

Reserve Bank of India in view of the financial crisis arising out of the serious flood situation in the State; and

(b) if so, whether the help sought, has been given to the State Government?

THE MINISTER OF FINANCE,  
(SHRI YESHWANTRAO CHAVAN).

(a) No, Sir.

(b) Does not arise.

SHRI NIHAR LASKAR: May I know from the hon. Minister whether it is a fact that because of the difficult situation created in Assam by repeated floods this year, the State Government of Assam has approached the Centre for assistance to the tune of Rs. 8 crores and if so, whether the Government are going to consider this sympathetically?

SHRI YESHWANTRAO CHAVAN: When I was coming, I received a telex message that the Chief Minister is coming here today. He will be seeing me today in the evening. He has raised the problem about his financial requirements to meet the situation created by floods, etc. But he has not asked for overdraft as such and that is why I have said in my reply to the question 'No'. So, it is not that he has not projected the problem about finance. You know the Government's policy in this matter, in the case of natural calamities, in accordance with the recommendation of the Finance Commission, we have asked the State Governments to look after the problems themselves.

SHRI NIHAR LASKAR: It is a backward State; they have no resources at all. If we have to go merely by the recommendation of the Finance Commission, I do not know how they are going to meet the situation.

SHRI YESHWANTRAO CHAVAN: I understand the difficulties. Merely question and answer will not solve the problem. Please leave it there.

श्रीमती स्मृतीबरा बाई राय : हाल की बाढ़ से मध्य प्रदेश में नर्मदा नदी ने बड़ी तबाही मचाई और मध्य प्रदेश के बहुत से गावों में बरबादी हुई। क्या मध्य प्रदेश के मुख्य मन्त्री ने बाढ़ पीड़ितों की सहायता करने के लिए आप में पैसे की माग की है ?

श्री यशवन्तराव चव्हाण: माग करने में कोई चीफ मिनिस्टर पाछे नहीं है। किसी ने माग न की हो एसी बात नहीं है। माग करते रहते हैं। देना कितना मुश्किल है यह तो आप जानते हैं।

SHRI M. RAM GOPAL REDDY: These natural calamities are occurring in Assam every year and every year the State Government is asking for financial assistance. I want to know whether there will be any permanent solution for that, whether there will be any scheme to finance that State?

SHRI YESHWANTRAO CHAVAN: It is true that floods and droughts seem to be a sort of regular feature in our national life. So, the real solution to this problem, as the Finance Commission has recommended, is that the State Governments will have to prepare the plans making these as a part of the Plans. That is the only way to meet it.

Increase in Fares of Indian Airlines

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\*475. SHRI P. GANGADEB:  
SHRI D. D. DESAI:

Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) whether Indian Airlines has suffered a huge loss during the last four months;

(b) whether to make it up there will be a further increase in air fares; and

(c) if so, the particulars thereof?

THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI RAJ BAHADUR): (a) The financial working of Indian Airlines for the first quarter of 1974-75 shows a deficit approximately of Rs. 106 lakhs.

(b) and (c). The question of air fares is kept under periodic review. In the context of the greatly increased operational costs, the Corporation has requested for relief in respect of aviation fuel prices including the excise duty component, and the sales tax levied by some State Governments.

SHRI P. GANGADEB: In view of the unusually heavy losses incurred by the Indian Airlines during the short period of last four months, I would like to know from the hon. Minister whether this financial loss has been due to the recent pilots strike or not?

SHRI RAJ BAHADUR: So far as this current year is concerned, as I have said, this is not attributable to the lock out or the pilots strike. This year it is largely due to the reasons that I have mentioned—viz., the increase in the fuel prices.

SHRI VASANT SATHE: Are they coming forward with a Budget for this?

SHRI P. GANGADEB: Since the strike took place, and has taken place, I am putting the question like this. Apart from dealing with the situation firmly by the Indian Airlines, as at present, may I know what steps the Government propose to take to prevent employees of the Indian Airlines from causing inconvenience to the public and loss to the public exchequer by strikes from work?

SHRI RAJ BAHADUR: I can say with a degree of confidence that the industrial relations in the Indian Airlines are much better now and we are really having a smooth functioning as would be evident from the on-time performance of the Airlines services that has improved greatly. I would

not like to give an impression to the country that the Indian Airlines has not improved.

SHRI VASANT SATHE: The only thing is that you do not get food in the flights.

SHRI PRIYA RANJAN DAS MUNSI: Is it not a fact that when the strike began the Chairman of the Indian Airlines has stated that he was in a position to save the Indian Airlines from deficits if certain things were permitted to be done by him and, as a result of which, an atmosphere against strike was built up by the people in general and also by the House. In fact, after the strike, the Chairman has taken certain steps like not supplying food on the aircraft and many other things. I would like to know from the Minister whether it is a fact or not that after the strike a large number of top-heavy posts were created in the Indian Airlines as a result of which we will be facing another phase of deficit in the coming year.

SHRI RAJ BAHADUR: I would say that one of the main objectives to cut down wasteful practices and I may again report to the House that as much as about Rs. 5 crores have been saved by the elimination of certain wasteful practices and other measures:

So far as the recent losses are concerned it is not due to the overheads. I would only cite one instance. That is the cost of fuel. On 1-4-1973 the cost of a kilo-litre of aviation fuel was Rs. 668; it was raised to Rs. 930 on 9-11-1973 and then it was raised to Rs 1662 on 2-3-1974. Added to it was increase at the *ad valorem* rate in the sales tax by certain States which is the main reason. Otherwise, so far as the economies are concerned, we are conscious that there should be no extra expenditure on overheads. In fact that would also be pruned to the maximum extent possible. I am conscious of that.

SHRI PRIYA RANJAN DAS MUNSI: I seek your protection, I wanted to

know whether after the strike in the top-heavy establishment posts have been increased or not.

**SHRI RAJ BAHADUR** To my knowledge no extra posts in the top cadres have been created. However, I will check up again if you have got any specific information.

**श्री मधु लिमये** क्या यह सही है कि कुछ विमान मार्गों पर विमानों की कुल कैपैसिटी का केवल 40 प्रतिशत तक यात्रियों द्वारा प्रयुक्त किया जा रहा है और उस से काफी नुकसान हो रहा है, यदि हाँ तो कब सखी महोदय इस बात पर विचार करेंगे कि इन मार्गों पर किराये में कुछ कटौती कर के यात्रियों को कुछ प्रोत्साहन दिया जाए ?

**श्री राज बहादुर** श्रीमन् जून-जुलाई में हमारा यह अनुभव नहीं है। जून-जुलाई में आकुपेमी काफी घटती रही है।

**श्री मधु लिमये** क्या मंत्री महोदय विमान कैपैसिटी के युटिलाइजेशन के आंकड़े देगे ? मेरा प्रश्न यह है कि क्या कुछ मार्गों पर कैपैसिटी का केवल 40 प्रतिशत युटिलाइज हो रहा है ?

**श्री राज बहादुर** हम ने 25 प्रतिशत किराया बढ़ाया था। उस समय उम्मीद यह थी कि एयरलाइन्स अपने पैरो पर खड़ी हो जायेंगी, और उस का डेवलपमेंट एकलव्येडीयर भी निकल आया। लेकिन इस बीच में फ्यूल का कीमती और बढ़ गए, जिस पर किसी का बर्तन नहीं था। उस के कारण लगभग 27 करोड़ रुपये का विशेष खर्च उस पर आया। जहाँ पहले फ्यूल पर टोक्सन मापेरेशन एकलव्येसिज का 26 प्रतिशत खर्च होता था। वहाँ अब 43 प्रतिशत खर्च होगा।

**SHRI H M PATEL** The question was about the utilisation of the capacity.

**SHRI RAJ BAHADUR** Utilisation of the capacity, is there to the extent that may be possible.

**अध्यक्ष महोदय** माननीय सदस्य ने पूछा है कि क्या यह सही है कि इस के बाद यूटिलाइजेशन 40 प्रतिशत तक आ गया है।

**श्री राज बहादुर** कुछ सेक्युरिटी है जो टूट-दराज के मुकामों तक ले जाती पड़ती है। वहाँ ट्रेफिक पूरा नहीं होता। वहाँ 40 प्रतिशत तक हो सकता है। बम्बई, कलकत्ता, दिल्ली और मद्रास में लगभग पूरा युटिलाइजेशन होता है।

**श्री अरुण बिहारी बाजपेयी** : कुछ दिनों पहले मैं हवाई जहाज से जम्मू गया था और हवाई जहाज में मैं अकेला यात्री था। बाकी का सारा हवाई जहाज खाली पड़ा था। क्या यह सच है कि हवाई जहाज चलाने वाले श्रीनगर में रुक कर रात में बिताने पाये, इसलिए उम्र विमान को अब चंडीगढ़ द्वारा ले जाने का तरीका बदल दिया गया है। वह सीधा जम्मू जाना है जम्मू से श्रीनगर जाता है और फिर वापिस आ जाता है, जिस का नतीजा यह होता है कि जम्मू तक जहाज आती जाता है। थोड़ा सा खर्चा बचाने के लिए ज्यादा खर्चा करना कौन सी बुद्धिमत्ता है ?

**श्री राज बहादुर** एयरलाइन्स को निम्नस्तर यह चेष्टा है कि जहाँ तक हो सके, बौट कर अपने हैडक्वार्टर पर आए, जिस से ज्यादा खर्चा न हो। हो सकता है कि एक-आध स्टाप बीच में नहीं रखा गया है। जिस दिन माननीय सदस्य पक्षारे थे, उस दिन न आलुम क्लब के यात्रियों ने उनके साथ सफर करने से इन्कार क्यों कर दिया, लेकिन इतना विस्वाम दिलाता है कि अगर ऐसी बात है, तो एयरलाइन्स देखेंगी कि वहाँ वह सेवा रखी जाए या नहीं।

**SHRI P G MAVALANKAR** In reply to part (c) and (d), the Minister said that the matter of fare is under periodic review. He has also further replied that the cost of fuel has gone up. Probably he is hinting thereby a further rise in fares. Recently, his

colleague, the Railway Minister has suggested an increase in the fare of the first-class air-conditioned coach in railways in such a way that it is now higher than air fare. Will he, then, enter into a competition and further increase the air fare? As regards, Shri Limaye's query, I also find that between Ahmedabad and Delhi the flight is often not fully and more than half of the caravel plane is without any passengers on several days. The Minister said that the passengers are travelling in full compliment on the major routes. Anyway, does he want to increase the fare further?

**SHRI RAJ BAHADUR:** We are told by the member that Ahmedabad Service is not fully utilised and his question concerns the revision of air-fares. We already are incurring huge losses. If we increase the fare again the losses will go up. The whole matter is examined closely and kept under review.

**SHRI AMRIT NAHATA:** May I know from the hon. Minister as to the proportion of increase in cost during the last two years and the percentage of increase in fares during the last two years? Secondly I would also like to know from him whether he is aware that 80 per cent of the air passengers fly on expenses account out of which half of the passengers fly on government account. Whether the increase in air fare and to what extent this increase has led in the increase of the Government air bill. Also is he aware there is elasticity to fares. If there is a slight reduction in fares it leads to 80 per cent occupancy. Will it not be more profitable?

**SHRI RAJ BAHADUR:** From 1st April 1973 the fare was increased by 5 per cent and from February 1974 it was increased by 25 per cent. So far as occupancy is concerned a survey was made in 1967 and it is true that the finding was that 75 per cent of the people have been found to be travelling on expense account; 15 per cent are tourists and 10 per cent pay their own

fare. I would like the Indian Airlines to stand on its own legs.

**श्री नवल किशोर सिंह :** मैं मंत्री महोदय से जानना चाहता हूँ कि बचत के लिए जो उन्होंने यात्रा मार्गों में कटौती की है उस का सब से बुरा असर पिछड़े हुए हिस्सों पर पड़ता है? गोरखपुर, मुजफ्फरपुर आदि जगहों के यात्रा मार्ग हटा लिए गए हैं और इस कारण वहाँ के लोगों को बड़ी कठिनाई हो रही है और इंडियन एयरलाइन्स को भी बड़ा घाटा हो रहा है।

**श्री राज बहादुर :** हम ने एक बार नहीं अनेक बार इस बात का चेष्टा की कि गोरखपुर, मुजफ्फरपुर आदि मार्गों पर कितना ट्रैफिक है इस को मालूम करें और दुर्भाग्यवश इतना ट्रैफिक वहाँ होता नहीं, फिर यह शिकायत आती है कि कू खाली जाता है।

#### Recommendations of Sivaraman Committee on Handloom Industry

\*476. **SHRI Y. ESWARA REDDY:** Will the Minister of COMMERCE be pleased to state:

(a) whether Government have finally decided to accept the recommendations of the Sivaraman Committee on Handloom Industry; and

(b) if so, what are the main recommendations and steps being taken for implementing the same?

**THE MINISTER OF COMMERCE (PROF. D. P. CHATTOPADHYAYA):** (a) and (b). A summary of the important recommendations of the Study Team on Handloom Industry has already been given to the House in reply to part (b) of Unstarred Question No. 746 answered on the 26th July, 1974. The recommendations are being examined by Government.

**SHRI Y. ESWARA REDDY:** I need not reiterate here the importance of this vital industry the oldest in our country. From the point of view of