

MR. CHAIRMAN: It is connected, but as he said, I cannot take more time on this subject. (*Interruptions*) you cannot get answers unless you keep quite.

SHRI RAMESHWAR THAKUR: Apart from the Jawahar Rozgar Yojna we have got a number of other programmes which have a component of the Jawahar Rozgar Yojna. We have also got accelerated water supply scheme. We have got schemes on the other side also like the Integrated Rural Development Programme, training for women and children and like that. So, a number of programmes are going on in the rural areas. Jawahar Rozgar Yojana is one which is more or less mandatory. As I mentioned earlier, it has been going on. It is a great experiment because 5 lakh and 78 thousand villages under this programme are covered. It is being implemented by the village people with the help of the local authorities. I had anticipated Q. No. 157 will come up. So, I have mentioned the implementing agencies. . .

MR. CHAIRMAN: Please do not answer Q. No. 157. I am not allowing that.

Merger at Indian Airlines and Air India

*143. SHRIMATI CHANDRIKA ABHINANDAN JAIN: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether there is any proposal under Government's consideration for the merger of Indian Airlines and Air India; and

(b) if so, the details thereof indicating therein the likely date for implementation of the scheme?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRIMATI SUKHBANS IKAUR): (a) No such proposal

is under consideration of Government at present.

(b) Does not arise.

SHRIMATI CHANDRIKA ABHINANDAN JAIN: Mr. Chairman, Sir, the prevailing world trend in the aviation industry is towards mega carriers to meet the international competition. The major players in the aviation industry like the U.K., France, Germany, all of them have a single carrier system in both the international as well as domestic service routes. It will be indeed a step in the right direction to have one airline providing both domestic as well as international service routes.

Sir, to my mind, the merger of Vayudoot with Indian Airlines which has been incurring heavy losses was a step in the right direction. That was the first stage in restructuring the aviation industry. Now the next stage has to be the merger of Indian Airlines with Air India. I would like to know from the hon. Minister—the Ministry has been taking a lot of initiative in restructuring and streamlining the aviation industry—whether any proposal to merge Indian Airlines with Air India is being considered by her Ministry seriously. May I know from the Minister whether some effective steps will be taken to implement the merger proposal?

SHRIMATI SUKHBANS KAUR: Mr. Chairman, Sir, it is correct that certain countries are encouraging the system of having one airline; and from time to time views are being expressed and ideas are being discussed. But at the moment there is no proposal to merge these two airlines.

SHRIMATI CHANDRIKA ABHINANDAN JAIN: Mr. Chairman, Sir, some of the private airlines have been making announcements that they will be starting international flights. This is really creating a lot of confusion in the minds of the people. I would like to know from the hon. Minister whether there is any substance in these statements. If there is no substance in these statements, then, this amounts to false statements. May I know from the hon. Minister whether she will pull up those private airlines who have been saying that they will be flying on the international routes also?

SHRIMATI SUKHBANS KAUR: Mr. Chairman, Sir, this question does not arise out of the main question. It doesn't come under this.

MR. CHAIRMAN: Strictly doesn't arise.

SHRI DINESHBHAI TRIVEDI: Mr. Chairman, Sir, when we consider merger in any field, the objective is optimum utilisation of resources. I am sure everybody will agree with me that we do not have abundant resources much less aviation fuel. Sir, we are going through a peculiar situation. The hon. Minister just agreed that major and mega Airlines are thinking of having one airline. Here the situation is that we are not cooperating. The two national airlines instead of cooperating with each other seem to be in competition with each other. Sir, I will make my question very short and crisp. During the late Rajiv Gandhi's leadership a proposal had already been worked out. He had a foresight. He knew everything about the aviation industry. So a proposal had already been worked for merger. Now they have dropped that proposal. May I know from the hon. Minister whether she would at least consider rationalisation of routes. In other words, would she consider Air India to operate on long haul routes like Trans-Atlantic, Europe, etc., while Indian Airlines can concentrate in the Gulf or in the Far East area! or in the Middle East area directly from different domestic...

MR. CHAIRMAN: I thought you are making it short and crisp.

SHRI DINESHBHAI TRIVEDI: That will stop the exist of the pilots as well. Will you consider that?

SHRIMATI SUKHBANS KAUR: Mr. Chairman, Sir, we are cooperating to some extent. There is cooperation between the Indian Airlines and Air India. One of the areas of cooperation is computerised reservation service. This is being worked out. It has not yet been implemented.

So far as the pooling of the flights to the Gulf is concerned, we will be 'pooling the flights. It is correct that Indian Airlines can operate on short haul routes and Air India can concentrate on long haul routes and even to some places in Central Asia. The process is going on. We will definitely take steps which will be in the interest of the airlines and in the interest of the nation,

श्री सुशील कुमार संभाजीराव शिन्दे :
सभापति महोदय, इंडियन एयर लाईंस को यदि हांगकांग, सिंगापुर, दुबई व मसकट रूटों पर लगा दिया जाए तो वहां मुनाफा ज्यादा होता है, यह पता चला है एयर इंडिया को। इन एयर लाईंस पर, इस विभाग पर, इस सैक्टर पर ज्यादा ट्रैफिक है, इसकी वजह से उनको ज्यादा मुनाफा होता है, क्या यह मालूम हो गया है? पहला मेरा यह प्रश्न है। यदि यह पता चला है तो यह जो छोटे डिस्टेंस हैं— 6 घंटे के, 8 घंटे के, तो यदि इसके लिए इंडियन एयर लाईंस को 320 और 300 की अपार्व्युनिटी दी जाए तो उतनी बचत हो जाएगी और हमारे आपरेशन अच्छी तरह से हो जायेंगे, क्या इस पर कुछ विचार किया है?

SHRIMATI SUKHBANS KAUR: Sir, there is no doubt that the commercial viability of smaller flights to nearer destinations would be better than that of smaller aircraft to farther destinations. As I have said already in reply to the earlier question, we are looking into it. If we find that it is more profitable and more viable to have smaller aircraft to nearer destinations, we will definitely do

श्री शंकर दयाल सिंह : सभापति जी सवाल था मर्जर का, लेकिन जो भी सवाल पूछे गए और जवाब दिए गए, वह मर्जर छोड़कर और सब कुछ कह दिया गया। मैं मंत्री महोदया से जानना चाहता हूँ कि एयर इंडिया ने 1991 में 77 करोड़ रुपये का लाभ कमाया, 1992 में 299 करोड़ रुपये का और 1993 में 333 करोड़ रुपये का रिकार्ड लाभ कमाया है, क्योंकि आज के अखबारों में आया है। इसके लिए मैं सरकार को बधाई देता हूँ। लेकिन दूसरी ओर, इंडियन एयर लाइंस में वर्ष 1992-93 में जो हड़ताल हुई, उसमें 46 करोड़ का घाटा इस वर्ष इंडियन एयर लाइंस को हुआ है। मैं सरकार से जानना चाहता हूँ कि यह मर्जर इंडियन एयर लाइंस में एयर इंडिया का होमे जा रहा है या एयर इंडिया में इंडियन एयर लाइंस का होने जा रहा है? इसलिए मैं आपसे कहना चाहता हूँ कि लाभ और हानि का पूरा हिसाब दोनों का आना चाहिए। दूसरी बात, दोनों की यूनियन अलग-अलग हैं। तो क्या दोनों यूनियन का भी मर्जर होगा या दोनों अलग-अलग आपरेट करेंगी क्योंकि आप जानते हैं कि एयर इंडिया और इंडियन एयर लाइंस की यूनियन इतनी मजबूत हैं कि उसके अनुसार कोआपरेट करना पड़ता है और हड़तालों के कारण माल्शियों को संकट भुगतना पड़ता है। इसलिए मैं सरकार से जानना चाहता हूँ कि यूनियन से क्या बातें हुई, घाटे का क्या हिसाब रहेगा और बोर्ड का संगठन किस रूप में करेंगे?

श्रीमती सुखबत कौर : अभी तो मर्जर हो ही नहीं रहा है। जब होगा तब यह सब चीजें देखी जायेंगी।

श्री शंकर दयाल सिंह : सर, इसको देखकर ऐसा लगता है कि जैसे जनता दल के मर्जर की बात चल रही है वैसे ही इनके मर्जर की बातचीत अभी चल रही है।

श्री प्रमोद महाजन : इस हिसाब से तो कभी मर्जर होगा ही नहीं दोनों का। न जनता दल का और न इंडियन एयर लाइंस का।

SHRI SURESH KALMADI: Sir, talking of merger. . . (Interruptions).

MR. CHAIRMAN: Airlines' merger.

SHRI SURESH KALMADI: I am talking of merger.

SHRI PRAMOD MAHAJAN: Sir, he is talking about the merger of Congress-S and the Congress.

SHRI SURESH KALMADI: I am talking about the merger of airlines. The Minister has denied the move to merge Air India and Indian Airlines. But what is merged is the Vayudoot with the Indian Airlines. I would like to know if the staff of the Vayudoot have been fully absorbed in the Indian Airlines. Also, there is a report that 70 to 80 pilots have left the Airlines and today there are aircraft on the ground without crew. Is this the position? Sir, though she has denied the merger of Air India and Indian Airlines, I would like to know whether there is any move to privatise both these airlines.

SHRIMATI SUKHBANS KAUR: Sir, I cannot answer this question. I require a separate notice for this. (Interruptions)

SHRI SURESH KALMADI: No, I asked about the merger of Vayudoot with Indian Airlines.

MR. CHAIRMAN: You asked about privatisation.

SHRI SUKOMAL SEN: Sir, it is a question of merger. Already, the Government has decided that Vayudoot will be merged with Indian Airlines. It has been merged and now it is functioning as a subsidiary of Indian Airlines. Vayudoot was in loss and it had incurred a loss of Rs. 175 crores. That loss has to be borne by Indian Airlines. Sir, Indian Airlines operations have already been crippled and curtailed because of shortage of pilots and there are many other reasons for this. Now, Indian Airlines is also incurring loss because of the strike of pilots and there are so many problems. I would like to know whether after taking this burden of the loss of 175 crores of rupees incurred by Vayudoot, how Indian Airlines will be

able to maintain its flights. Many flights were there. There were daily flights. Now, it is three-days-a-week or four-days-a-week because of shortage of aircraft and pilots. This has crippled the operations of Indian Airlines flights. How will the Indian Airlines be viable after merger of Vayudoot with it? I don't understand this. Can the hon. Minister explain how, after this merger, Indian Airlines will be a viable and profitable institution so that the question of loss of Indian Airlines does not recur again?

SHRIMATI SUKHBANS KAUR: Sir, a major portion of the question is about the merger of Vayudoot. But I would like to say that the idea of merging Vayudoot with Indian Airlines was to make the services better and we are working on that line.

SHRI SUKOMAL SEN: What about the loss?

SHRIMATI SUKHBANS KAUR: You yourself have given the reasons and these are some of the reasons that have contributed to the loss.

डा० संजय सिंह : माननीय महोदय, इंडियन एयरलाइंस की क्रेडिबिलिटी का बहुत बड़ा सवाल है। इंडियन एयरलाइंस में जो पैसेंजर्स चलते हैं, अक्सर देखने में आता है कि कुछ महीनों में, एक-दो महीने में जो फ्लाईट शेड्यूल है, वह बदलते रहते हैं। कभी सुबह फ्लाईट चलती है तो दोपहर हो जाती है, दोपहर चलती है तो शाम हो जाती है। इसलिए भारत के जितने यात्री हैं, उनको कुछ पता नहीं है कि इसका क्या शेड्यूल रहेगा अगले दो महीनों में।

मैं माननीय मंत्री महोदय से जानना चाहता हूँ, पहली बात तो ये कि जो भी इंडियन एयरलाइंस के शेड्यूल बनेंगे, कम से कम एक साल चलेंगे। नंबर दो मैं यह जानना चाहता हूँ मंत्राली जी से कि लखनऊ उत्तर प्रदेश की राजधानी है (उपस्थान)...

श्री शंकर दयाल सिंह: "मंत्राली जी" नहीं "मंत्री जी" ही कहा जाता है। यही शुद्ध शब्द है... (व्यवधान)

डा० संजय सिंह : मैं यह जानना चाहता हूँ कि लखनऊ में अभी तक वायुदूत की फ्लाईट चलती थी, वायुदूत बंद हो गई। अब कभी कलकत्ता से फ्लाईट आती है, कभी दिल्ली से आती है। कभी दोपहर आती है, कभी शाम आती है। मैं मंत्री जी से जानना चाहता हूँ कि क्या ये शेड्यूल ऐसा बनायेंगे कि लखनऊ जाने-आने के लिए सुबह और शाम इंडियन एयरलाइंस की व्यवस्था हो।

श्रीमती सुखबंस कौर : सर, हमारी यह कोशिश है कि इंडियन एयरलाइंस की परफॉर्मेंस अच्छी की जाए और मुझे यह कहने में खुशी है कि हमारी मिनिस्ट्री ने ये तय किया है और हम चार्क-आऊट कर रहे हैं कि ऐसे शेड्यूल बनें जो कि पक्के रहें और चेंज न हों। मिर्फ विटर्स और समर्स के शेड्यूल में थोड़ा चेंज होता है। समर्स में जो जल्दी चलते हैं, वह विटर्स में थोड़ा लट चलेंगे। हमारी कोशिश है कि हम सर्विस अच्छी बनायें और ये सर्विसेज टाईम पर जायें। जहां तक लखनऊ की बात है, वह मुझे पता करके आपको बताना पड़ेगा।

MR. CHAIRMAN: Q. No. 144. Shri Satish Pradhan.

Sick Industries in Maharashtra

*144. SHRI SATISH PRADHAN: Will the PRIME MINISTER be pleased to state:

(a) the industries in Maharashtra which are sick and are on the verge of closure;

(b) the names of large, medium, small scale industries that are worst affected; and

(c) the corrective measures Govt. propose to take in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (DEPARTMENT OF INDUSTRIAL DEVELOPMENT) WITH ADDITIONAL CHARGE OF THE MINISTER OF STATE IN THE