered till perhaps sometime in March. So, there is some difficulty about the delivery position, so far as HAL is concerned. As for buying Avro from HAL for IAC, we have come to a decision that we might go in for about 15 Avros for Dakota replacement.

**Shri P. Venkatasubbaiah:** May I know whether Government propose to start a commercial air service to Tirupati, which is an all-India pilgrim centre, and whether there is a proposal before the Devasthan to construct an airstrip there?

**Shri C. M. Poonacha:** That question will be kept in view. If the traffic justifies and the aircraft position improves, we might consider such a step.

**Shrimati Savitri Nigam:** I would like to know whether the hon. Minister is aware that because of the delays, which are now becoming a normal routine, many of the IAC passengers have to miss the connecting planes and have to undergo great inconvenience. Is the Minister taking some steps to eliminate these delays and also to look after those passengers who miss the connecting flights, in the same manner as it is being done in the international lines.

**Shri C. M. Poonacha:** As I mentioned earlier, we are working with a very tight fleet position. Therefore, certain unavoidable delays are taking place in connecting services. That would be remedied as soon as we receive the new aircraft, which we are expecting very soon.

#### Consumers' Price Resistance Movement

\*424. **Shri Shree Narayan Das:** Will the Minister of Food, Agriculture,