

taken, what are the products to be displayed, what should be the standard and how they should be displayed and how it could be well propagated. So, all this care is taken while having these displays outside. Besides, I have been insisting on best possible quality and gradually our fairs are also acquiring a good name in foreign countries.

SHRI KRISHNA CHANDRA HALDER: In the answer there is no mention of handloom products displayed in the international fair. To promote the handloom industry, to encourage the handloom industry, cottage industry, will Government give proper attention and weightage to the handloom products in the International Trade Fairs?

SHRI MOHAN DHARIA: Item 8 covers this. Item 8 is—'textile and other consumer goods'. Textile manufactured goods in mill sector and also in de-centralised handloom sector are involved.

SHRI VAYALAR RAVI: The hon. Minister will agree that this international fair will improve our sales prospects in the foreign countries. But, unfortunately, the present system to-day is of self promoting schemes. The different Commodity Boards and Institutions have to have fairs at their own expense. The Commerce Ministry is not financing such fairs, if I understand correctly. Would you consider to give financial assistance for such important international fairs organised by different Boards and Institutions under your Ministry?

SHRI MOHAN DHARIA: There are various schemes of promoting these fairs. Wherever it is possible to give this assistance, it is being given including the boards. Besides, when we participate, there are two aspect. One is having exclusive fairs to be organised either by TFA or TDA or by these Boards or to participate in

the International fairs organised by the respective countries. Here, there are many times problems of freight, many times problems of rent and all that. To a great extent, we are participating. But my hon. friend who is a Member of the Marine Products Authority, if he is facing some difficulty I shall certainly look into it.

Change of Timing of I.A.'s Flights between Delhi and Ahmedabad

*1180. **PROF. P. G. MAVALANKAR:** Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) whether he has received any complaints from MPs and others regarding the change of timings in the IAC 461 daily flights between Delhi and Ahmedabad;

(b) if so, what is the nature of the said complaints;

(c) whether one or more suggestions in this regard for changing and improving and strengthening the flights both in terms of time and number have been also received from MPs and others by the Government; and

(d) if so, Government's response thereto?

THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI PURUSHOTTAM KAUSHIK): (a) and (b). Recently a complaint has been received stating that present timings of IC-461 Flight between Delhi-Ahmedabad-Delhi at night are inconvenient to passengers and the complainant has requested for restoration of morning timings.

(c) In winter, before the present schedule was introduced, there were suggestions for introducing an evening flight on the route Delhi-Ahmedabad-Delhi.

(d) The traffic demand on the route does not warrant increase in the number of flights at present.

PROF. P. G. MAVALANKAR: My friend the Minister is a good man and I like him. But it pains me to start with a preface and I want to address that preface to you, Mr. Speaker. The effectiveness and potency of the Question Hour gets reduced and lost if questions are not taken seriously and answers are not given honestly.

The answers are given by the Minister. You cannot extract an answer, I know that. I also agree that answers given by the Ministers may not be satisfactory or pleasing or favourable in our view. But surely those answers must be factually correct and fully truthful. This is not happening. And, therefore, you, Sir, come in the picture. I seek your protection because you know and the whole House and the country knows how much money is spent for Question Hour, for an answer to a question in Parliament, and when so much money is spent to get information and at the end of it if we are given a deliberately incomplete answer and if an attempt is made to conceal the vital information, what are we to do?

Sir, look at part (c) of my question. I am happy that the hon. leader of the House is present and I request him to support us. I know, like you, he too is interested in Parliament's effectiveness.

Part (c) is specific in every detail—

“(c) whether one or more suggestions in this regard for changing and improving and strengthening the flights both in terms of time and number have been also received from MPs and others by the Government;”

What is the answer? He says:

“In winter, before the present schedule was introduced there were suggestions for introducing an evening flight on the route Delhi-Ahmedabad-Delhi.”

I charge my friend, the Minister with giving deliberately half-true answers in this Parliament. I am a member of the Consultative Committee of his Ministry and I can be more helpful to him. The suggestions were to add one more flight between Delhi and Ahmedabad in the evening. But he is not saying “additional” flight. He is merely saying ‘suggestions for introducing an evening flight on the route.’ Then he says: Delhi-Ahmedabad-Delhi’.

MR. SPEAKER: Please ask the question.

PROF. P. G. MAVALANKAR: If you want that I should not ask the question, I will not ask.

We take so much trouble in asking questions, and if the answers are deliberately half-true, then where are we to go? I think you will protect us. At least from next session onwards, they should not answer in a bureaucratic style.

My first supplementary is in regard to the answer to my parts (a) and (b). I want to know: is there only one complaint or more complaints? Who was that complainant? Whether the morning timings will be restored as early as possible? If not, why not?

SHRI PURUSHOTTAM KAUSHIK: I am thankful to my hon. friend for giving me the compliments. I hope he will be generous and cooperative also as he has been.

PROF. P. G. MAVALANKAR: I have been.

SHRI PURUSHOTTAM KAUSHIK: So far as answering the question is concerned, the question was with respect to flight between Delhi and Ahmedabad and the answer was also confined only to flight schedule between Delhi and Ahmedabad. With respect to that so far as part (c) of the answer is concerned, in winter we received one request of the hon. Member to have the flight in the evening.

PROF. P. G. MAVALANKAR: Additional.

SHRI PURUSHOTTAM KAUSHIK: I think other hon. Member may not know. But so far as hon. Member, Mr. Mavalankar is concerned, he was in the know of things that there was also a morning flight and he should have asked for additional evening flight. So, there is no question of either misguiding or giving incomplete answers.

So far as changing the timings is concerned, my friend will appreciate under what constraints we are operating at present. Changing the timing from evening to morning between Ahmedabad and Delhi and other places, may require a lot of changes. In other places also it will be done. Keeping in view the constraints, it will not be possible.

I will request my hon. friend that instead of encouraging the demand of changing the timings, please realise the constraints under which we are operating and I hope, he will rather convince other persons also that for the present, it will not be possible to make any changes. Our only concern at the moment is to see that we keep to the schedule. As and when the position improves in the matter of additional aircrafts, definitely the hon. Member's suggestion will be taken into consideration.

PROF. P. G. MAVALANKAR: He says in the last para (d) that traffic demand on the route does not warrant increase in the number of flights

at present. May I know what is the present traffic? Has any survey been made of the traffic potential between Delhi and Ahmedabad? In view of the fact that Ahmedabad is important industrially and otherwise and also it links both Delhi and Bombay, have any reliable and dependable statistics been available with the Government to show that traffic is not increasing because my information is that traffic is increasing rapidly and it calls for additional flights. I can, of course, wait till new aircrafts come. But would he answer, please, my first supplementary, i.e., will he restore the morning timings as early as possible?

SHRI PURUSHOTTAM KAUSHIK: So far as traffic position is concerned, the information provided by the Indian Airline is like this.

The Delhi-Ahmedabad passenger position is as follows:—

From Delhi to Ahmedabad, for Avro which goes on hopping, in January, 1979, there was only one passenger load factor. So far as the Delhi-Ahmedabad flight is concerned, it is 67.3 on Avro. On 737, the position was 69.9. In February, 1979, it was 71.3 in Avro and 74 per cent in 737. In March, 1979, it was 66.9 in Avro and 70.9 in 737. Looking to this load factor, we can say that still there is scope for the aircraft to carry more passengers.

SHRI O. V. ALAGESAN: Sir, I agree that Ahmedabad is very important. I submit that Madras also is important.

MR. SPEAKER: We are on Ahmedabad only.

(Interruptions)

SHRI O. V. ALAGESAN: I would like to say that there has been a good deal of monkeying about the flights between Madras and Delhi.

MR. SPEAKER: It does not arise.

SHRI O. V. ALAGESAN: We were going via Hyderabad. Now, once it has been diverted to Nagpur, it was stopped because there was no traffic offering. Again it has been diverted via Nagpur. So, will the hon. Minister look into this matter and restore the Madras...

MR. SPEAKER: Madras is very important, I agree, but it does not arise.

श्री विमल भाई एच. शुक्ल: जैसा कि बताया गया है कि सुबह से शाम की फ्लाइट की गयी है। क्या यह एम० पीज० के सजेसन से की गयी है? यदि हाँ तो यह किस मेम्बर ने सजेसन दी थी? क्या आप और एम० पीज० को इसके बारे में कन्सल्ट करेंगे?

श्री पुरुषोत्तम कौशिक: यह ओवर आल पोइंट्स जो किया गया है उसी के आधार पर अहमदाबाद की फ्लाइटम शाम की की गयी है।

SHRI VINODHAI B. SHETH: Will the hon. Minister inform this House how many times since the last 6 months the flight has landed and taken off in time?

SHRI PURUSHOTTAM KAUSHIK: It is not possible to give the exact figures at this moment.

"Bengal Deshi" Export Tender

*1181. **DR. VASANT KUMAR PANDIT:** Will the Minister of COMMERCE, CIVIL SUPPLIES AND CO-OPERATION be pleased to state:

(a) whether the recently floated 'Bengal Deshi' Export tender has fetched a record high price;

(b) whether the Government are satisfied that such tenders are economically viable; if so, the reasons thereof; and

(c) has the attention of Government been drawn to the serious press criticism of these Bengal Deshi Tenders appearing in *Business Standard* of 29th March, 1979 and elsewhere?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE,

CIVIL SUPPLIES AND COOPERATION (SHRI ARIF BAIG): (a) to (c). A statement is laid on the Table of the House.

Statement

In January, 1979 the Government decided to release for exports an additional 50,000 bales of Bengal Deshi Cotton. Necessary guidelines were given to the Textile Commissioner for allocation of quotas out of the above release. It was stipulated by the Government that 20,000 bales in two lots of 10,000 bales each were to be allocated on high value consideration and a reasonable time-lag is to be kept between the two release. In addition, 20,000 bales were to be released on first-come-first-served basis, and 10,000 bales were to be allocated to Cotton Corporation of India. ,

2. The export release on high value considerations fetched a maximum price of 134.74 US cents per lb. while the minimum price fetched was 105.50 US cents per lb. Considering the facts that there are only a few countries in the international market and only limited quantities were released for export by the Government the prices offered do not seem to be unusual. Necessary allocation letters were issued to the exporters only after submission by them of the requisite Bank guarantee and firm contracts. This was done with a view to ensuring that the prices offered were realistic and not inflated just for the purpose of getting export allocation.

3. The Government have seen the press report about Bengal Deshi tenders appearing in *Business Standard* of 29th March, 1979. As stated earlier, the Government have already taken necessary precautionary measures for full realisation on these exports by way of registration of the firm contracts and obtaining the requisite Bank guarantees from the exporters.