

that there is not a single year when the Comptroller and Auditor General of India have no occasion to report all these kinds of duty exemptions and misuse of that. The problem arises because there is no administrative machinery to check all these things. The imports are from one port but the exports are from many ports and the administrative check is at various levels. In fact, PAC has recommended that if you cannot administer a scheme, it is better to do away with the scheme.

SHRI PRANAB MUKHERJEE:

Firstly, the hon. Member has totally misunderstood. I have said earlier that I am not condoning even the revenue loss of Rs. 17 crores. The hon. Member did not care to listen to the Supplementary as to whether it is a gross misuse or not. I can say that in an overall transaction of Rs. 70000 crores, if the misuse is to the extent of Rs. 17 crores, I cannot admit that it is a gross misuse.

Now, I come to the second question of the hon. Member. So far as this scheme is concerned, as I mentioned to you, advance licensing scheme was in operation on the quantity basis from 1976-77.

So far as the value based licence is concerned, the scheme has been introduced from 1-4-92, not much earlier.

SHRI NIRMAL KANTI CHATTERJEE: But the problem remains the same.

SHRI PRANAB MUKHERJEE: That is a totally different issue. If that is the problem, then you address it to the Finance Minister. You should know that the Duty exemption is being given by him...*(Interruptions)*. Don't get excited.

Now I come to the question of Mr. Nitish Kumar. When he asked his ques-

tion, at that time half a dozen Members got up, so I sat down. In fact, parallel investigations are going on. One set of investigations is being taken care of by the DRI from the point of view of the revenue loss, and I inform you that they are in the process of investigation. In one case they have given the show cause notice and in others they will do the same. They will take their own time. I cannot just give them the time frame by which they should be able to take care of it. And when somebody is found guilty, whatever action is called for from the Commerce Ministry side, I will like to take that.

*[Translation]*

#### Air India Routes

\*142. SHRIMATI PRATIBHA DEVISINGH PATIL: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the Air India has allowed some foreign airlines to operate on certain air routes;

(b) if so, the details thereof and the names of the airlines operating on these routes;

(c) the amount of royalty received by the Air India in lieu thereof;

(d) whether the Government are contemplating to hand over these routes to the Indian Airlines;

(e) if so, the details thereof; and

(f) if not, the reasons therefor?

*[English]*

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) to (f). A Statement is laid on the table of the House.

**STATEMENT**

(a) and (b). Traffic rights to foreign airlines are granted under bilateral air services agreements on the basis of reciprocity. In cases where our national carriers are unable to provide services on any particular route, a commercial agreement with the other carrier is entered into. A list of foreign airlines operating to India from their respective countries under commercial agreement is Annexed.

(c) The royalty received during 1992-93 by Air India amounted to Rs. 36.96 crores.

(d) No, Sir.

(e) and (f). Air India and Indian Airlines are co-ordinating with each other to ensure optimum utilisation of their capacity. They are also operating joint venture flights to a number of countries in the Gulf region.

**ANNEXURE*****Names of airlines operating to India under commercial arrangements.***

1. Air Lanka.
2. Air Mauritius.
3. Alyemda.
4. Bangladesh Biman.
5. Bulgarian Airline.
6. Druk Air.
7. Egypt Air.
8. El-Al.
9. Emirates.
10. Ethiopian Airlines.

11. Gulf Air.
12. Iran Air.
13. KLM.
14. Kuwait Airways.
15. Malaysia Airlines.
16. Royal Jordanian.
17. Royal Nepal Airlines.
18. Russian Airlines.
19. Saudia.
20. Singapore Airlines.
21. Swiss Air.
22. Syrian Arab Airlines.
23. Tajik Air.
24. Yemen Airways.
25. Zambia Airways.

SHRI PRATIBHA DEVISINGH PATIL: Sir, may I know from the hon. Minister what steps the Government is taking to ensure that the surplus capacity available with the Indian Airlines is utilised first before any route is handed over to foreign airlines? Also, may I know whether there is any other country in the world which charges royalty?

SHRI GHULAM NABI AZAD: Sir, as I have just now said in reply to parts (e) and (f) of the question, the Air India and the Indian Airlines are coordinating with each other to cope up with the situation to ensure the optimum utilisation of their capacity. But I would like to mention a few steps which the Aviation Ministry and the Air India and the Indian Airlines have taken in the past few months, may be in the past four months. One is the joint ventures. The Air India and the Indian Airlines are operating jointly twelve services

to the Gulf region,—four services per week from Calicut to Dubai, four services per week from Calicut to Abu Dhabi and four services per week from Calicut to Muscat. These flights are being operated with the Indian Airlines aircraft—a few with Air India numbers—and the profit is shared by both the Airlines. Apart from these, the Indian Airlines has also been designated to operate in the neighbouring countries and they are operating, at the moment, to about thirteen destinations. Very lately, in this very year, in the month of February, 1994, we have taken some more steps to utilise the services of the Indian Airlines. We have started hub and spoke services between the Indian Airlines and the Air India. Passengers can go from Ahmedabad to Bombay and then from Bombay they can go to any part of the world. They can also go from Hyderabad to Bombay and again they can go from Hyderabad to any part of the world. From Amritsar also we have done this very recently. Now we have the Air India service from Amritsar as a hub and spoke policy. It is operating from Amritsar to Delhi and from Delhi they can get connection to as many as seven countries. Similarly, from Ahmedabad also they can go to Delhi and then from Delhi to the rest of the world. So, these are some steps which we have taken as far as part (a) of the question which the hon. Member has asked. As far as part (b) of the question is concerned, I would like to mention that paying of royalty is an international practice and it is not that only India charges the royalty. We are also paying royalty to some countries where we do not operate.

SHRIMATI PRATIBHA DEVISINGH PATIL: Sir, May I know the terms of agreement with the countries with whom India has bilateral agreements? And which are the airports where international

airlines are operating in India? Then, how many countries are there where Air India is operating and how many passengers does it carry?

SHRI GHULAM NABI AZAD: Sir, we have bilateral agreements with as many as 70 countries and about 38 international airlines are operating in India and from India only from the international airports and not from the domestic airports. As far as the passenger carrying capacity of Air India is concerned, from 1989 to 1992-93, it is fluctuating from 20 to 22 lakhs. In 1992-93, the Air India carried, to and fro, about 22 lakh passengers.

DR. (SHRIMATI) K. S. SOUNDARAM: Mr. Deputy-Speaker, Sir, I would like to know from the hon. Minister the reason for Air India not operating direct flights from Madras to United States of America, United Kingdom, Japan and other Gulf countries. For the welfare of Tamil Nadu I would like to know from the hon. Minister whether there is any proposal to introduce direct flights from Madras to other foreign countries.

SHRI GHULAM NABI AZAD: Sir, this is a continuous process and direct flight depends on the load factor which is very important. As far as the load factor is concerned, Bombay is still the number one airport in the country both as a choice for international operations as well as for international passengers. That is why, we are trying to give as many connection as possible to the foreign airlines to have the second point beyond Bombay and beyond Delhi like Madras so that the people from Madras can get the connection or they can go directly via Bombay or via Delhi.

DR. (SHRIMATI) K. S. SOUNDARAM: Sir, Madras is a very important city in the country, but there is no

direct flight. At least the Minister can divert one direct flight to Madras.

SHRI GHULAM NABI AZAD: Sir, it cannot be done in the near future, because as I have already said, that depends on the traffic. As far as Air India is concerned, they are very big aircrafts, jumbo jets, and unless we have the capacity to fill them at least upto 70 per cent to 60 per cent, we cannot operate a direct flight.

DR. KARTIKESWAR PATRA: Mr. Deputy Speaker, Sir, the hon. Minister has stated that both Indian Airlines and Air India are coordinating with each other to see that their optimum capacity utilisation is done. He has also mentioned three important services from Calicut to three places in the Gulf countries. But within our country, we are facing a lot of trouble to go from one place to another, because the aircrafts are not available and sometimes they are being cancelled also. I would like to know the steps taken for the full capacity utilisation of the aircrafts by the joint venture within our country.

SHRI GHULAM NABI AZAD: I think that there is no problem for providing more aircrafts within the country wherever we have the traffic. Well, my hon. friend might be talking about extra frequencies in some parts of the country. But it is business. Indian Airlines and Air India are operating on business. It depends on how much traffic we have. If we have traffic on a particular route, we do provide the aircraft because we have to earn money. But we cannot provide many aircrafts on a particular route where we do not have the traffic.

[*Translation*]

SHRI RAM VILAS PASWAN: Mr. Deputy-Speaker, Sir, I would like to know

whether Government or airlines have ever considered about the conditions on which some foreign airlines are allowed to operate on certain Air India routes, because there are certain foreign airlines like Tajik Airlines, that carry passengers from London to Delhi on a fifty percent fare; but this airline is least bothered about safety and welfare of passengers. Hundreds of passengers were forced to face such an ugly situation as on 28th of last month. Two Indian passengers were booked by Tajik Airlines on fifty percent fare; but later on, the flight was cancelled. They do not ensure the safety and welfare of passengers, especially the Indian passengers. One can not be allowed to play with the life of passengers because of charging less fares. Whether safety and welfare of passengers is ensured while allowing any foreign airlines to operate in Air India routes and also passengers cannot be left on their own fate while to travel through foreign airlines.

SHRI GHULAM NABI AZAD: The Government have a bilateral agreements with several countries. It is the responsibility of the Government to designate a particular airlines on long haul flight for certain countries, we employ only Air India and Indian Airlines on short-haul flights. It, however, depends upon the other countries to designate the airlines of their choice. As the hon. Member has raised the matter of a particular airlines, the Government will talk to the authority of foreign airline. We cannot do anything on our own.

SHRI SHIVRAJ SINGH CHAUHAN: A man feels elevated when he fly in the sky, but the matter is all the more different when wine is served in airlines. I would like to know from the hon. Minister whether Government have given permission to serve wine in private airlines with a

view to attract passengers. I would also like to know whether passengers have created nuisance after drinking while travelling in these airlines. Domestic flights have a maximum duration of two to three hours, is it necessary to serve wine during this short period. Does it not hurt the sentiment of those passengers who do not take wine? Will the hon. Minister put a check on that practice and issue directions to serve fruit juice in place of wine?

SHRI GHULAM NABI AZAD: This question was also raised on two days in Rajya Sabha. So far as the Aircrafts Act is concerned, there is no provision of prohibiting serving the wine; but there is a provision taking action against an intoxicated person.... (*Interruptions*)

DR. P.R. GANGWAR: When one drinks he is bound to be in an intoxicated mood. (*Interruptions*)

SHRI RAM KRIPAL YADAV: What is meant by this intoxicated mood. (*Interruptions*)

SHRI GHULAM NABI AZAD: You are not interested in listening the reply. What can I do if you are not ready to listen the reply?

(*Interruptions*)

[*English*]

MR. DEPUTY-SPEAKER: When the hon. Minister is answering, you may differ with him, but there is a change for you to put any other supplementary. How can the hon. Minister answer if you all were to rise and speak?

(*Interruptions*)

MR. DEPUTY-SPEAKER: The question is when the hon. Minister is on his legs, you are not expected to rise and disturb the House.

(*Interruptions*)

SHRI GHULAM NABI AZAD: The Open Sky Policy does not mean that they can have open questions on airlines any time. This question does not arise out of this. But just for the benefit of the House—as I had already said—I may tell the House that there is no provision as such in the Aircrafts Act. But there is a provision that there should not be any intoxicated person or passenger inside the aircraft. One case has come to the notice of the Director General of Civil Aviation where a particular person was found drunk and he misbehaved with his co-passengers. A complaint was lodged. The Director General of Civil Aviation has already sent him a show-cause notice and action will be taken.

SHRIMATI CHANDRA PRABHA URS: Hon. Deputy-Speaker, Sir, now we are all very well aware that Karnataka is attracting more and more international tourists especially in this Year of Tourism. It has been highlighted also. There was a proposal to start an international airport at Bangalore, Karnataka. And our hon. Minister has once or twice promised on the floor of the House that that would be taken up. When is it going to be taken up?

Secondly, some of the aircrafts are twenty years old and they are not viable. They should be revitalised, revamped and renewed so that the services would be better for the international tourists. When Karnataka and the neighbouring States are attracting more national and international tourists, if we improve the catering services also to that level, it will be better.

Have they got any policy in this regard? Are they examining it? I want a categorical answer from the hon Minister

SHRI GHULAM NABI AZAD The question does not arise out of the main question. But since our hon Deputy-Speaker is also from Karnataka apart from the hon Member I may say that as far as Bangalore Airport is concerned I had said it earlier also that we are equally interested in strengthening the Bangalore Airport and we have already sanctioned Rs 13 crores to make it of international standard. Actually we had drawn up the drawings and everything. We were ready with that. We had drawn up the drawings for the aero-bridges. As the House may be knowing this airport does not belong to the Airports Authority of India or for that matter it does not belong to the International Airport Authority. It belongs to the Hindustan Aeronautics Limited (HAL). They have some reservations in converting this particular airport into an international airport (*Interruptions*)

SHRIMATI CHANDRA PRABHA URS I would like to know whether the alternate suitable land is available

SHRI GHULAM NABI AZAD According to them if once we put up aero-bridges it might create some obstructions for them. I had a review meeting only the other day and we have decided about that. We are rushing the Chairman of the International Airports Authority and the National Airport Authority to Bangalore to have a discussion with the HAL.

As far as the alternate airport is concerned, we have already identified the site for the international airport.

But the task is very big. It costs us about Rs 600 crore and it is beyond our

capacity to spend Rs 600 crore on alternative arrangement. So, we will first try to complete this particular airport and make it an international airport. Of course, this will be done with the cooperation of the Defence Ministry.

Madam what was the second part of your question?

SHRIMATI CHANDRA PRABHA URS It relates to providing better services and also about phasing out of more than twenty years old aircrafts.

SHRI GHULAM NABI AZAD About the old aircrafts we have started a fleet renewal programme. Last year, I have already grounded four 737 aircrafts which were more than 20 years old. So, within ten years time we would like to have new aircrafts and we would rather like to keep those aircrafts which are less than 15 years old. So the fleet renewal programme has already started (*Interruptions*)

MR DEPUTY SPEAKER We have taken a lot of time on this question. So kindly permit me to go to the next question. We have taken 25 minutes just on this one question.

[English]

### Cooperative Textile Mills

\*143 SHRI ARVIND TRIVEDI  
SHRI GAYA PRASAD  
KORI

Will the Minister of FINANCE be pleased to state

(a) whether some State Governments have requested the Central Finan-