

(a) whether two special types of oils have been developed at Madras Refinery as substitutes for imported varieties used for manufacturing ink and rubber; and

(b) if so, whether the new oils so developed will help Government save about Rs 2 crores annually in foreign exchange?

THE MINISTER OF LAW AND JUSTICE AND PETROLEUM AND CHEMICALS (SHRI H R GOKHALE) (a) and (b). Rubber extender oil has been developed by the Indian Oil Corporation in collaboration with the Indian Institute of Petroleum and is expected to lead to a foreign exchange saving of about Rs 40 lakhs annually. A rubber process oil is also being developed by them. Other rubber process oils are also being developed by them in collaboration with the Madras Refinery. The ink oils are being developed by the Madras Refinery with the help of the foreign collaborators. The rubber process oils and ink oils are in various stages of development and trial and when established might be expected to lead to a saving in foreign exchange of the order of Rs 1 to Rs 1.5 crores annually depending upon the market demand.

SHRI V MAYAVAN May I know the total amount of import of rubber process oil and the names of countries from which we are importing?

SHRI H R GOKHALE I cannot give that information because this question is not really related to that.

SHRI V MAYAVAN What is the time by which the rubber process oil will be made available to the consumers? What steps are being taken to expedite its production?

SHRI H R GOKHALE How can I answer this question? The main question relates to the development of new processes. I have answered the question as to how much saving in foreign exchange we are going to make.

Profitability of each Make of Planes in the Service of Indian Airlines

*426 **SHRI NIMBALKAR** Will the Minister of TOURISM AND CIVIL AVIATION

be pleased to state the profitability of each make of planes in the services of the Indian Airlines?

THE MINISTER OF TOURISM AND CIVIL AVIATION (DR KARAN SINGH) The Profitability of an aircraft depends on a variety of factors including sectors on which it is used, load factors achieved, and direct and indirect operating costs. In these circumstances, it would not be realistic to make a generalised typewise assessment of profitability.

SHRI NIMBALKAR How many types of plane are being used today by the Indian Airlines?

MR DEPUTY-SPEAKER That should be known to everybody.

DR KARAN SINGH Six different types, including the Boeing 707 that is chartered from Air India.

SHRI NIMBALKAR It is a fact that Boeing 707 is the only profitable plane in IAC?

DR KARAN SINGH The position with regard to profitability is this. Obviously, the jets are much more profitable than turbo props. Boeing 707 which is being chartered from Air India, 737 and Caravelle are certainly more profitable than turbo props because they have more advanced designs. However, it is a fact that we do not have a total jet fleet. So, we have got to use the turbo props.

SHRI NIMBALKAR Is Boeing 707 the most profitable aircraft?

DR KARAN SINGH 707 is a four-engined jet which is designed for very long haulage operations. Certainly, on long routes Boeing 707 is more profitable than turbo-props.

SHRI PRIYA RANJAN DAS MUNSI. A part from different planes having different profitability, is it a fact that during the last three months the time schedule is not followed with the result that Indian Airlines is incurring huge losses? What are the reasons for that and what remedial action has been taken?

MR. DEPUTY-SPEAKER : That is a different question. This relates to profitability.

SHRI PRIYA RANJAN DAS MUNSI : If they are not running to schedule how can they be profitable ?

MR. DEPUTY-SPEAKER : The main question is about the profitability of each type of aircraft we are using, and not about the operation of the Indian Airlines.

SHRI PRIYA RANJAN DAS MUNSI : The Minister in his reply stated that profitability depends not only on the type of aircraft but on operation and how it costs. But in some are's IAC is not operating at all.

MR. DEPUTY-SPEAKER : That relates to the operation of the airlines.

DR. RANEN SEN : While Boeing 737 was being purchased it was stated that that is the most economical plane for Indian Airlines. It may be economical, but is it profitable also ?

DR. KARAN SINGH : Obviously, 'economical' means 'profitable' also.

SHRI R. V. SWAMINATHAN : In view of the answer of the hon. Minister that jet aircrafts are profitable, will the hon. Minister consider the question of introducing jets in all routes at making runways in different airports suitable for them ?

MR. DEPUTY-SPEAKER : It is a suggestion for action

SHRI P. M. MEHTA : Is it a fact that except a few Caravelles all the other crafts of our fleet lose money as soon as they are air-borne ? If so, what measures Government propose to take to make them profitable ?

DR. KARAN SINGH : As I said in response to an earlier question, it is true that jets are profitable as compared to the turbo-props, whose operating costs and fuel consumption are higher for the passengers carried. The routes on which the turbo-props function are also smaller. On a smaller routes there is more take off and more landing and consequent higher expen-

diture. We have got these plane with us. We cannot just phase out all the turbo-props and have jets. We do not have the money for that. Therefore, even though some of our turbo-props are losing money, we have no alternative but to operate them so that our people at least will get the air service.

SHRI P. M. MEHTA : Is it a fact or not that, except for a few Caravelle, all other aircraft are losing money ?

DR. KARAN SINGH : Boeing 737 makes a great deal of money and so also do the Caravelle.

SHRI A. K. M. ISHAQUE : The Minister has failed to specify what makes of planes are earning more profit or less profit In view of this answer, may I ask him whether the go-slow method employed by the employees is responsible for earning less profits ?

MR. DEPUTY-SPEAKER : That might be a contributory factor. It does not relate to this question. That affects every aircraft...

SHRI A. K. M. ISHAQUE : This affects the public.

MR. DEPUTY-SPEAKER : This is comparative profitability of the aircraft we are using.

DR. KAILAS : The multiplicity of the makes of plane reduces the profitability because the maintenance of different types of planes amounts to huge reserves of spare parts...

MR. DEPUTY-SPEAKER : He has already answered that.

DR. KAILAS : One of the reasons for the loss is the multiplicity of the planes. May I know whether Government is thinking of having aeroplanes of minimum possible multiplicity to reduce losses because of huge cost of maintenance ?

MR. DEPUTY-SPEAKER : The Minister has answered that question. We cannot do without some of the old aircraft.

DR. KAILAS : Six or seven types of aeroplanes are being used still.

MR. DEPUTY-SPEAKER : The Minister may answer if he likes

DR. KARAN SINGH : It is true that multiplicity of aircraft is an adverse factor in any fleet and it is also true that in Indian airlines today we have quite a museum of different types of aircraft operating. But, as I said, this is a compulsion. We are not so affluent a country that we can jettison all our old planes and buy an entirely new fleet. We are trying to modernise as and when resources permit.

SHRI BISWANARAYAN SHASTRI : In view of the statement of the hon. Minister that jet planes are more profitable and economical, may I know whether Government will consider covering more routes by jet planes.

MR. DEPUTY-SPEAKER : It is a suggestion for action.

Information regarding Indian Civilians held by Pakistan

*428 **SHRI S. N. MISRA :** Will the Minister of DEFENCE be pleased to state

(a) whether Government received any information regarding the 6,000 Indian civilians held by Pakistan,

(b) whether information in this regard was received at any time through Red Cross or any other Agency and if so, when,

(c) from which part of the country they come and how they were held by Pakistan, and

(d) the steps taken by Government for getting them released ?

THE MINISTER OF STATE (DEFENCE PRODUCTION) IN THE MINISTRY OF DEFENCE (SHRI VIDYA CHARAN SHUKLA) : (a) to (d). A statement is laid on the table of the House.

Statement

(a) Government of India has been informed that Pakistan Government propose

to release the following categories of our nationals and allow them to leave Pakistan,

(i) Approximately 6,500 persons, who were visiting Pakistan on regular travel documents and were stranded in Pakistan since the outbreak of hostilities in December, 1971

(ii) About 300 individuals captured by Pakistan from areas occupied during the conflict

(iii) A small number of persons detained in Pakistan before the December 1971 conflict on the charge of illegal entry into Pakistan

(b) The information at (a) above was received through the International Committee of Red Cross and the Embassy of Switzerland in this month

(c) Whereas stranded Indian nationals would be from various parts of the country these captured during the conflict are mostly from the border areas of Punjab.

(d) The arrangements for return of our nationals including fixation of dates are being discussed

SHRI S. N. MISRA : By what time would it be possible for the Government to make the final arrangement for the repatriation of these people ?

SHRI VIDYA CHARAN SHUKLA : As the statement indicates, the exchange of ideas has already started. It is very difficult for me to lay down a time limit by which the process will be completed. The process has already started.

SHRI S. M. BANERJEE : Two journalists — Mr. Deepak Banerjee and Mr. Surjit Ghoshal — were illegally detained in Bangla Desh. I am told that they were ultimately shifted to Islamabad or some other place in Pakistan. I would like to know whether Government have any information about these two young journalists who risked their life for the sake of Bangla Desh and who were kidnapped by the Pakistanis. May I know whether they are alive, whether any information about these two