

SHRI C. D. PANDE: May I know, Sir, whether the entry of this federation in the market has brought down the prices otherwise charged by the traders, or whether they are making the same amount of profit as the traders were making?

SHRI S. D. MISRA: Sir, as I said earlier, the price, when this was being distributed, was 15 to 25 per cent. less to the consumers and there were queues of the members of the societies and also non-members. Thus the prices were down.

SHRI I. K. GUJRAL: Sir, in view of the fact—as the Minister has said—that there have been queues of the consumers, the question is if the prices generally come down because the co-operative societies are trying to bring down the prices.

SHRI S. D. MISRA: Sir, this was a limited quantity imported. Out of about Rs. 54 lakhs worth of licences issued for the import of dry fruits, dates, etc., the import was hardly for about Rs. 15 lakhs because of various difficulties. This was a very small quantity and naturally, this could not make a general impact, but in the particular markets where they were sold, there was an impact and it was visible.

*296. [The questioner (Shri R. S. Khandekar) was absent. For answer, vide cols. 2200-2201 infra.]

BOEING AND CARAVELLE AIRCRAFT OF I.A.C.

*297. SHRI A. M. TARIQ: Will the Minister of TRANSPORT be pleased to state:

(a) whether it is a fact that Boeing aircraft of the Indian Airlines Corporation is showing huge profits whereas the Caravelle aircraft is showing loss;

(b) if so, the reasons for the same; and

(c) the amount of profit and loss shown by these two aircraft of the Indian Airlines Corporation during the last two months separately?

THE DEPUTY MINISTER IN THE MINISTRY OF TRANSPORT (SHRI AHMED MOHIUDDIN): (a) Both the Boeing and Caravelle operations are showing profits.

(b) Does not arise.

(c) According to the estimates—I repeat the word 'estimates'—available, the operation of the Caravelle fleet showed a profit of Rs. 13.16 lakhs in February, 1964 and Rs. 15.30 lakhs in March, 1964. The corresponding figures of profits on Boeing operation for these months were Rs. 7.16 lakhs and Rs. 6.75 lakhs respectively.

SHRI A. M. TARIQ: Am I to understand that the Caravelle is making more profit than the Boeing?

SHRI AHMED MOHIUDDIN: I do not know how the comparison can stand, Sir. These are only estimated figures. We cannot compare more or less profits for these services. They are on different routes and I have given the different routes.

SHRI A. M. TARIQ: Not different routes; my question is this. The Caravelle of the Indian Airlines Corporation, and the Boeing are coming to Delhi from Bombay—is it not?—and as such is it a fact that the Boeing is showing more profit than the Caravelle?

SHRI AHMED MOHIUDDIN: I do not know what is meant by 'more profit'. I have already given the figures, and the figures for Boeing operation for these months were Rs. 7.16 lakhs and Rs. 6.75 lakhs respectively. This is, of course, only one service, one service carrying 120 passengers. The other is Caravelle. There are three Caravelles running to many points. The hon. Member is free to draw any conclusion he likes from these figures. But I have given the figures.

SHRI A. M. TARIQ: I am unable to draw any conclusion; you please tell me. My question is very simple. Take one service between Bombay and Delhi of the Boeing and of the Caravelle, one service, may be in the morning or evening, and tell us which one of them runs at a profit and which one runs at a loss.

SHRI AHMED MOHIUDDIN: The hon. Member must remember that the Boeing contains 120 passenger seats while the Caravelle has only 80 seats. And how can I compare?

MR. CHAIRMAN: It is difficult arithmetic.

SHRI I. K. GUJRAL: Will the hon. Minister give us a comparative idea about the operational cost per nautical mile between the Boeing and the Caravelle?

SHRI AHMED MOHIUDDIN: The difficulty at the present moment about the operational costs is that, in the first instance, I have not got them here. Secondly, the Caravelle has operated from its introduction up to the end of April for only 2,000 scheduled hours. So, the Corporation is not yet fully in a position to calculate the actual cost of operation.

SHRI RAJ BAHADUR: May I just add only one piece of information? It is, of course, based only on estimates, and the estimated cost is not per nautical mile but per hour. In the case of the Caravelle, it works out to Rs. 5,438.31 and in the case of the Boeing, it works out to Rs. 10,616.98.

AN HON. MEMBER: Almost double.

SHRI BHUPESH GUPTA: The hon. Minister has only given certain figures of the amounts in absolute terms, and one does not know how it would work out as a percentage of a particular cost. That is how we would like to estimate the profits, not by getting these figures.

SHRI AHMED MOHIUDDIN: Percentage of what?

SHRI BHUPESH GUPTA: You have only given the figures—so many lakhs—but we would like to know what relation it has got to the capital outlay specifically in those lines, to the cost of production, or whatever it is—here it is cost of flights—this kind of thing. Otherwise, we do not get any idea at all.

SHRI AHMED MOHIUDDIN: That calculation can be made only after the end of the year; these are only approximate figures and every corporation calculates on the basis of estimated cost on the one hand, and revenue on the other, and the cost, of course, includes all factors, depreciation and so on.

SHRI A. M. TARIQ: As the Caravelle belongs to the I.A.C., and the Boeing to Air-India, will the hon. Minister be in a position to tell us the terms of the contract between the I.A.C. and Air-India and whether some other countries have been asked to give their tenders for running the Boeing between Delhi and Bombay?

SHRI AHMED MOHIUDDIN: No tenders were invited and it is not necessary to invite tenders from other countries, because we have got certain built-in capacity of Air-India for the use of Boeing for domestic service and it has been utilised. As for the terms of contract, I am afraid, it is not desirable to give the figures, because Air-India naturally gives their aircraft on charter to other countries and airlines. It is not desirable to divulge them.

SHRI M. M. DHARIA: In view of the fact of huge profits gained from the Caravelle and the Boeing, will Government consider lowering down the fares between Delhi and Bombay?

SHRI AHMED MOHIUDDIN: No, Sir, it is not under consideration.

SHRI A. D. MANI: Can the Minister give us the information of the total number of passengers carried by the Boeing and the Caravelle during the two months in question and say what percentage of the passenger capacity on both these planes was filled?

SHRI AHMED MOHIUDDIN: It is a long statement, Sir.

MR. CHAIRMAN: If you have got the figures you may give them.

SHRI RAJ BAHADUR: I may inform the hon. Member of the figures, Sir. May I just say that so far as the Caravelles are concerned—I am referring to the two months in question—for the month of March, the number of passengers was 17,697 and the revenue from them was Rs. 45,00,736. As against that, for the same month of March, in the case of the Boeing, the number of passengers was 6910 and the revenue was Rs. 15,42,334. And if he wants for February, I can give that also.

SHRI M. P. BHARGAVA: I just wanted to know whether any calculation has been made to find out what is the cost of carrying one passenger from Delhi to Bombay by Caravelle and by Boeing.

SHRI AHMED MOHIUDDIN: Per hour the cost has been given, but per seat the cost is not given.

SHRI RAJ BAHADUR: If you divide Rs. 45 lakhs odd by 17697, you will get the cost per passenger travelling by Caravelle. Likewise in the case of Boeing.

AIR ROUTES OF ASSAM AND WEST BENGAL

*298. SHRI BANSI LAL: Will the Minister of TRANSPORT be pleased to state:

(a) whether Government are aware that the weather in Assam and West Bengal is usually bad for air flights; and

(b) if so, whether Government propose to introduce Viscount and Fokker Friendship aircraft on all the air routes of Assam and West Bengal?

THE DEPUTY MINISTER IN THE MINISTRY OF TRANSPORT (SHRI AHMED MOHIUDDIN): (a) Yes, Sir, occasionally during the pre-monsoon period and at frequent intervals during the monsoons lasting about 3 months.

(b) The Corporation's existing fleet of 12 Viscounts and 10 Fokkers is being used to the best advantage, keeping in view the traffic demand and whether conditions prevailing in the various parts of India. Indian Airlines Corporation have already replaced Dakota aircraft with Viscount, DC-4 and Fokker Friendship aircraft on flights to Gauhati, Mohanbari in Assam and to Bagdogra in West Bengal.

श्री बंशीलाल : क्या मंत्री जी बतायेंगे कि कलकत्ता से सिलचर, अगरतला, इम्फाल वगैरह तक वाइकॉन्ट और फोकर फ्रेंडशिप कब तक चलायेंगे ?

श्री अहमद मोहिउद्दीन : इसके मुताबिक इस वक्त मुश्किलत है । वाइकॉन्ट तो मुश्किल है कि न जा सके लेकिन अगर उनके लिये एयर फोल्ड ठीक हों तो मुश्किल है कि फोकर इस तरह चलाया जा सके ।

श्री बंशीलाल : क्या इस वक्त तक एयरफोल्ड्स ठीक नहीं हैं ?

(No reply)

SHRI S. C. DEB: May I know in what part of the year there are irregular services in the route from Calcutta, Agartala, Silchar and Imphal, and secondly, whether from Calcutta to Silchar, Fokker Friendship service can be introduced because of the weather conditions?

SHRI AHMED MOHIUDDIN: That suggestion will be considered, Sir.