

**श्री विश्वनाथ प्रताप सिंह :** इसमें कोई दो बात नहीं है। हम लोग सब कामन हैं, अगर आपके पास कोई जानकारी है, तो उसको शेयर करेंगे।

**श्री जगदम्बी प्रताप यादव :** मंत्री जी ने कहा है कि अब से सरकार ने एक्शन लिया है बोफ टैलो या और टैलो देन में नहीं आ रहा है। मैं जानना चाहता हूँ कि स्वयं देश में कितना बोफ टैलो तैयार होता है जिसकी मावुन या दूसरी जगहों के लिये आपूर्ति की जाती है। आपने कहा है कि विदेश से बोफ टैलो और सूअर का टैलो नहीं आ रहा है तो उसकी पूर्ति कैसे हो रही है? और जो बोफ टैलो अभी तक देन में था लाखों टन उसका क्या हुआ?

**SHRI VISHWANATH PRATAP SINGH:** This is regarding abeyance and blacklisting.

माननीय सदस्य जानना चाहते हैं कि जो टैलो बन्द हुआ उसकी पूर्ति के लिए क्या किया जा रहा है? पाम फेटो एलिड्स जा रहे हैं जो मावुन बगरह के इस्तेमाल इम्पोर्ट किये में आते हैं। अब देश के अन्दर कितना है इसके आंकड़े मेरे पास नहीं हैं।

#### Charging of exorbitant fares by Air India

♦23. **SHRI K. MOHANAN:** Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) whether the Central Government have received a resolution unanimously adopted by the Kerala legislative Assembly on the 23rd March, 1984, urging the Central Government to reduce the exorbitant fares being charged by Air India from persons travelling between Kerala and the Gulf countries; and

(b) if so, what is Government's reaction thereto?

**THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (SHRI KHURSHED ALAM KHAN):** (a) No, Sir.

(b) Does not arise.

**SHRI K. MOHANAN:** Sir, Kerala Assembly on 23rd March, 1984 passed a unanimous resolution in this regard. I don't know whether the Central Government is in receipt of that resolution or not. But the fact is that it was estimated that more than 2.5 lakh Indians are working in the Gulf countries, and out of this nearly 1,60,000 are Malayalis. Majority of these workers there are not in managerial or executive position but as ordinary workers and even labourers working in the hot sun, sweating their blood to earn their livelihood. Acute unemployment in the country forced them to go to Gulf countries leaving their homes and their beloved kith and kins. They are also making a big way contributing towards foreign exchange reserve of the country. But the Government officials and different agencies in this country are squeezing their blood through every possible manner. Exorbitant fare is charged by Air India from passengers between Trivandrum and the Gulf countries is one of the examples of this loot. Air India revised its fares from Gulf countries to Trivandrum and raised it by 22 per cent in the course of last 18 months. The fare charged from Kuwait to New York and the fare from Kuwait to Trivandrum were the same, though the latter covers one-third of the distance. What is the justification for this? I would like to know the basis of this fare between Trivandrum and the Gulf countries that has been fixed.

**SHRI KHURSHED ALAM KHAN:** Sir, in the first instance, I would like to explain that we have not received any resolution officially from the State Government.

**SHRI B. SATYANARAYAN REDDY:** Are you aware of it or not?

**SHRI KHURSHED ALAM KHAN:** Let me answer.

**MR. CHAIRMAN:** Mr. Reddy, have patience.

**SHRI KHURSHED ALAM KHAN:** Unofficially, we have been able to get a copy of that resolution which indicates that they have stated about the fares and also they have stated that the free baggage allowance should be raised to Rs. 5,000, and of course there is one more demand.



But as far as the fare between Gulf and India is concerned, I would like to make it very clear that international fares are fixed through the forum of IATA and after the forum of IATA approves these fares, they have to be approved by the respective Governments where these services are operated. No Government or no airlines can unilaterally fix these fares or reduce them.

SHRI K. MOHANAN: Sir, it is clear that there is no ethical or scientific basis for the fixation of fares between Gulf countries and Trivandrum. But this is done only on the basis of a whimsical formula with the intention only of looting our people who are working in the Gulf countries. Normally, the fare between Dubai and Bombay is Rs. 2,861 and the distance between Dubai and Bombay is only 1,199 nautical miles. For the same amount, a person can travel up to Delhi and the distance is 1,907 nautical miles. The distance between Dubai and Trivandrum is only 1,834 nautical miles, which is much less than the distance between Dubai and Delhi. But the Trivandrum-Dubai fare is exactly Rs. 1,100, Rs. 1,100 more than that of the Dubai-Delhi fare. This means, for a trip, it is Rs. 2,200. This is the amount which our people are paying in excess. This means, in a year, nearly Rs. 100 crores is being looted. This is day-long looting. Air India made a profit of Rs. 96 crores last year. They have shown Rs. 36 crores in their profit and loss account. From where they got this Rs. 96 crores? It is only from the passengers from the Gulf countries. The excuse now given is IATA. I would like to know what notion has been taken by the Government in the IATA?

MR. CHAIRMAN: Will you ask a question?

SHRI K. MOHANAN: I am putting the question. This is injustice.

MR. CHAIRMAN: We grant you that this is looting. But please put your question.

SHRI K. MOHANAN: I would like to know what specific action has been taken by our Government in the IATA in regard to the fixation of this exorbitant fare between Dubai and Trivandrum.

SHRI KHURSHEED ALAM KHAN: As I explained at the beginning, the fares are fixed through the forum of IATA and then this is approved by the respective Governments. If any one Government does not agree, then, it is not possible to impose or charge this fare. I would also like to point out here, in this connection, that from 1st April, 1984, the other airlines wanted to increase the fare by 4 per cent. But we did not agree and therefore, they could not increase the fare.

SHRI K. MOHANAN: In this regard, I would like to know whether the Government is prepared to declare Trivandrum airport as an international airport and a gateway of India?

MR. CHAIRMAN: This has nothing to do with this question.

SHRI K. MOHANAN: If Trivandrum is declared as a gateway of India, then, this difficulty can be overcome.

MR. CHAIRMAN: This is your suggestion.

SHRI R. MOHANARANGAM: Sir, the hon. Minister has stated that he has not received any copy of the Resolution of the Kerala Government. I am not very much interested in the Resolution passed by the Kerala Assembly. But what I am very much interested in is this. Our hon. Minister has stated that they are completely dependent on the decisions taken by the international forum. If this is so, what action has been taken by the Government of India and how is it that they had agreed to this exorbitant rate? Why should there be this discriminatory rates between the fares from Gulf countries to Kerala and from Gulf countries to other places? What action has been taken by the Government of India? Why should they not insist that the rates should be the same? Why should they earn more than Rs. one hundred crores in this manner?

SHRI KHURSHEED ALAM KHAN: Sir, I have already explained the position. As I said, they wanted to, in-



crease the fare by 4 per cent. But we did not agree. Therefore, when one Government did not agree, they could not impose this 4 per cent increase. As far as the actual fares are concerned, it is not that the decision is taken by the IATA. This has to be approved by the respective Governments, who own these airlines and who are operating these airlines.

AN HON. MEMBER: Already, it is higher.

SHRI M. M. JACOB: I would like to know from the hon. Minister whether they have taken note of the income from the Gulf sector by Air India vis-a-vis the income from the European sector, from the American sector? Is it a fact that all the losses of the Air India are covered by the income which they get from the Gulf route, from the people of the Southern States, specially, from Kerala? I am pointing this out because, the people who are working in the Gulf countries, 90 per cent of them are construction workers, coolies, masons, carpenters and so on. But the people who are working in America and other European countries are earning more money and they are rich. If I understand correctly, the Air India is suffering loss on that sector. The hon. Minister may be able to tell me. But Air India is making profit from the side of the people where poorer people are employed, who are trying to make a very hard living out of this income. I hope the Minister will give me a sector-wise income of the Air India, Gulf sector, American sector and the European sector.

SHRI KHURSHEED ALAM KHAN: I do not have the sector-wise income, but it is a fact that on most of the routes most of the Airways are losing and we are also losing on some of the routes because of the keen competition, on European and American sectors. This is a thing which is known to everybody.

SHRI PARVATHANENI UPENDRA: Mr. Chairman, Sir, I want to know from the hon. Minister, what is the criterion on which these rates are fixed. Are these rates fixed on the

basis of distance or arbitrarily? The second point is, he cannot throw all the blame on IATA because unless some of the countries object, IATA cannot take note of the rates. Moreover, Gulf countries may not object because the traffic is only one-sided. Officially from the southern States, there is no reverse traffic from Gulf countries. Will the hon. Minister explain on what basis these rates are fixed?

SHRI KHURSHEED ALAM KHAN: Sir, normally the rates are fixed on the basis of distance, but in view of certain other factors sometimes the relevance of distance is not taken into consideration. As far as the fare is concerned, I have explained that apart from the IATA the concerned Governments have also to agree. Unless they all agree we cannot do anything in the matter.

MR CHAIRMAN: Mr. Minister, the point which is being made on all hands is that there is a certain discrepancy between the rates that are fixed for European and American sectors and those for Gulf countries. The intention is that you should move in the matter.

SHRI KHURSHEED ALAM KHAN: Sir, I also mentioned that there is a difference because of the keen competition in case the European and American sectors.

SHRI K. MOHANAN: In this sector you have the monopoly and so you are looting.

SHRI KHURSHEED ALAM KHAN: I do not know what the hon. Member means by looting. If it is looting only by Air India, I do not know what the Gulf Airways, the Saudi Airways and the Kuwait Airways are doing because we are all in a pool, and as I said, in view of certain other factors there is always certain variations on various sectors. This is a matter which has to be settled between the various State Governments and the Airlines operating on this route. No unilateral decisions can be taken in this regard.



DR, (SHRIMATI) SAROJINI MAHISHI: Sir, I would like to know whether Air India has entered into the pool with a number of other Airlines. If it is so, whether it is applicable [0 this Gulf sector also? If it has entered into the pool, the question of substantial losses does not arise. I would like to have a specific answer from the hon. Minister.

SHRI KHURSHEED ALAM KHAN: The pool is there but the question of losses does not arise at all.

SHRI T. BASHEER: My colleague, Mr. Mohanan, has pointed out the figures and I do not want to repeat them, but I would like to know from the hon. Minister whether he considers that the rate from Gulf countries to Trivandrum is exorbitant. What is the opinion of the hon. Minister in this respect? If he considers it to be exorbitant and feels that there is a discrepancy, what is he proposing to do in the matter? Does he propose to take up the matter with the IATA to reduce the rate and make it a reasonable rate from Gulf countries to Trivandrum?

SHRI KHURSHEED ALAM KHAN: Sir, it is not my personal wish or personal desire of peTlf.nnI doing. IATA is an international forum. IATA only fixes the fare and then the final authorities are the respective governments. Unless all the governments agree, nothing can be done in the matter.

SHRI T. BASHEER: That is not the question. What is the hon. Minister going to do? Is he going to take up his issue with the IATA?

MR. CHAIRMAN: I understand that he proposes to do nothing because he has no power.

SHRI K. MOHANAN: What is the attitude of this Government?

SHRI DIPEN GHOSH: The question is that, the Minister himself has admitted that unless the country's Government agrees to the suggestion of the IATA that decision does not become binding upon that country or

the airlines. So when there was a proposal from the IATA that there should be 4 per cent further increase, our Government objected to it and consequently the proposed 4 per cent increase could not be implemented. The point is, already the fare is higher than on other routes. At that time when this particular fare was fixed, whether the Government of India had objected to the IATA proposal.

MR. CHATHMAN: Did you ever object to the IATA proposal?

SHRI KHURSHEED ALAM KHAN: These fares have not been fixed at one stage. They have been gradually increased and therefore it was in keeping with . .

SHRI DIPEN GHOSH: Whether at any stage, your Government objected to it.

SHRI KHURSHEED ALAM KHAN: It was in keeping with the operating cost of the aircraft.

MR. CHAIRMAN: Next question. You cannot badger the Minister. Question No. 24. The same thing is being asked again and again.

AN HON. MEMBER: Sir, why can't we badger the Minister?

MR. CHAIRMAN: You can badger but only reasonably.

SHRI SUSHIL CHAND MOHUNTA: He should actually be pinned down to the stand that his Government wants to take. He has not made that clear.

MR. CHAIRMAN: He has made it clear. Shall I explain it to you? That the rates are fixed by IATA and then they have to be approved by Government. There are more than one governments involved.

SHRI SUSHIL CHAND MOHUNTA: But what are they intending to do?

MR. CHAIRMAN: What can they do?

SHRI PARVATHANENI UPENDRA: Sir, he is ignoring your suggestion also. You asked him specifically whether the Government is proposing to take any steps. That he is skipping



MR. CHAIRMAN: Question No. 24.  
What do you *intend* doing?

SHRI KHURSHEED ALAM KHAN:  
What can we do?

MR. CHAIRMAN: Employ prettier  
hostesses.

SHRI KHURSHEED ALAM KHAN: I  
think they are already.

MR. CHAIRMAN: After this *sati*\*-  
factory conclusion Question No. 24.

### **deduction in tariff of hotels etc run by I.T.D.C.**

\*24. SHRI BISWA GOSWAMI;+  
SHRI SUSHIL CHAND  
MOHUNTA;

WU1 the Minister oj? TOURISM AND  
CIVIL AVIATION be pleased to state:

1:1) whether there is any proposal under  
Government's consideration to reduce the  
tariff of Hotels, Guest Houses. Inns and  
Motels under the management of India  
Tourism Development Corporation in view of  
their low occupancy rate;

(b) whether any experiment in this regard  
has been initiated in any of the establishments  
referred to above; and

(c) if not, what steps have been taken to  
make these establishments viable?

THE MINISTER OF STATE IN THE  
MINISTRY OF TOURISM AND CIVIL  
AVIATION (SHRI KHURSHEED  
ALAM KHAN): (a) to (c) A Statement is laid  
on the Table of the House.

#### **Statement**

*Reduction in Tariff of Hotels Etc. run by  
I.T.D.C.*

The ITDC does not operate guest houses,  
Inns and Motels. There is no

proposal to reduce tariff of ITDC hotels, as it  
is considered that tariff is not the only factor  
contributing to low occupancy in hotels.

The steps taken to make the IIDC  
establishments viable include, grant of  
additional discount to Travel Agents and local  
Business Houses; introduction of summer and  
winter discount and cheap package for  
domestic clients, inclusion of ITDC hotels for  
chain use by foreign tourists, setting up  
ITDC's own travel agency, promotion of  
ITDC properties in overseas markets, the  
strengthening of ITDC's Marketing Division  
etc.

SHRI BISWA GOSWAMI: Sir, in the  
statement the hon. Minister has said that there  
is no proposal to reduce\* tariff of ITDC hotels  
as it is considered that tariff is not the only  
factor contributing to low occupancy in hotels.  
This means that the Minister has agreed that  
tariff is one of the factors for low occupancy  
in the ITDC hotels. These hotels are incurring  
heavy losses and I would like to know from  
the hon. Minister whether with the steps he  
has enumerated, there has been any  
improvement in the performance of the ITDC  
hotels after taking those steps.

SHRI KHURSHEED ALAM KHAN: Sir,  
it is a fact that the occupancy of ITDC hotels  
was not really encouraging during the last  
year. But as mentioned by me, there are many  
other factors. One was the recessionary con-  
dition all over the world which reduced the  
arrivals of tourists in this country. Therefore  
what we did was\_ we gave a special  
concession, we made out special package  
tours, we made our srJeciai stop-over tours in  
order to attract more and more clients to our  
hotels, and I am sure whatever has been done,  
will improve the conditions in due course.

SHRI BISWA GOSWAMI: Sir, there are  
certain duty-free shops and it has been noticed  
that these shops have increased their profits  
after they were made duty-free. Does it  
not mean.

†The question was actually asked the  
floor of the House by Shri Biswa Goswami.