

according to their assessment will be only about Rs. 470 crores.

**श्री राम सहाय पांडे :** बांबू कमेटी की रिपोर्ट में यह जो फिगर दी गई है 1400 करोड़ और 3000 करोड़ की, यह इतनी स्पेकुलेटिव है कि आश्चर्य होता है और मैं जानना चाहता हूँ कि किस आधार पर और किस बुनियाद पर हम इस फिगर पर पहुँचे हैं ? यह 1400 करोड़ और 3000 करोड़ के बीच में क्या आधार है ? किस आधार पर यह बांबू कमेटी इस पर निष्कर्ष पर पहुँची है कि यह काला धन 1400 करोड़ से 3000 तक है ?

**SHRI K. R. GANESH :** The Wanchoo Committee itself has said that it is very difficult to quantify the amount of black money that is there, and on the basis of certain studies that they had made they have given this broad estimate. It will not be possible for me to go into the details of the basis on which they have worked out this detailed report.

**SHRI S. R. DAMANI :** The Wanchoo Committee has recommended certain concessions for the low income group. May I know from the hon. Minister what was the difficulty in implementing those concessions in the Budget ?

**SHRI K. R. GANESH :** The Finance Minister himself has said that some recommendations are included and the others are under consideration. Whatever is accepted will be brought in the form of a Bill.

**श्री प्रारस्रग्दे राय :** क्या वित्त मंत्री महोदय यह बतलायेंगे कि बांबू कमेटी की रिपोर्ट में क्या इस बात की भी चर्चा है कि हिन्दुस्तान के 75 बड़े बड़े परिवार पिछले कुछ वर्षों से 20 अरब रुपये टैक्स की चोरी कर चुके हैं ?

**अध्यक्ष महोदय :** इस में यह कैसे आ गया ? आप प्रेज्यूस क्यों कर रहे हैं ?

### Passenger Traffic between Bombay and Cochin

\*64. **SHRI C. M. STEPHEN :** Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state :

(a) the daily average number of passengers, who flew between Bombay and Cochin, when there were direct flights between the two airports and the average number after the suspension of the direct flight;

(b) the normal flying time between Cochin and Bombay, the actual time now taken as per the current schedule and the reasons for lack of suitable connections to enable the passengers to complete the flights in the normal flying time; and

(c) the number of seats for passengers from Cochin to Bombay reserved for booking at Cochin and Bangalore ?

**THE MINISTER OF TOURISM AND CIVIL AVIATION (DR. KARAN SINGH) :** (a) to (c). I lay a statement on the Table of the House.

### Statement

(a) The average number of passengers travelling between Bombay and Cochin when the direct flights were in operation, was 90 in each direction. Of these, approximately 20 were passengers originating from or destined to Trivandrum. These figures cover the first half of 1970 and include passengers between Bombay and Cochin on stopping flights.

In the current schedule the average number of passengers travelling between Bombay and Cochin during January 1972 was 62 per day in each direction. Trivandrum passengers now catch the Boeing service at Trivandrum itself.

(b) The normal flying time for an MS-748 aircraft operating a direct flight between Cochin and Bombay is 3 hours. In the present schedule passengers travelling from Bombay to Cochin by the Jet flight up to

Bangalore and the connecting HS-748 flight to Cochin, take 3 hours 15 minutes. In the Cochin-Bombay direction the time taken is 4 hours 40 minutes, as passengers have to wait at Bangalore for the Jet flight to return from Trivandrum to Bangalore before proceeding to Bombay.

It is not possible to operate a Jet service to Cochin due to airfield limitations.

(c) Cochin, Bangalore and Trivandrum hold 65, 13 and 40 seats respectively to Bombay. However, the number of passengers from Trivandrum to Bombay seldom exceeds 25 and the additional seats can be made available to passengers either from Cochin or Bangalore on their release from Trivandrum. These allocations are reviewed periodically.

**SHRI C. M. STEPHEN :** Cochin has always been a very important airport station. Formerly there were three flights from Bombay to Cochin in the morning and evening so that passengers traveling either from Cochin or from Bombay, whether in the morning or in the evening, could reach their destination during the 'flying time', and so was the case from different stations all over India; Cochin could be reached within the minimum time. In that place, the schedule has been recast...

**MR. SPEAKER :** The hon. Member may not make a statement. He may ask his question.

**SHRI C. M. STEPHEN :** I am coming to the question, Sir. In the past nine months re-schedule has taken place...

**MR. SPEAKER :** No introduction please. He may please ask the question.

**SHRI C. M. STEPHEN :** By re-scheduling it has become difficult for the passengers from Trivandrum or Cochin to reach any destination anywhere in India except Bombay they are spending the whole day either in the Airport or in the aeroplane. The Members of Parliament from Kerala have been representing collectively and individually to

the Minister about the difficulties involved in the whole matter. May I know from the hon. Minister whether he is satisfied that there is a real grievance for Kerala and for the Members from Kerala, and if he is so satisfied, whether he is prepared to rectify this particular aspect, namely, the difficulty of passengers from Kerala in reaching any station anywhere in India; they have to waste the whole day at the airport.

**DR. KARAN SINGH :** We are aware of the fact that Kerala provides a great deal of air traffic and being a very far area from Delhi we have got to give it as good a service as possible. It was for this reason that we have introduced a Boeing service to Trivandrum for the first time on the urging of the hon. Members; we have given special connections from Bombay to Goa and Bombay to Cochin; we have given Bombay-Bangalore Jet and from there two planes almost immediately connecting Bangalore to Cochin; similarly Bombay-Trivandrum; from there also connections. I can assure the hon. Member that, within the limits of our plane availability and the compulsions of re-scheduling, we will constantly keep in mind whatever we can do for Kerala. We have already done, I feel, a good deal. I am sorry if the hon. Member is not satisfied. There may be genuine difficulty. I will keep the matter under consideration.

**SHRI C. M. STEPHEN :** In the statement it has been said :

"It is not possible to operate a Jet service to Cochin due to airfield limitations."

Now, Cochin being admittedly an air-station from where the Indian Airlines have been collecting the heaviest revenue and also a heavily loaded sector of the Indian Airlines, will the Minister be pleased to go into this question of constructing an air field near-about Cochin? The place he already knows. Meanwhile, is he prepared to sit down with the Members of Parliament from Kerala to draw up the flight schedule so that the difficulties may be reduced to the minimum as also time can be saved for passengers

travelling between Kerala and different stations in India ?

**DR. KARAN SINGH :** I am always delighted to sit with Members from Kerala ...*(Interruptions)* to study the situation.

But, as far as the Jet service is concerned with the present airports in Kerala, it is not possible to extend it. Otherwise, the Indian Airlines is very keen to run a Jet service. It is a very high density service but because of certain physical limitations like moving decks and so on, it is not possible.

Now, the question of getting an alternative site and developing a jet airport there is a matter which will certainly be considered. But, in view of the very heavy expenses that are involved in acquiring land and buildings, I do not want to give any assurance that this can be done in the near future because I would not like to mislead hon. Members of the House. I would certainly keep the matter in mind. I agree that Cochin requires a new Jet aerodrome. When that aerodrome will be forthcoming is something on which I am not in a position to say anything.

**SHRI R. BALAKRISHNA PILLAI :** If there is a proposal from the State Government that it will bear the entire expenditure on acquiring the land for this new airport of Kerala, will the Central Government be prepared to accept that proposal and proceed with the construction of the airport ?

**DR. KARAN SINGH :** As I said, my funds for the current Plan are already completely committed. In Kerala itself we are putting up a new airport at Calicut which by the time we finish is going to cost us a crore or a crore and a half of rupees, if not more. Therefore, I am afraid, it will not be possible for us now to take up another airport in Kerala. But, of course, if the State Government would like to give me land there, I would then be prepared to keep it in cold storage until such time I get money to build the airport...*(Interruptions)*.

**Report of the Banking Commission**

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**\*65. SHRI CHINTAMANI  
PANIGRAHI :**  
**SHRI M. M. JOSEPH :**

Will the Minister of FINANCE be pleased to state :

(a) whether the Banking Commission appointed to go into the structure and operating methods and procedures of Commercial Banks has submitted its Report to Government;

(b) if so, its main recommendations; and

(c) the decisions taken by Government thereon ?

**THE MINISTER OF FINANCE (SHRI YESHWANTRAO CHAVAN) :** (a) Yes, Sir.

(b) The report is being laid on the Table of the House today. Chapter 24 of the Report contains a summary of the major recommendations of the Commission.

(c) The recommendations are under consideration of the Government.

**SHRI CHINTAMANI PANIGRAHI :** I would like to know from the hon. Minister one thing. Though the report is going to be laid on the Table of the House, I had the privilege of seeing it somewhere-else.

About 400 major recommendations have been made by the Commission. One of the most important recommendations made by the Commission is that they have suggested—they are unanimous on this point—that in view of the development of banking in this country for the last so many years, they have suggested that all the banking institutions including all the financial institutions in the country should be integrated in such a manner that there should be no further overlapping of these banking or financial institutions and there will be