

the order of 90 to 95 per cent and this is the point which I wanted to highlight in reply to a supplementary put by Mr. Kalyan Roy.

So far as investment and the other aspects relating to the cement industry are concerned, I am afraid the honourable Member should put this question to the Industry Ministry which is administratively responsible for it.

MR. CHAIRMAN: Yes, Mr. Bhandari. This is the last question.

श्री सुन्दर सिंह भण्डारी : सभापति जी, मेरा प्रश्न मंत्री महोदय द्वारा दिये गये प्रश्न के उत्तर से सम्बन्धित है। मैं केवल यह जानना चाहता हूँ कि जब उन्होंने उसका विश्लेषण किया तो उनके पास निश्चित रूप से ये आंकड़े होने चाहिए कि देश के अन्दर 1972 से 1977 तक और 1977 से 1980 तक प्रोडक्शन कैपेसिटी का कितना कितना इन्वेस्टमेंट हुआ है। यह हुए बिना उनका विश्लेषण कोई माने नहीं रखता और केवल दूसरों के कथों पर इल्लाम थोपने से काम नहीं चलेगा।

SHRI PRANAB MUKHERJEE: Sir, there is no question of passing the buck. He is the senior Member and he knows which Ministry deals with what. This is the job of the administrative Ministry and this is not the job of the Commerce Ministry whose major tasks are importing and exporting.

SHRI SUNDER SINGH BHANDARI: Sir, when he uses the expression "because it remained neglected during the three years", it is more an offensive remark and unless he has got figures to substantiate it, I hope you will agree with me that the Minister is not to make such remarks.

MR. CHAIRMAN: I think, let it pass on now. It is all past history... (Interruptions)

SHRI SUNDAR SINGH BHANDARI: But when it is referred to, it cannot be bypassed... (Interruptions). How does it cover that answer. If he is concerned with import-export, he should limit himself to that. But if he wants to enter into the fields of production and investment... (Interruptions)

SHRI PRANAB MUKHERJEE: I would like to submit that I have confined myself to the question and I have given the information which is available to me. Look at the question: "What was the investment prior to 1975 and what is the investment after 1975". Naturally the hon. Member would appreciate my difficulty that a man who is not dealing with the administrative Ministry cannot give this answer, I have not...

SHRI SUNDER SINGH BHANDARI: How do you say that it was neglected during the last three years?

SHRI PRANAB MUKHERJEE: Because the utilisation capacity clearly indicate that you have 24 million tonnes capacity but you are producing 17 million tonnes. It is clearly indicative that the capacity utilisation is low.

DR. BHAI MAHAVIR: What was the earlier utilisation?

SHRI PRANAB MUKHERJEE: Earlier it was 85 per cent.

MR. CHAIRMAN: Question No. 102.

#### Introduction of new air routes

\*102. SHRI KALRAJ MISHRA: Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) whether it is a fact that some new air routes have been introduced in the country since December, 1979;

(b) if so, what are the details thereof; and

(c) if the answer to part (a) above be in the negative, whether there are

any plans for opening new air routes during the current year?

THE MINISTER OF TOURISM AND CIVIL AVIATION AND LABOUR (SHRI J. B. PATNAIK): (a) and (b) A new F-27 service covering Calcutta/Bhubaneswar/Varanasi/Delhi and back has been introduced on thrice weekly basis from 1-2-1980.

(c) Does not arise.

श्री कलराज मिश्र : मैं मंत्री महोदय से यह जानना चाहता हूँ कि क्या वह थर्ड लेवल फीडर सर्विस प्रारम्भ करने के लिये सोच रहे हैं? मुख्य-मुख्य शहरों को जोड़ने के लिये इस प्रकार का सरकार की तरफ से कोई विचार चल रहा है? मंत्री महोदय ने स्वयं कहा है :

"According to official sources, a number of private companies had already applied to the Government for permission in this regard. The Minister for Civil Aviation, Mr. J. B. Patnaik, has asked the Ministry to study the proposal of setting up a third level feeder service that would provide air link for important towns as are not covered by the IA network."

तो मैं मंत्री महोदय से जानना चाहता हूँ कि इस प्रकार की सर्विस प्रारम्भ करने के लिये क्या आप सोच रहे हैं और अगर सोच रहे हैं तो यह कब प्रारम्भ करेंगे और इस प्रकार की सर्विस में किस प्रकार के विमान उपयोग में लाये जायेंगे यह मैं मंत्री महोदय से जानना चाहता हूँ?

SHRI J. B. PATNAIK: The Government is actively considering the proposal of a feeder service, which is otherwise named as third level airlines. A Committee was appointed to submit a report in regard to the aircraft that has to be used and the policy of feeder line. The report of the Committee is with the Government. It is under consideration, and after that only I will be in a position

to reply as to the aircraft that would be used and the feeder service that has to be introduced.

(Interruptions)

श्री कलराज मिश्र : श्रीमान्, मेरा दूसरा सप्लीमेंटरी भी है। मैं मंत्री महोदय से यह जानना चाहता हूँ कि उक्त प्रकार की सर्विस के लिये, फीडर सर्विस के लिये क्या कुछ स्टेट गवर्नमेंट्स ने भी अप्लाई किया है और अगर किया है तो कौन-कौन सी स्टेट गवर्नमेंट्स ने?

SHRI SAWAI SINGH SISODIA: I have a similar Question—No. 111 ... (Interruptions)

SHRI J. B. PATNAIK: Sir, there is already another question in this regard. Some State Governments have applied for third level airline. That is under the consideration of the Government. I can name the State Governments that have applied for this purpose.

SHRI NAGESHWAR PRASAD SHAHI: It is under consideration since ten years. When are you going to decide it

SHRI J. B. PATNAIK: It is Haryana, Andhra Pradesh, Maharashtra—mainly these three States.

SHRI JAGJIT SINGH ANAND: The first part of my supplementary is this. Just now the hon. Minister has announced that there is going to be a third feeder service and according to the Press statement quoted just now by my hon'ble colleague—and not contradicted by the hon. Minister—the private companies are also being involved. So, one thing I would like to know is whether he will see to it that it is only the State Governments, or it is only the Indian Airlines themselves which are involved in this process and no outside private companies are involved in this very significant sector, because that will be a radical negative departure from the practice so far.

Secondly, Sir, he has mentioned about a service from Banaras. In this House repeatedly it has been urged that there should be a service between Ludhiana and Delhi. Previously we were told that Ludhiana has been investigated and found to be proper, both for passenger traffic and cargo traffic. I want to know where this question of Ludhiana being linked with Delhi stands. At the same time, Chandigarh, which is the capital of three States, is not connected with Amritsar which is going to be an international airport. So at what stage is the question of connecting Chandigarh with a direct flight to Amritsar and Ludhiana with Delhi?

**SHRI J. B. PATNAIK:** The hon. Member has asked two questions—one in regard to the service between Chandigarh and Ludhiana and the other Chandigarh and Amritsar.

**SHRI JAGJIT SINGH ANAND:** Between Ludhiana and Delhi.

**SHRI J. B. PATNAIK:** Yes, between Ludhiana and Delhi. The whole question regarding the third level airlines is that we should give an opportunity to the State Governments to introduce the feeder airlines in their own States, covering the important points in their States. So I have already said that the third level airlines does not concern the Indian Airlines or the Government of India only. It concerns the State Governments also and when the policy decision on third level airlines comes into being, naturally the Punjab State Government would like to introduce a service between the different points in that State.

**SHRI U. R. KRISHNAN:** There has been a great demand for an air-link between Andaman and Nicobar Islands and Madras. I would like to know when this air-link is likely to be operated between Andaman and Nicobar Islands and Madras. Previously a private company was allowed to operate between Madras and

Andaman and Nicobar Islands. That aircraft was requisitioned by Mrs. Indira Gandhi for election campaigning and that aircraft was withdrawn. I would like to know whether the same company will be permitted to operate again between Madras and Andaman and Nicobar Islands.

**SHRI J. B. PATNAIK:** After the induction of the new aircraft...

**SHRI KALYAN ROY:** ... and the new Chairman.

**SHRI J. B. PATNAIK:** ... in the middle of this year, we are thinking of introducing a service between Madras and Port Blair.

As regards the second question, it is entirely political. Mrs. Gandhi was not then in the Government. So there was no question of withdrawing that service between Port Blair and Madras.

**SHRI U. R. KRISHNAN:** Sir, the private company was allowed to fly between Madras and Andaman and Nicobar Islands and the aircraft was withdrawn at the last minute. I would like to know whether the Minister knows this. Sir, he is ready to answer this.

**SHRI J. B. PATNAIK:** You ask the private airlines. They will give the answer.

**SHRI ALEXANDER WARJRI:** During the Congress rule before 1976, crores of rupees were spent for building an aerodrome near Shillong at Umroi. The Aerodrome has been completed and till now no planes, except a few some years ago, have landed there. Now the airfield is completely abandoned. May I know from the hon. Minister whether the airfield has been completely abandoned and the project is not suitable for the landing of aeroplanes?

**SHRI J. B. PATNAIK:** The supplementary does not arise from the main question. Let him ask a separate question for this.

MR. CHAIRMAN: I think I will pass on to the next question. The main thing is, have we got enough planes to connect every city?

SHRI SHYAM LAL YADAV: Sir, you did not allow any questions from this side.

MR. CHAIRMAN: I have allowed Mr. Yadav to put two questions.

SHRI RAMANAND YADAV: Sir, that was my right to put the question.

MR. CHAIRMAN: All right.

श्री श्याम लाल यादव : श्रीमान्, मैं माननीय मंत्री जी से यह जानना चाहता हूँ कि क्या वे इस बात को ध्यान में रखेंगे कि वाराणसी और सिक्किम ये बहुत बड़े टूरिस्ट केन्द्र हैं। वाराणसी को जो एयरलाइंस के जरिये उन्होंने भुवनेश्वर से जोड़ दिया है इसके लिये मैं उनको धन्यवाद देता हूँ और उन्होंने एक बहुत बड़ी कमी को पूरा किया है। लेकिन जरूरत यह है कि एक बड़ा जहाज उस पर लगना चाहिए जो प्रति दिन वाराणसी से भुवनेश्वर को कनेक्ट करे। यह छोटा जहाज न हो। दूसरी बात यह है कि सिक्किम एक बड़ा टूरिस्ट केन्द्र है तो गंगतोक दिल्ली से कनेक्ट होना चाहिए इस पर माननीय मंत्री जी क्या विचार रखते हैं?

SHRI J. B. PATNAIK: Sir, Sikkim is a State of great tourist interest and the Government wants that that State should be on the tourist map. But the hon. Member knows that Gangtok does not have a modern airport, and after a modern airport is established in Gangtok, the question of linking it with Delhi or with Banaras will arise.

SHRI NARASINGHA PRASAD NANDA: Sir...

PROF. RAMLAL PARIKH: My simple question...

श्री शिव चन्द्र झा : सर, आप ट्रेजरी बेंचें की ओर ही देखते हैं।  
(Interruptions)

MR. CHAIRMAN: If you will just listen to me... (Interruptions) Please sit down. (Interruptions) Please sit down. The question is that if the hon. Minister is able to connect every town and every village with every other village...

SHRI N. K. P. SALVE: It would be an ideal thing.

MR. CHAIRMAN: ... it would be an ideal condition. But it cannot be done. We have not got the aeroplanes. (Interruptions)

SHRI SUNDER SINGH BHANDARI: Sir, whether it is possible or not, it is for the Minister to reply. Why don't you permit the questions to be put, Sir?

श्री नत्थी सिंह : सभापति महोदय, जहाज को छोड़िये, तेलों की कीमतें ज्यादा महत्वपूर्ण हैं।

MR. CHAIRMAN: Mr. Parikh.

PROF. RAMLAL PARIKH: Will the Minister... (Interruptions)

MR. CHAIRMAN: It is not my intention to cut short the questions. (Interruptions) Just a minute. I think, we will be doing nothing else except this.

PROF. RAMLAL PARIKH: Sir, my simple question is that on the one side, the Government is considering the expansion of its air services by creating a third level air service, and on the other, what is the rationale or reason or justification for cutting down some of the existing services, particularly the service between Ahmedabad and Udaipur and Jaipur? Why has it been cut down? When is it going to be restored? And before

you expand to new cities, would you first at least accomplish the services which were already on and which have been cut down? Will they be restored soon? And how soon will they be restored?

**SHRI J. B. PATNAIK:** Sir, this service was cut off because two Boeing aircraft were out of service. Now, after the induction of the new aircraft, this proposal of the hon. Member would be considered.

**SHRI NARASINGHA PRASAD NANDA:** Sir, I use this occasion to congratulate the hon. Minister for introducing a direct flight from Delhi to Bhubaneswar. But earlier, his predecessor had promised that a Boeing service would be introduced from Delhi to Bhubaneswar directly via Varanasi. Now, they are using a Fokker Friendship plane which takes about five hours. May I know from the hon. Minister, when this Boeing service is going to be introduced since Bhubaneswar is already connected by a direct flight?

**SHRI S. W. DHABE:** You have got a Minister. Why do you want a Boeings?

**SHRI NARASINGHA PRASAD NANDA:** Assurances were given on the floor of this House that when the runway is completed, a Boeing service would be introduced. This is the question that the hon. Minister should reply.

**SHRI J. B. PATNAIK:** I do not know anything about that assurance which the hon. Member is mentioning but this service is a new one and we are watching it carefully. If it justifies a Boeing service, certainly a Boeing service will be introduced.

श्री शिव चन्द्र झा : सभापति महोदय, बहुत दिनों से सरकार के सामने यह योजना रही है कि उत्तरी बिहार को रेगुलर एयर सर्विस के नक्शे पर लाया जाए जिसमें खास बौर पर पटना से मुजफ्फरपुर होते हुए,

दरभंगा और बीरपुर होते हुए कलकत्ता से मिलाने की योजना सरकार के पास रही है। मैं यह जानना चाहता हूँ दरभंगा और बीरपुर को एयर सर्विस के नक्शे पर लाने में सरकार को क्या दिक्कत आ रही है? दूसरा यह कि मधुबनी जिले में भौड़ा एयरपोर्ट अंग्रेजों के जमाने से आ रहा है, उसकी हालत खराब है। उसकी आप क्यों नहीं मरम्मत करते हैं और भौड़ा से रेगुलर एयर सर्विस चलाने की कोशिश क्यों नहीं कर रहे हैं?

**SHRI J. B. PATNAIK:** Sir, North Bihar has got so many airports and many airports need repairs. It comes within the sphere of the Bihar Government. If they would like to introduce their own air service, which is a feeder line, they could connect these places or a private airline could be interested in connecting these places.

**SHRI TIRATH RAM AMLA:** Sir, the Indian Airlines is at present operating two services from Delhi-Srinagar to Ladakh. Ladakh, as you know, Sir, is a very backward area and has very recently been opened to tourist traffic. Most of the tourists are from foreign countries. The existing two services are very insufficient. Will the hon. Minister please consider the question of increasing the air services to Ladakh in order to help those backward people financially and otherwise?

**SHRI J. B. PATNAIK:** At present we are short of aircraft and I have already promised to the House that after the induction of new aircraft in the middle of this year all these routes will be taken into consideration. (Interruptions).

**MR. CHAIRMAN:** Now, which city are you connecting?

**PROF. D. P. CHATTOPADHYAYA:** Sir, I am not raising the question of what he calls an ideal situation, connecting all cities with all types of aircraft. Mine is a question of principle. There are many countries in the world

like Australia, the U.K., Japan, etc., some of which are welfare states, whose transport policy or air transport policy is like ours, allowing both the private sector and the public sector to enter into healthy competition ensuring better and better quality of service to passengers. In Australia there is Qantas and Ancet. In the U.K. there is Caledonia and the British Airways. I would like to ask the hon. Minister whether—when he formulates and finalises the question in consultation with the State Governments—he will bear in mind the desirability and advisability of introducing a private sector airline subject to Government control for a better type of service than the services catered to by the State Government? I do not like to comment just now. (*Interruptions*)

SHRI J. B. PATNAIK: Sir, when this policy in regard to a third level airline or a feeder air service is actively considered by the Government, this is also one of the points under consideration.

MR. CHAIRMAN: Question No. 103. We are going to edible oil now.

#### Rise in the price of edible oils

\*103. SHRI GHOUSE MOHIUDDIN SHEIKH: Will the Minister of COMMERCE AND CIVIL SUPPLIES be pleased to state:

(a) whether it is a fact that the price of edible oils has been recording

a constant rise over the last six months;

(b) if so, what is the extent of price rise for each variety of edible oil during the above period; and

(c) whether Government propose to import edible oils to meet current shortages; if so, what would be the quantum of such imports?

THE MINISTER OF COMMERCE, CIVIL SUPPLIES AND STEEL AND MINES (SHRI PRANAB MUKHERJEE): (a) to (c) A Statement is placed on the Table of the House.

#### Statement

(a) and (b) The price-level of edible oils has shown varying trends between September, 1979 and February, 1980. During this period, the wholesale price indices of Groundnut oil, Cottonseed oil and Kardi oil had shown a decline. There was, however, an increase in the same indices relating to Mustard oil, Coconut oil and Gingelly oil. The extent of these variations is given in the Annexure to this statement. (*See below*)

(c) In order to effectively bridge the gap between demand and indigenous supply, it is proposed to continue the imports of adequate quantities of edible oils to meet the requirements of the various consumers, keeping in view the production of indigenous oils, domestic and international price-trends, availability of foreign exchange, and other relevant factors.

#### Annexure

Index numbers of wholesale prices of Edible Oils

Base 1970-71—100.

Month	Edible oils	Ground-oil	Mustard oil	Coconut oil	Gingelly oil	Cotton-seed oil	Kardi oil
Base Month : August '79	201.2	211.8	196.6	178.5	203.9	183.8	209.2
September '79	211.4	229.6	199.3	184.0	209.5	183.6	225.5
February '80	203.0	196.3	225.3	196.1	205.9	176.0	201.5
% Variation.	+0.9	-7.3	+14.9	+9.9	+1.0	-4.1	-3.7