

cient help is being given for providing this brakish water prawn farming so that more fish can be fished.

(Interruptions)

SHRI K.S. RAO : Sir, the hon. Member in his reply tells us that 90 per cent of the production has been done by only indigen-ous and small craft. If that is so, where is the need for the Government to enterain import of multipurpose trawlers misusing a lot of foreign exchange?

SHRI SHYAM LAL YADAV : Sir, it is because these Indian crafts cannot go far away in the sea and this is for deep-sea fishing under the upward economic zone so that they can go to that thing. That is why the fishing trawlers are imported.

Expansion of Air India

*86. SHRI S.B. SIDNAL : Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government are considering plans for the expansion of Air-India;

(b) if so, the main features of the proposed plan, the time frame for its implementation and the investment involved;

(c) the working results of Air India for the last two years; and

(d) to what extent implementation of the plan will further improve its position?

THE MINISTER OF HEALTH AND FAMILY WELFARE AND MINISTER OF CIVIL AVIATION (SHRI MOTILAL VORA) : (a) to (d). A statement giving the requisite information is given below.

STATEMENT

(a) and (b). Yes, Sir. As part of Air India's fleet rejuvenation and expansion plan, the Corporation has already acquired six A310 Airbus aircraft in the last two years at a project cost of approximately Rs. 541.90 crores. Air India has also placed an order with the Boeing

Company for two 747-300 Combi aircraft at a project cost of Rs. 371.74 crores, to be delivered in October/November, 1988. Air India may be purchasing more aircraft during the remaining period of the plan to meet the expected growth rate of 4% in traffic during the 7th Five Year Plan period.

(c) The financial performance of the Corporation for the last two years is given below:-

	1985-86 (Rs. in crores)	1986-87 (Rs. in crores)
Total Revenue	893.88	925.46
Total Expenses	827.88	895.30
Net Profit	66.00*	30.16

* This figure includes Rs. 17.79 crores for depreciation written back on VT-EFO (Kanishka).

(d) The existing fleet of Air India together with the two Boeing 747-300 Combi aircraft which will be inducted in October/November, 1988 will add to the capacity of Air-India. Air-India plans to operate non-stop services on the India-Europe sector with the new Boeing 747-300 Combi aircraft which fulfils the needs of Air-India for a medium passenger capacity long haul aircraft.

SHRI S.B. SIDNAL : Sir the hon. Minister had not given a complete picture in the answer. Only mentioning two aircraft which have to be purchased in future may not be adequate in proportion to the growth of the passengers coming from outside. So, in view of this, what is his proposal to attract the foreign passengers in the country?

SHRI MOTI LAL VORA : Sir, as part of Air India's fleet, upgradation and expansion plan, the Corporation has already acquired six A-310 airbus aircraft in the last two years at a project cost of approximately Rs. 541.90 crores. The Air India has

also placed an order with the Boeing Company for two 747-300 combis aircraft, at a project cost of Rs. 374 crores to be delivered in October-November 1988. This will be an addition by the month of October-November, 1988.

SHRI S.B. SIDNAL : My question was, whether this addition of aircraft is going to help our expected growth of passenger traffic adequately.

SHRI MOTI LAL VORA : The addition of these two aircraft will attract more passenger traffic towards Air India.

SHRI S.B. SIDNAL : My second supplementary is, whether there is any proposal to delink operations from Delhi and Bombay and shift them to Calcutta and Madras.

SHRI MOTI LAL VORA : The proposal has to be examined because it requires notice.

SHRI E. AYYAPU REDDY : Air India in 1985-86 made a profit of Rs. 66 crores. In 1986-87, the profit came down to Rs. 30.17 crores only. In 1985-86, the total expenses were Rs. 382.88 crores whereas in 1986-87, it went up by Rs. 895.03 crores. What are the reasons for the escalation in the expenses of Air India? What are the reasons for all in the profit by 50%? Whereas the turnover had increased, the profit has come down.

SHRI MOTI LAL VORA : As the hon. Member has said, in the year 1985-86 and 1986-87, Air India got a profit of Rs. 66 crores and Rs. 30 crores respectively. The reason for the fall in profit in that year is, we needed more aircrafts and more aircrafts meant more investment and hence fall in profit because of high depreciation cost. We will add these two aircrafts now. The depreciation cost and the interest cost have led to the loss in that year.

SHRI KHURSHID ALAM KHAN : Which are the particular routes which had been responsible for the huge losses during the particular year?

SHRI MOTI LAL VORA : Sir, it requires definitely a notice to me. As I said, the depreciation costs and the interest costs had reduced the profit of the Corporation and drop in yields also. I may mention the number of routes on which we are flying and from this, the hon. Member may see that this loss is because of the drop in yields.

[English]

MR. SPEAKER : Shri Banwari Lal Purohit—absent.

Shri M.V. Chandrasekhara Murthy—absent.

[Translation]

SHRI VILAS MUTTEMWAR : Mr. Speaker, Sir, question number 87 is very important. BBC is making confusing statements about the extremists everyday. The Minister of Home Affairs is here and he should clarify.

[English]

MR. SPEAKER : I cannot help it.

[Translation]

SHRI VILAS MUTTEMWAR : BBC makes such statements everyday. (Interruptions)

MR. SPEAKER : If I violate the rules, how can we function.

SHRI VILAS MUTTEMWAR : Kindly allow Half-An-Hour Discussion on it.

MR. SPEAKER : I will consider it if you give a notice. What can I do if nobody puts a question. This is not the way. Please sit down.

[English]

National Commission on Bonded Labour

*88. SHRI DHARAM PAL
SINGH MALIK :
DR. G.S. RAJHANS :

Will the Minister of LABOUR be pleased to state: