

Statement

(a) Generally, Government's export policy applies to all countries. There is no separate export policy for West Asia as such. The primary object of the Government is to promote exports to the maximum extent, but in such a manner that the economy of the country is not affected by unregulated exports of items essentially needed within the country. The export policy relating to such regulated items of export has naturally to be adjusted and modified from time to time to take note of changes in their supply, demand and price position and other relevant factors.

(b) Government has already adopted a long-term stable export policy of strengthening and expanding the production base of selected items both in the industrial and agricultural sectors, and generating exportable surpluses. Priorities for allocating funds for selected export sectors are being considered by the Planning Commission in consultation with Central Ministries and the State Governments. It is only with a strong production base that we can have sustained exports.

**Profit and loss made by foreign
Office of Air India**

573. DR. RAFTI ZAKARIA: Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) which of the foreign offices of Air India have made the largest profit in the last two years and which have made the greatest losses; and

(b) what are the causes of the disparities and the steps Government propose to take to streamline Air India on a more uniform and systematic basis?

THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI PURUSHOTTAM KAUSHIK): (a) and (b) Profitability is related to the routes operated by the airline and not

to the offices located in different places. The performance of each and every route is under constant review by Air-India to improve its operating results.

Fixation of Indian Airlines fare

574. SHRI M. KADERSHAH:
SHRI A. P. JANARDHANAM:
SHRI E. R. KRISHNAN:

Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) on what basis Indian Airlines calculate and fixed the fares between various cities;

(b) whether the occasional ad-hoc increase in fares during the last several years is related to any fixed formula for the fares and if so, how it works with internal airlines of other countries; and

(c) whether the exorbitant fare structure of the Indian Airlines has stood in its way for being accepted as a mode of transport by vast majority of our population?

THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI PURUSHOTTAM KAUSHIK): (a) The fares on domestic sectors of Indian Airlines were initially fixed on the basis of tapers recommended by the Air Transport Council in 1957 for various mileage slabs. The tapers were subsequently modified and revised to meet the increases in costs.

(b) Revision of tapers were necessitated by increases in costs. Fares are increased in relation to revision of tapers. While the exact methodology of fixing the fares may differ from country to country, a similar pattern is generally followed.

(c) The fares charged by Indian Airlines are not exorbitant. Considering the growth of demand on Indian Airlines network, the fare structure has been accepted by the travelling public.