

tain things which are not manufactured by them. Therefore, we are examining this. If we find it is not their manufacture, certainly action would be taken.

SHRI JYOTIRMOY BOSU: Is the hon. Minister aware that besides involving themselves in illegal and unethical practices and economic offences—this firm was caught within their own premises in Ghaziabad with a truckload of adulterated oil for manufacturing vanaspati and they hushed it up with huge sums paid to different quarters—they are manipulating invoices, whether his department have been able to detect invoice manipulations with regard to Hindustan Lever? If he is not aware, we may be able to assist him in getting details.

SHRI R. VENKATARAMAN: My esteemed friend always explodes a bombshell. I only request him to explode with notice and not without notice. If he gives me notice of this question, I will have it examined.

Indian Airlines

*276. **SHRI M. V. CHANDRASHEKARA MURTHY:** Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state;

(a) whether Indian Airlines has decided to raise the carrying capacity by 30 p.c. and is also considering to raise it by 20 p.c. more;

(b) if so, to what extent this has helped the Indian Airlines;

(c) whether it has also reduced the loss that was being suffered by the Indian Airlines; and

(d) if so, to what extent?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (SHRI CHANDULAL CHANDRAKAR): (a) No, Sir. The present fleet of Indian Airlines has the capacity of 5366 seats. Indian Airlines has already placed order for 4 Boeing 737 aircraft. Two of these

four aircraft are to be delivered in 1980-81 and two in 1981-82. After induction of these 4 aircraft, the seats in Indian Airline's fleet will increase to 5862, i.e. an increase of approximately 9.4 per cent.

(b) to (d). The four B-737 aircraft on order are still to be inducted into the fleet of Indian Airlines and the question of help to Indian Airlines on this account at this stage is rather premature. Indian Airlines, however, expects that additional capacity will help the Corporation in reducing losses by additional revenues and also in providing better passenger service.

SHRI M. V. CHANDRASHEKARA MURTHY: Sir, I want to know from the hon. Minister whether the Government has conducted any survey regarding the dire demand of the intended passengers to travel by Indian Airlines and Air India, and if so, the details thereof. Even though the airfares were increased by more than 50 per cent, is it a fact that Indian Airlines and Air India are sustaining heavy losses, and if so, by how much during 1979-80?

THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI A. P. SHARMA): Sir, so far as the conducting of the survey is concerned, it is conducted from time to time and the requirement of the Indian Airlines is decided accordingly. So far as the losses that are likely to be incurred are concerned, it is not at present possible to say exactly now, it is being worked out and we can only be able to tell you about the losses or otherwise position of both Air India and Indian Airlines at the end of the financial year.

SHRI M. V. CHANDRASHEKARA MURTHY: Sir, is it a fact that Government has decided to have a common Chairman for both Indian Airlines and Air India, and if so, how would it help the administration and also the operation of the airlines?

SHRI A. P. SHARMA: Government have not taken any decision in this matter.

SHRI NIREN GHOSH: Sir, between Delhi and Calcutta there are two direct flights by Airbus. Recently, one Airbus has been replaced by a Boeing and as a result there have been several waiting lists, long lists. One had to wait for a long time.

(Interruptions)

SHRI JYOTIRMOY BOSU: The Airbus was coming empty!

(Interruptions)

SHRI NIREN GHOSH: There was a long list of waiting passengers; this is my experience. It was scheduled to start at 7-30 but it started after 12. That also has happened. Whether all these irregularities will be removed and the passenger load will be fully taken up and whether more services will be operated from Delhi to Calcutta.

(Interruptions)

MR. SPEAKER: Had you to wait yourself? Mr. Ghosh?

(Interruptions)

SHRI A. P. SHARMA: The question of my hon. friend Mr. Ghosh has already been answered by Mr. Jyotirmoy Bosu. So far as the replacement of the Airbus by the Boeing is concerned, it has been done only because we were not getting enough traffic. We are always on the job. As soon as the traffic permits, we will certainly replace the Boeing by an Airbus, so that the waiting lists are cleared.

(Interruptions)

PROF. P. J. KURIEN: I want to know from the hon. Minister as, I think, he had stated on an earlier occasion that he would introduce a direct flight from Delhi to Trivandrum in view of the passenger capacity whether he is going to introduce it and also a categorical assurance as to when that assurance—which was

given during the last session—is going to be fulfilled.

(Interruptions)

MR. SPEAKER: You don't believe that?

PROF. P. J. KURIEN: He assured.
(Interruptions)

SHRI A. P. SHARMA: When the question was raised here earlier, the position was that our hon. friend had to wait for a long time both at Madras and at Bombay and now the position has been rectified and as a matter of fact, there is direct service now, in the sense that only they have to stop at Bombay, the normal stoppage. If he means the same aircraft direct from here to Trivandrum, that depends on the traffic position.

MR. SPEAKER: Next Question. Mr. Kurien, please put your Question 277.

PROF. P. J. KURIEN: I am more particular about this question.

SHRI A. P. SHARMA: My reply is very clear. My hon. friends had complained at that time that they had to wait for a long time at Bombay and Madras. Not only that, perhaps they had to change their aircraft also. That position has been rectified. Now they are directly going to Trivandrum from Delhi, with only a stoppage at Bombay.

(Interruptions)

MR. SPEAKER: Next question.

Trade agreement with Bangladesh

*277. **PROF. P. J. KURIEN:** Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that the trade agreements entered into by India with Bangladesh have never been fully implemented;

(b) if so, the reasons thereof;

(c) the details of the balance of payments as stands on date;