

Agencies/Departments incharge of implementing various projects are making inordinate delay in supplying necessary information to the National Information Centre and Planning Commission on the progress of various projects;

(b) if so, the action taken against such Agencies/Departments;

(c) whetner centre proposes to adopt any new method to collect latest information regarding the progress of various projects; and

(d) if so, the steps proposed to be taken in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI K. R. NARAYANAN) : (a) No, Sir. There is no inordinate delay in the supply of necessary information to the Planning Commission by the various Government agencies/Departments incharge of implementation of projects.

(b) Does not arise.

(c) and (d). A new monitoring system for Central sector projects costing over Rs. 100 crores each has been introduced recently. Under this system, a brief Flash Report is sent by the project authorities concerned through telex/telegrams within 3 days of the close of the month. After analysis in the Planning Commission, an Output Flash Report is generated on the computer of the National Informatic Centre. The Output Report can be accessed on the terminals of NIC computer located, among other places, in the Planning Commission.

Excessive fare charged by Air India

5630 SHRI T. BASHEER : Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state :

(a) the profits of Air India during the last three years, year-wise break-up thereof;

(b) sector-wise profit in each year;

(c) whether there is any proposal to rationalise fare of Air India; if not, reasons therefor;

(d) whether any complaint has been received in the past about excessive fare charged by Air India in any sector; and

(e) if so, the details thereof and the action taken on the complaint ?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (SHRI ASHOK GEHLOT) :

(a) The net profit of Air India during the last three years, i.e. 1982-83, 1983-84 and 1984-85 was Rs. 38.04 crores, Rs. 57.39 crores and Rs. 34.00 crores (provisional) respectively.

(b) Sector-wise profit is not worked out in Air India. Route-wise results are maintained. A statement showing the route-wise operating profit/(loss) for the last three years, i.e. 1982-83, 1983-84 and 1984-85 is attached.

(c) Fares are fixed as under :

- (i) Worldwide, in the International Air Transport Association (IATA) forum, for fares to be applied by all I.A.T.A. Member airlines.
- (ii) Bilaterally in regard to Government directed/bilateral fares which are based on agreement between the two countries concerned. For example, YE120 USA/INDIA/USA.

In both these categories, rationalisation is done keeping various factors in mind such as—

- (i) The need to protect Air India's revenue and market share.
- (ii) The need to obtain adequately high yields, to cover All India's costs.
- (iii) The need to cater for special requirements such as high/low season, distinct categories of traffic, such as students, genuine tourists, businessmen, etc.
- (iv) The need to ensure that fares are so structured that they are not undercut by other combinations.
- (v) The need to generally gear the fare to the distance flown.

There is no specific proposal under consideration to rationalise fares on Air India, since the process of rationalisation is continuing process in the light of various factors such as economic, competitiveness of the market, operating costs, etc.

(d) and (e). As per representations from Keralites living in India or abroad, in their individual capacity or through

their associations/Unions in regard to fare structure between Gulf and India have been received in the past. These were carefully considered. The air fares between India-Gulf sector have been fixed multilaterally at the International Air Transport Association (IATA) forum and ratified by the concerned Governments, are considered reasonable, and it is not open to Air India to charge lower fares unilaterally.

Statement

The route-wise operating profit/(loss) of Air India during the years 1982-83, 1983-84 and 1984-85

Route	Profit/(loss) in crores of Rupees		
	1982-83 Actual	1983-84 Actual	1984-85 Estimated
India-U.S.A.	(0.52)	0.67	(4.43)
India-Canada	(5.50)	(9.67)	(6.02)
India-U.K.	(4.03)	(4.92)	(7.00)
India-Continent	(9.09)	(10.08)	(11.83)
India-Japan	(5.92)	(0.68)	(4.37)
India-Australia	(7.59)	(7.28)	(6.11)
India-Gulf	94.96	119.68	96.86
India-U.S.S.R.	0.37	0.62	2.17
India-Singapore	(4.34)	(1.71)	2.47
India-East Africa	(0.52)	(2.11)	(2.31)
India-West Africa	(0.38)	(1.32)	(2.31)
India-Mauritius	(0.50)	(0.73)	(0.60)
India-Zimbabwe	(1.69)	(0.82)	(1.36)
India-Zambia	0.84	(0.98)	(0.87)
India-Bangladesh	(0.62)	(0.97)	(0.62)
FREIGHTER			
India-Japan	1.11	1.73	3.36
India-U.S.A.	0.23	1.48	(0.29)
India-Europe	(0.88)	(0.42)	(0.45)
India-U.K.	(1.32)	0.06	(0.54)
India-Zurich	0.36	0.42	1.33
Total :	55.73	82.97	57.08