

**COMMITTEE
ON
GOVERNMENT ASSURANCES
(1984-85)**

(SEVENTH LOK SABHA)

NINTH REPORT

Presented on



**LOK SABHA SECRETARIAT
NEW DELHI**

July, 1984 / Asadha, 1906 (Saka)

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LOK SABHA

C O R R I G E N D A

to

The Ninth Report of the Committee
on Government Assurances (1984-85)

(Seventh Lok Sabha)

Page No..	Correction
(iii)	Sl.No.15 : <u>For</u> 'Shrl' <u>read</u> 'Shri'
(v)	Para 1 Line 1 : <u>For</u> '1.' <u>read</u> 'I'
1	Sub para (2) line 3 : <u>For</u> 'thorough' <u>read</u> 'through'
2	Para 2 line 4 : <u>For</u> 'assurantee' <u>read</u> 'assurance'
4	Para 3 line 2 : <u>For</u> 'procedure' <u>read</u> 'procedures'
4	Para 9 line 3 : <u>For</u> 'occurring' <u>read</u> 'occurring'
	line 3 : <u>For</u> 'Febuary' <u>read</u> 'February'
	line 10 : <u>For</u> 'Offlcers' <u>read</u> 'officers'
	line 15 : <u>For</u> 'offlcials' <u>read</u> 'officials'
	line 18-19: <u>For</u> 'operatoroes' <u>read</u> 'operators'
	line 23 : <u>For</u> 'Petroleum' <u>read</u> 'Petroleum'
5	Para 10 line 3 : <u>For</u> 'countries' <u>read</u> 'counters'
	line 17 : <u>For</u> 'tapped' <u>read</u> 'taped'
	Para 12 line 3 : <u>For</u> 'particulary' <u>read</u> 'particularly'
6	Para 13 line 8 : <u>For</u> 'malpra tices' <u>read</u> 'malpractices'
	Para 13 sub para (iv) line 1 : <u>For</u> 'Surveillance' <u>read</u> 'surveillance'
	line 2 : <u>For</u> 'vigilence' <u>read</u> 'vigilance'
	sub para (ix) line 3 : <u>For</u> 'conecting' <u>read</u> 'connecting'
7	Para 16 line 4 : <u>Delete</u> the word 'the' after 'from'

1	2
	Para 18 sub para (a) line 5 ; <u>For</u> '(.)' <u>read</u> '(,)'
9	Para 24 line 10 ; <u>For</u> 'remedical' <u>read</u> 'remedial'
14	Cl. 4 line 4 ; <u>For</u> 'operateed' <u>read</u> 'operated'
15	Question No.5832 ; <u>For</u> 'Governmene' <u>read</u> 'Government' Part (c) line 1

NEW DELHI

August , 1984
Sravana , 1906 (Saka)

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**COMPOSITION OF THE COMMITTEE* ON GOVERNMENT
ASSURANCES (1984-85)**

CHAIRMAN

Shri Sontosh Mohan Dev

MEMBERS

2. Shri S. R. A. S. Appalanaidu
3. Shri Chitta Basu
4. Shri Bheekhabhai
5. Shri Chhangur Ram
6. Shri Harish Kumar Gangwar
7. Shri Syed Masudal Hossain
8. Shri Laxman Karma
9. Shri Mohanlal Patel
10. Shri S. N. Prasan Kumar
11. Shri Rizaq Ram
12. Shri Rajesh Kumar Singh
13. Prof. Satya Deo Sinha
14. Shri Chandra Bhal Mani Tewari
15. Shri Bhausaheb Thorat

SECRETARIAT

1. Shri N. N. Mehra — *Joint Secretary*
2. Shri A. N. Bhatla — *Chief Examiner of Questions*
3. Shri J. C. Malhotra — *Senior Examiner of Questions*

*The Committee was nominated by the Speaker w.c.f. 4 June, 1984 *vide* para 2843 of Lok Sabha Bulletin Part II, dated 4.6.84.

INTRODUCTION

1. the Chairman of the Committee on Government Assurances, authorised by the Committee, do present on their behalf this Ninth Report of the Committee on Government Assurances.

2. The Ninth Report was finalised by the last Committee (1983-84). That Committee at their sitting held on 18 May, 1984 considered the Report and adopted the same. However, taking note of the fact that the term of the Committee would expire before the commencement of the next Session of Lok Sabha, the Committee decided that the Report might be placed before the next Committee when constituted.

3. The last Committee (1983-84) undertook on-the-spot visit during September, 1983 to Bombay to ascertain the position regarding implementation of certain assurances.

4. During their tour to Bombay that Committee held informal discussions with the representatives of the Department of Civil Aviation, Air India, Indian Airlines and Ministry of Labour in regard to certain pending assurances and to find out the adequacy of an assurance already implemented.

5. The Ninth Report is based on the information which that Committee received from the Ministries of Tourism & Civil Aviation and Labour, Air India and Indian Airlines.

6. The present Committee (1984-85) was constituted on 4.6.1984.

7. The Committee held one sitting on 16 July, 1984 and at that sitting considered the draft Ninth Report and adopted the same.

8. The Minutes of the aforesaid sitting of the Committee form part of this Report.

9. The conclusions or observations of the Committee are contained in the succeeding chapters.

10. The Committee wish to express their thanks to the officials of the

Ministries of Tourism and Civil Aviation and Labour and Rehabilitation for making tour arrangements at Bombay and for placing before them the material and information, the Committee desired during tour.

NEW DELHI ;

July 16, 1984

Asadha 25, 1906 (Saka)

SONTOSH MOHAN DEV

Chairman

Committee on Government Assurances.

REPORT

I. ASSURANCE GIVEN DURING CALLING ATTENTION ON 3 MARCH, 1982 REGARDING MAKING AVAILABLE REPORT ABOUT GROUNDING OF TWO BOEINGS OF AIR INDIA IN BOMBAY

On the 3rd March, 1982 during clarificatory question on Calling Attention regarding grounding of two Boeing 707 aircraft of Air India in Bombay after their fuel was found to contain a substantial quantity of water, the Minister of Tourism and Civil Aviation had assured that report of inquiry in connection with the grounding of the aircraft would be placed in the Parliament Library for information of Members. Ministry of Tourism and Civil Aviation (Department of Civil Aviation) in a note furnished to the Committee in September, 1983 stated that separate inquiries were instituted by DGCA and the Indian Oil Corporation. The Report of the inquiry conducted by DGCA had been received by the Ministry*. The report of the enquiry conducted by the Indian Oil Corporation was still awaited from the Ministry of Petroleum. The Ministry of Tourism and Civil Aviation further informed the Committee that to prevent the recurrence of incidents of the nature that occurred to two Air India Boeing 707 aircraft which were grounded on 28.2.1982 due to supply of contaminated fuel the Enquiry Officer of D.G.C.A. had made the following recommendations :—

- (1) Indian Oil Corporation should take suitable measures to ensure that the requisite quality control checks are meticulously carried out by all the officials at all the stages.
- (2) Before delivering fuel to aircraft from Sahar AFS installation, IOC must carry out thorough flushing of the entire facility and ensure that fuel delivered thorough each hydrant point and the emergency refueller topping up points is free from contamination and fully satisfactory for aircraft use. As a precautionary measure, the fuel delivered from Sahar AFS may be monitored by IOC for some period of time.
- (3) IOC official supervising Aviation Fuel Station and those carrying out inspection of Aviation Fuel Stations should exercise greater vigilance to ensure the correct implementation of the manualised procedures.

*Placed in Parliament Library on 27 February, 1984.

- (4) IOC should issue suitable instructions to ensure that annual inspection/cleaning of bowzers is carried out within the stipulated period.
- (5) At present some of the bowzers of IOC cannot be completely drained through the existing single drain point. To ensure complete draining of product from bowzer, an additional suitable tank bottom drain point may be provided.
- (6) The existing procedure of checking only the nozzle fuel sample from the bowzer before refuelling an aircraft, is considered inadequate to ensure quality of fuel in the bowzer. It is, therefore, considered necessary, that fuel samples should be drained from all the three points i. e. bowzer tank bottom filter sump and nozzle and checked with aquadis in the presence of airline representative before refuelling of an aircraft.
- (7) IOC should take steps to ensure that quality control records of fuel are correctly maintained.
- (8) Results of fuel sample checks carried out at tarmac prior to refuelling of aircraft should be recorded and signed by the refuelling superintendent of Oil Company and the Airline AME. IOC should introduce suitable procedure in this regard.
- (9) Air India should ensure that the checks of fuel stipulated in the departure schedule of aircraft are meticulously carried out by their engineers at all stages.

2. The Committee held informal discussions with the officials of Air India, Department of Civil Aviation and Indian Oil Corporation at Bombay on 29 September, 1983 about the present position of implementation of the assurance. The Committee were given to understand that basic responsibility of supplying fuel of the required quality to aircraft lay with the Indian Oil Corporation who man the supply line. As per DGCA approved procedure, AIR INDIA'S departure AMF was required to conduct the following checks for water contamination :

- (i) before commencing fuelling, in case of refuelling bowzers.
- (ii) after fuelling, in case of hydrant dispensers.

3. As far as Air India was concerned, responsibility had been fixed on two engineers for not meticulously following the laid down procedure for water contamination checks prior to fuelling and action was taken against them. Their licences were suspended by D.G.C.A. for a period of 4 days and 7 days with loss of pay and allowances which would be a permanent black mark in their career.

4. The Committee noted that in the statement in Lok Sabha, the Minister had assured that after report of inquiry was received, appropriate action would be taken against the officers who were held responsible. The Committee further noted that punishment awarded to the two engineers of Air India was before the inquiry had been held. The Committee therefore wanted to know what further punishment was awarded after the inquiry. The Committee were given to understand that according to legal opinion a second punishment could not be awarded to the two engineers after the punishment of suspension with loss of pay already awarded to them.

5. The Committee were further given to understand that when the contamination was noted, the aircrafts were filled with fuel to a total quantity of 43,000 kg. which was the quantity required for Bombay-Dar-es-Salam sector. Cost of repair of two aircrafts which were filled with contaminated fuel was Rs. 3,18,915.87 p. One of the aircrafts was grounded for two days and the other for a period of 7 days in order to carry out necessary rectification. The total loss suffered by Air India due to this incident was Rs. 4,92,293.37 p. This loss was made good to air India by the Indian Oil Corporation.

6. The Committee were also informed that in addition to water contamination checks on the tarmac for each and every refuelling, 6 monthly audit checks were carried out by Air India on fuel samples drawn from various fuel suppliers at its online stations all over the world. Thus fuel samples from not only the Indian suppliers but also foreign suppliers abroad were subject to extensive quality control checks periodically to ensure the quality of fuel uplifted.

Air India on their side had also examined the Flight Safety Manual and made necessary amendments. They also inspected the installations of Indian Oil Corporation after every three months.

7. As a result of discussion with the officers of the Indian Oil Corporation the Committee came to know that two inquiries were held by the Indian Oil Corporation. Enquiry Report of Committee headed by Shri C.Y.V. Rao was submitted to the Department of Petroleum, Ministry of Energy on 8 March, 1982. The other report by I.O.C. Directors was submitted to the Department of Petroleum on 6 July, 1983. I.O.C. had no further report to submit to Ministry of Petroleum pertaining to this matter. When this position was brought to the notice of Ministry of Tourism and Civil Aviation after completion of the study tour of the Committee, that Ministry informed that Enquiry Report submitted by Shri C.Y.V. Rao on fuelling incidents occurred on 27 and 28 February, 1982 at Santacruz Airport had been placed in Parliament Library on 24.3.1984.

8. The Committee also gathered the information that there was human failure on the part of concerned officers of I.O.C. The pipeline from which aviation fuel was drawn was a newly constructed pipeline intended to serve during any emergency only and it had not yet been declared fit for supply of fuel. The water left in the pipeline at the time of its final cleaning had not been

fully sucked out. At the time of drawing fuel from this pipeline, requisite tests and checks had not been carried out. The Indian oil Corporation had held the following officers responsible and taken action against them as indicated below :—

- (1) The Airport Terminal Manager has been punished and his salary reduced by three stages.
- (2) Two Shift Managers on duty at that time placed under suspension for four months and they had been reverted to lower grades.
- (3) The Aviation Superintendent who was also placed under suspension for four months had been punished with stoppage of three increments with cumulative effect.

137.45 Kilolitres of Aviation Turbine Fuel which was found contaminated with water and sediments was downgraded to kerosene and loss incurred by Indian Oil Corporation as a result thereof was Rs. 62, 627.72p. Machinery had been strengthened to check in laboratories samples of fuel drawn from the pipeline. Technical audit has been introduced for the purpose.

9. Necessary action has been taken by the Indian Oil Corporation on the recommendations of Director-General of Civil Aviation to prevent recurrence of fuelling incident occurring to Air India aircraft on 27 and 28 February, 1982. Quality control checks were being meticulously carried out by all officials at all stages. As a precautionary measure initially for a period of two weeks the fuel was taken into refuellers instead of hydrant dispensers and monitored for quality before delivering to aircraft and it was ensured that the fuel was free from contamination and fuel quality ensured. Quality control Department had been delinked from Aviation Department making the inspection wing one of quality audit in nature and as an independent Department. Inspection frequency by officers of Aviation Department had been increased as one in three months for Bombay, Delhi, Calcutta and Madras airports and once in six months for other airports. These inspections were strictly implemented and closely monitored by Aviation Department, Head Office. Further a system of surprise inspections by senior officials had been introduced. At a meeting held by DGCA. on 28.5.1982 of representatives of D.G.C.A., Air India, Indian Airlines, Indian Oil Corporation, Hindustan Petroleum Corporation and Bharat Petroleum Corporation, it was decided that in addition to the checks carried out by the fuel vendors, the operators (airlines) would do a sampling check at the time of fuelling by taking a refueller tank bottom sample after completion of fuelling in the case of hydrant dispensers. In the aforesaid meeting it was also decided that a joint Industry Quality Control Manual will be brought out by a Working Group comprising of members from Indian Oil Corporation, Bharat Petroleum Corporation and Hindustan Petroleum Corporation. This Working Group had since submitted the draft Quality Control Manual to D.G.C.A., D.G.C.A. has approved this manual subject to some amendments on 22.4.1983, which were being processed for final approval of D.G.C.A.

The text of the implementation statement may be seen at Appendix I.

II. ASSURANCE GIVEN IN REPLY TO UNSTARRED QUESTION NO. 1034 ON 26 FEBRUARY, 1982 REGARDING HARASSMENT OF O.K. PASSENGERS AT BOMBAY AIRPORT

10. Before holding discussion with representatives of Indian Airlines on 30 September, 1983, the Committee informally visited the Santa Cruz Airport and watched Gulf Passengers being handled at various countries. The Committee also enquired from some of the Passengers as to whether they were facing any difficulties. The Committee noted that the Gulf Passengers were carrying heavy luggage while some of the passengers were busy in getting their luggage weighed and queuing up for making payment for excess luggage, some of them were sitting with their luggage. None of the Passengers had any serious complaint to make about harassment in getting seat in the flight or having paid any hush money to get the seat. One Passenger, however, mentioned that he had made telephonic enquiry about the flight to Indore but he was not given the correct information and on his arrival he was informed that flight would be late by nearly six hours. The Committee visited the cabin where telephonic enquiries were being attended. The Committee found that only one person was there to attend to the telephone calls. The Commercial Manager Indian Airlines explained that normally two persons were on duty and for facilities of passengers tapped messages giving position about various flights were utilised.

11. After visiting the airport, the committee held discussions with officials of Indian Airlines, Airport Authority of India and police officials looking after the arrangements at the Santa Cruz Airport.

12. The Committee were informed that Government have been receiving complaints from various sources about problems faced by Gulf passengers while travelling to points in south particularly to Cochin from Bombay. The main reason for reported harassment to the passengers was that the ticketing agents of foreign airlines in Gulf issued O.K. tickets on domestic leg of their journey cards without securing confirmation from Indian Airlines. In such cases when seat had not been confirmed by Indian Airlines, the passenger reporting at the Santa Cruz Airport had to be wait-listed after passengers who were already on the waiting list. In some cases the name of the passengers as given in the ticket differed from the one given in the Passport due to the fact that passports of workers in Gulf were kept by the employers and were not made available to the employees at the time of booking of seats. The passports were handed over to the workers only at the time of their departure. The difference in names leads to confusion in some cases and it takes some time to sort it out due to which the passenger could feel harassed.

13. The tout menace at the Santa Cruz Airport had been engaging the attention of Indian Airlines. A study conducted by the Indian Airlines had revealed that malpractices of touts were confined mainly to flights Bombay/Mangalore, Bombay/Cochin and Bombay/Hyderabad flights. These flights had

long wait lists for transit passengers mainly coming in from Gulf countries who in their anxiety to reach their destinations, ultimately crowd around the check-in counters thereby creating a state of confusion and chaos. The touts managed to gain entry in the terminal building by paying airport entry fee, take advantage of the situation and induce the passengers to part with premium ranging between Rs. 100/- to Rs. 400/- on the promise of getting confirmed seats which in any case would have been provided even otherwise in the normal course. In order to curb these alleged malpractices the following measures were introduced :—

- (i) Bringing orderliness in the passenger queueing up for check-in purposes by Indian Airlines Security and Vigilance Staff, thereby enabling the Traffic Staff to attend to them properly.
- (ii) Calling out of the names of wait-listed passengers by Duty Officer in serial order by using the megaphone.
- (iii) Seeking cooperation from other competent authorities such as the IAAI, local police etc. to keep a check over the movements of such unscrupulous elements.
- (iv) Stricter surveillance over the check-in counters by the IA commercial supervisory staff and Security and Vigilance Officers.
- (v) Detailed advertisements in the Gulf Editions of Malayalam Newspapers for the benefit of these passengers by suitably cautioning them against such anti-social elements.
- (vi) Rotation of Commercial staff with a view to reducing the scope of malpractices.
- (vii) Stricter supervision by Commercial officers to ensure that the already prepared wait-lists and chance lists are not "jumped" without valid justification.
- (viii) IA Regional authorities concerned have been told that cases of malpractices unearthed by the Security and Vigilance should be dealt with strictly and the staff involved should be immediately shifted to non-sensitive areas without waiting for the Departmental action to be completed.
- (ix) An IA counter has been opened in the new terminal complex at Sahar, Bombay mainly to facilitate the international arriving passengers with connecting flights.
- (x) Reported announcements are made in vernacular (Malayalam) as well as in Hindi and English advising Gulf passengers to deal with IA staff in uniform only. Display boards stating the above are also placed at strategic points for the guidance of passengers.

14. Besides assistance of the CBI authorities, local police and International Airports Authority, Bombay had been sought in dealing with this problem. A number of touts had been apprehended. The Vigilance and Security personnel were keeping constant watch and vigil over the departure counters.

15. The Committee were informed that on occasions of festivals, additional flights were arranged to clear the passengers coming from Gulf Countries.

16. During the discussions the Committee were also informed that Indian Airlines had started the practice of writing to the concerned agencies pointing out the specific cases in which the agencies had issued O.K. tickets without getting confirmation from the Indian Air Lines. The Committee were informed that passengers could register their complaints in the Suggestion Book which was available with the Airport Manager. These complaints were carefully examined and the complainant was informed of action taken. A suggestion was made during the discussions that announcements may be made at appropriate intervals over the loudspeakers installed in the airport lounges that passengers could lodge their complaints in the Suggestion Book kept with the Airport Officer.*

III. ASSURANCE GIVEN IN REPLY TO USQ. NO. 5832 ON 5.4.1983 RE: LOSS SUFFERED BY ANCILLARY INDUSTRIES AS A RESULT OF BOMBAY TEXTILE STRIKE

17. The Committee held discussions with the Textile Commissioner, Bombay, the representative of the Union Ministry of Labour and the Labour Minister of Maharashtra Government at Mantralaya, Bombay on 29 September, 1983 with regard to the implementation of the assurance given in reply to Unstarred Question No. 5832 on 5 April, 1983 regarding loss suffered by ancillary industries as a result of Bombay textile strike.

18. In the Implementation Statement laid on the Table of the House on 26 July, 1983, it had been stated as under :

“(a) According to the information received from the Government of Maharashtra the estimated production loss as on 15.4.83 due to textile strike in Bombay was Rs. 1043.91 crores. Though there have been some losses in the ancillary industries like Dyeing and Bleaching, Dyes and Chemicals, Textile Engineering etc. it is difficult either to collect or estimate such losses.

(b) The State Government have not received any statutory notices of lay-off from the ancillary industries notifying lay-off of workmen as a consequence of the Bombay Textile strike.”

19. During the course of discussion, it was explained to the Committee that no representation had been received from ancillary industries which might have been affected by the strike in textile mills. So far as the textile industry was concerned, there were no ancillary industries as such registered for them. The ancillary products required for textile industry were the same as for leather industry and it was most likely that the products of ancillary industries might

*The text of the implementation statement may be seen at Appendix-II.

have been utilised by the leather industry or by other Sectors. The ancillary industries were in the decentralised sector and no data was available about the loss suffered by them.

20. On being asked by the Committee as to how the production loss due to textile strike at Bombay was estimated at Rs. 1043.91 crores as given in reply to the assurance, the Committee were given to understand that loss in production of textiles was not the loss to the industry as such and promised to go into the balance sheets of the textile Mills and work out the profits which the industry could have made if there was no strike. Similarly they would explore the possibility of working out from the balance sheets what material was purchased by them from ancillary industries and how much material would have been consumed had the Mills been working.

21. As regards the present position of the strike, the Committee were given to understand that out of 60 textile mills in Bombay, 8 mills went on strike in 1981 and 52 mills in 1982. Out of them 47 mills are now working in three shifts, 4 mills in two shifts, 5 mills in one shift and 4 mills are still closed. During the pre-strike period there were 1.69 lakh workers in the textile mills. Out of them 1.14 lakh workers had resumed their work, 31 thousand workers were willing to work but the mills were not ready to absorb them for one reason or other and the remaining 24 thousand workers were out of jobs because 4 mills are still closed.*

IV. Recommendations/Conclusions

22. After going into the facts and reasons for delay in implementation of the assurance given during calling attention on 3 March, 1982 regarding grounding of two aircrafts of Air India, the Committee find that there has been avoidable delay in implementation of the assurance. The reports which were to be placed in Parliament Library were in the hands of the Government much before the implementation statement was laid on the table on 27 February, 1984. While the implementation statement mentions about the report of Directorate General of Civil Aviation having been placed in Library, the fact is that report of IOC (Indian Oil Corporation) has also since been placed in the Library on 24 March, 1984.

23. In this connection, the Committee regret to note that in the brief submitted by the Ministry of Tourism and Civil Aviation in connection with the visit of the Committee to Calcutta and Bombay in September, 1983, it was stated that the copies of the reports of the enquiry conducted by both the Directorate General of Civil Aviation and Indian Oil Corporation into the matters relating to the grounding of two Boeing 707 aircrafts of Air India in Bombay in February, 1982 were to be laid in the Parliament Library. After study tour of this Committee, the Ministry tried to plead that the assurances given was to place only the report of Directorate General of Civil Aviation in the Parliament Library, and the report of the Indian Oil Corporation was only called for examination in the

*The text of the implementation statement may be seen at Appendix III.

Ministry. However, when the Ministry were called upon to explain this change in position, the Committee were informed that the report of Indian Oil Corporation enquiry had also been placed in the Library. The Committee are very unhappy to note that before submission of information to the Committee, adequate care had not been taken to examine what documents were promised to be placed in Library. The Committee would like to impress that utmost care and vigilance is necessary to ensure that any information given to the Committee is factually correct. The minimum Committee expect in this case is that the Government should take appropriate corrective measures so that such lapses do not recur. The Committee, however, are happy to learn that the report of the Indian Oil Corporation has also since been placed in the Parliament Library.

24. The Committee while Sifting facts and identifying factors regarding delay in implementation of above mentioned assurance came to know of some more features about which they would like to comment. The Committee are distressed to note that Air-India and Indian Oil Corporation had to suffer a loss to the tune of Rs. 4,92,293.37 and Rs. 62,627.72 respectively on account of grounding of two Boeings of Air India in Bombay owing to fuel contamination. The Committee attribute these losses entirely to the utter negligence on the part of the officers responsible for re-fuelling the planes. The Committee would like the Government to reconsider whether the punishment awarded to the officers found responsible was adequate. The Committee also expect the Government to adopt stringent remedial measures to totally prevent recurrence of such incidents. The Committee hope that the envisaged Joint Industry Quality Control Manual will be brought out urgently in this connection.

25. As regards the adequacy of implementation of the assurance given in reply to USQ. No. 1034 on 26 February, 1982 regarding harassment of O.K. Passengers at Bombay Airport, the Committee feel that the enquiry cell at the Bombay Airport should be adequately manned so that the enquiries at the counter or telephonic enquiries by the passengers could be properly and quickly attended to. The Committee further feel that the problems faced by Gulf passengers while travelling to points in South, particularly to Cochin from Bombay, should be gone into thread-bare and necessary corrective steps initiated. The tout menace at the Bombay Airport also merits firm handling. Government may also consider the desirability of making announcements over the loudspeakers installed in the Airport lounges at regular intervals to the effect that passengers could lodge their complaints in the Suggestion Book kept with the Airport Officer.

26. As regards adequacy of implementation of the assurance given in reply to USQ. No. 5832 on 5 April, 1983, the Committee would like the Government to go into the question of actual loss suffered by the ancillary industries as a result of Bombay Textile strike so that true picture of the impact of the strike on the economy of the country could be known.

NEW DELHI;

SONTOSH MOHAN DEV,

July 16, 1984
Asadha 25, 1906 (Saka).

Chairman,
Committee on Government Assurances.

MINUTES
FIRST SITTING
(1984-85)

The Committee met on Monday, 16 July, 1984 from 15.00 hours to 16.00 hours.

PRESENT

Shri Sontosh Mohan Dev—*Chairman*

MEMBERS

2. Shri S. R. A. S. Appalanaidu
3. Shri Bheekhabhai
4. Shri Chhangur Ram
5. Shri Harish Kumar Gangwar
6. Shri Laxman Karma
7. Shri Mohanlal Patel
8. Shri Rizaq Ram
9. Shri Rajesh Kumar Singh
10. Prof. Satya Deo Sinha
11. Shri Chandra Bhal Mani Tewari

SECRETARIAT

Shri N. N. Mehra—*Joint Secretary*

Shri A. N. Bhatla—*Chief Examiner of Questions*

Shri J. C. Malhotra—*Senior Examiner of Questions*

2. At the outset, the Chairman welcomed the Members and in his Inaugural Address gave a brief account of the origin, functions and working of the Committee on Government Assurances (Appendix IV).

3. The Committee then considered their draft Ninth Report and adopted the same. The Committee authorised the Chairman to present the Report during the ensuing Session of Parliament.

The Committee then adjourned.

APPENDIX I

VIII SESSION 1982 OF SEVENTH LOK SABHA
MINISTRY OF TOURISM AND CIVIL AVIATION
(DEPTT. OF CIVIL AVIATION)

Question No. and Date	Subject	Promise made	when and how fulfilled	Remarks
1	2	3	4	5
Calling Attention Notice dated the 3rd March, 1982 Supplement- ary by Shri Sudhir Kumar Giri.	REPORTED GROUNDING OF TWO BOEING 707 AIR- CRAFT OF AIR INDIA IN BOMBAY : The Hon'ble Member desired to know whether the report of the enquiry in connection with the grounding of air- craft, would be placed before the House.	The Minister stated that in such cases, as usual Reports, are placed in the Parliament Library for the information of the Hon'ble Member after the report is recei- ved from DGCA with his comment by the Govern- ment and after Govern- ment accepts the same.	The report of the Inquiry Officer who investigated into the fuel contamina- tion incident involving Air India's Boeing 707 Aircraft VT-DVA and VT-DXT at Bombay on 27th February, 1982 has been placed in the Parlia- ment Library. The Index Number allotted is 629, 13255 RM2 Book	The delay was due to the fact that the Report was under examination in con- sultation with the Ministries concern- ed.

APPENDIX II
LOK SABHA

UNSTARRED QUESTION No. 1034

(To be answered on the 26th February, 1982)

OK Passengers harassed at Bombay Airport

1034. Prof. P. J. Kurien :

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

- (a) whether it has come to the notice of Government that Bombay/Cochin passengers especially coming from the Gulf areas are put to unnecessary harassment in the Bombay Airport;
- (b) whether it is a fact that chance passengers are permitted to travel while OK passengers are refused;
- (c) whether it is also a fact that OK passengers are refused while the aircraft is not carrying passengers upto its full capacity;
- (d) whether it is also a fact that Bombay-Cochin flight is mostly delayed deliberately to create confusion;
- (e) the dates on which the Trivandrum-Cochin flight has taken off on scheduled time and the dates on which the plane was not carrying upto its full capacity during the last three months; and
- (f) whether an enquiry is proposed to be conducted in the matter ?

ANSWER

THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI A.P. SHARMA) (a) The Bombay/Cochin flights are sometimes extremely congested and the passengers coming from the gulf find it difficult to secure accommodation.

(b), (c) and (d). No, Sir,

(e) and (f). The information is being collected and will be laid on the Table of the Sabha.

STATEMENT No.V, VIII SESSION, 1982 VII L. S. LAID ON 11.10.82

VIII SESSION 1982 OF SEVENTH LOK SABHA MINISTRY OF TOURISM AND
CIVIL AVIATION

Question No. & Date	Subject	Promise Made	When and how fulfilled	Remarks
1	2	3	4	5
Unstarred Question No. 1034 dated 26th February, 1982 by Prof. P.J. Kurien.	OK PASSENGERS HARAS- SED AT BOMBAY AIRPORT Asking :— (a) whether it has come to the notice of Government that Bombay/Cochin passengers especially coming from the Gulf areas are put to unne- cessary harassment in the Bombay airport ; (b) whether it is a fact that chance passengers are per- mitted to travel while OK passengers are refused; (c) whether it is also a fact that OK passengers are refused while the aircraft is not carrying passengers upto its full capacity;			
			(e) The dates on which Trivandrum Cochin flight IC-505 (4 times a week service) departed on sche- dule during the period 1st November, 1981 to 31st January, 1982 are given below :	Extension of time has already been sought upto 25.8.1982
			Nov. 1981 Dec. 1981 Jan 1982	
			1st 18th 2nd 13th 3rd 22nd	
			4th 20th 4th 14th 6th 25th	
			6th 22nd 6th 16th 10th 27th	
			11th 23rd 7th 27th 11th 29th	
			13th 25th 9th 13th 31st	
			15th 27th 18th	
			16th 29th 30th	
			All the flights during the months of November, 1981, December, 1981 and January, 1982 operated with load available except that during the month	

1	2	3	4	5
	(d) whether it is also a fact that Bombay/Cochin flight is mostly delayed deliberately to create confusion.			
	(e) the dates on which the Trivendrum-Cochin flight has taken off on scheduled time and the dates on which the plane was not carrying upto its full capacity during the last three months; and	(e) and (f) The information is being collected and will be laid on the Table of the Sabha.		
	(f) whether an enquiry is proposed to be conducted in the matter.			
			of January, 1982 only 4 flights (out of a total of 18 flights) operated with full load. The dates on which the flight operated with its full capacity during the month of January, 1982 are given below : 03.1.82, 15.1.82, 17.1.82 and 22.1.82.	
				(f) No, Sir.

LOK SABHA

UNSTARRED QUESTION NO. 5832 TO BE ANSWERED ON
THE 5TH APRIL, 1983 RE. LOSS SUFFERED BY ANCILLARY
INDUSTRIES AS A RESULT OF BOMBAY TEXTILE
STRIKE

5832. SHRI LASHFAQ HUSAIN :

Will the Minister of LABOUR AND REHABILITATION be pleased to state :

(a) whether it is correct that Bombay Textile Strike has caused a loss of Rs. 2000 crores and seriously affected about a dozen other ancillary industries such as jute, dyes etc.;

(b) what is the total estimated loss including laying off of men in ancillary supporting industries; and

(c) whether Government propose to resolve this confrontation in the overall national interest ?

ANSWER

THE MINISTER OF LABOUR AND REHABILITATION
(SHRI VEERENDRA PATIL)

(a) & (b).

Information is being collected and will be placed on the Table of the House.

(c) Keeping the larger interest of workers in view, Government have set up a Tripartite Committee to go into the demands of the workers of Bombay Cotton Textile Industry. Meanwhile, Government have also announced an *ad hoc* amount of Rs. 30/- per month and recoverable advance of Rs. 1500/- to workers resuming duty. As a result, as on 2.4.1983, 58 mills were open with a total attendance of 1,16,606 comprising 13581 technical and supervisory staff and 1,03,025 workers.

STATEMENT NO. III, XI SESSION, 1983 VII L.S. LAID ON 26.7.83
XI Session of VII Lok Sabha, 1983 Ministry of Labour & Rehabilitation
Department of Labour

Sl. No. Date and reference	Subject	Promise made	When and how fulfilled	Remarks
1.	2	3	4	5
Unstarred Question No. 5832 dated 5.4.1983 by Shri Ashfaq Husain	LOSS SUFFERED BY ANCILLARY INDUSTRIES AS A RESULT OF BOMBAY TEXTILE STRIKE asking :— (a) whether it is correct that Bombay Textile Strike has caused a loss of Rs. 2000 crores and seriously affected about a dozen other ancillary industries such as jute, dyes etc. and ; (b) what is the total estimated loss including laying off of men in ancillary supporting industries.	(a) & (b) Information is being collected and will be placed on the Table of the House.		(a) According to information received from the Government of Maharashtra, the estimated Production loss as on 15.4.83 due to textile strike in Bombay was Rs.1043.91 crores. Though there have been some losses in the ancillary industries like Dyeing and Bleaching, Dyes and Chemicals, Textile Engineering etc., it is difficult either to collect or estimate such losses. (b) The State Government have not received any statutory notices of lay-off from the ancillary industries notifying lay-off of workmen as a consequence of the Bombay Textile strike.

APPENDIX IV

(Vide para 2 of Minutes dated 16 July, 1984)

**INAUGURAL ADDRESS BY SHRI SONTOSH MOHAN DEV,
CHAIRMAN, COMMITTEE ON GOVERNMENT ASSU-
RANCES, SEVENTH LOK SABHA (1984-85) AT THE
SITTING OF THE COMMITTEE HELD ON
16 JULY, 1984**

Friends, I am very happy to welcome you all to this first sitting of the newly constituted Committee on Government Assurances.

2. I find that most of the Members are new to this Committee. I would like to give at the outset the brief background of the scope and functions of the Committee on Government assurances.

3. We are all aware that Ministers while replying to the Questions or supplementaries thereon or during discussion on Bills, Resolutions, Motions, etc. give assurances, undertakings or promises either to consider a matter, take action or furnish relevant information to the House later on.

4. In 1949, the Government for the first time, made arrangements to extract such assurances from the proceedings and to report to the House action taken on them from time to time. There was still no machinery of the House as such to ascertain whether all the assurances given by the Ministers on the floor of the House had been extracted and implemented and if so, to what extent and in how much time.

5. Prior to 1953, it was left entirely to an individual member to watch the progress of implementation of assurances. Obviously a member could not be expected to keep an eye on everything that was said or promised by the Ministers in the House.

6. In order to watch the implementation of such assurances on behalf of Lok Sabha, the Committee on Government Assurances was first constituted by the Speaker on the 1st December, 1953. The appointment of this Committee has helped in easing the problems of the members and also helped in expediting the fulfilment of the assurances in letter and spirit.

7. The functions of the Committee as enumerated in the Rules are to scrutinise the assurances, promises, undertakings, etc. given by the Ministers from time to time on the floor of the House and report on :—

- (i) the extent to which such assurances, promises, undertakings, etc. have been implemented; and
- (ii) where implemented, whether such implementation has taken place within the minimum time necessary for the purpose.

8. The Secretariat of the Committee has already circulated to the new Members of the Committee two publications entitled (i) Introductory Guide; and (ii) Rules for Internal Working of the Committee, which give in a nutshell the scope and functions of the Committee. I presume that all the members already have these publications with them. If any member wants a copy thereof, the same would be supplied to him.

9. The expressions which constitute an assurance, as laid down by the Committee in 1954 in their First Report, have been printed as annexure to the Introductory Guide. Besides laying down the standard forms, the Committee has also framed detailed Rules of Procedure for their internal working. These internal rules were adopted by the Committee at their sitting held on the 16th March, 1960 and approved by the Speaker. A copy of these rules has also been circulated to all Members of the Committee for their guidance.

10. I would also like to mention the role of the Department of Parliamentary Affairs in making the job of the Committee easier. The Department of Parliamentary Affairs acts as a co-ordinating agency between the Ministries/Departments of the Government and the Committee to ensure prompt implementation of the assurances. That Department culls out the assurances from the Debates Parts I & II and send the statements showing assurances culled out to Lok Sabha Secretariat within a week of the Debates. Lok Sabha Secretariat, independent of the Department of Parliamentary Affairs, also examines the Debates and culls out assurances. These assurances are then tallied and in case Department of Parliamentary Affairs has failed to cull out an assurance, its attention is drawn to the relevant remarks constituting the assurance. In case Department of Parliamentary Affairs raises an issue whether the particular remarks of the Minister constitutes an assurance or not, the matter is placed before the Chairman of the Committee for decision. Where the Chairman considers it necessary, he may place the matter before the Committee for its decision.

11. Normally a time limit of three months has been laid down by the Committee for the implementation of the assurances. However, if Government feel any genuine difficulties in implementing any assurance within a prescribed period of three months, in that case the Government can approach the Committee for extension of time limit with the grounds on which the extension is sought. However, for the sake of those members who have joined the Committee this year, I may mention here that the Committee would be consider-

ing the requests of the Government for extension of time for implementation of the assurances keeping in view the broad principles laid down by the previous Committee at their sitting held on 11 January, 1983, wherein it was decided that the assurances might be classified into three categories and extension of time for implementation of these assurances might also be specified as follows :

- (i) *Category 'A'* : Where the assurances pertain solely to the Central subject—request for one extension of three months might be agreed to.
- (ii) *Category 'B'* : Where assurances pertain to a matter which is in the Concurrent List and the information needed for implementation of the assurances pertains partly to the Central Government and partly to the State Government— in such cases the Committee might grant one or more extensions after taking into account the efforts made by the Ministry to collect the information from the State Government (s).
- (iii) *Category 'C'* : Where the assurances pertain to a matter which falls purely in the jurisdiction of State Government—request for extension of time for implementation of such assurances might be agreed to subject to the Committee/Chairman being convinced that sincere efforts are being made by the Government to collect the information from the State Government.

12. The Minister of Parliamentary Affairs lays on the Table, from time to time, statements showing implementation of the assurances. These statements may be examined by the Committee in order to ensure that the assurance has been implemented adequately and within the minimum possible time.

13. I shall now briefly explain the work done by the last Committee. During 1983-84, the Committee reviewed 78 pending assurances of various Sessions of Seventh Lok Sabha. Besides this, seven requests made by the Government for dropping of the assurances given in various sessions of the Seventh Lok Sabha were also considered. The Committee also took oral evidence of the representatives of the Ministries of Agriculture and Commerce on the pending assurances concerning those Ministries. The Committee presented three reports during their tenure. The forth report has been finalised by the Committee but it could not be presented to the House due to the paucity of time as the term of the Committee expired on 31st May, 1984. We, the new Committee will consider the same and have it presented to the House.

14. In pursuance of the recommendations of the Committee, the representatives of the Ministry of Defence, Energy, Social Welfare and Department of Sports had appeared before me on 4th January, 1984, in my room in Parliament House for explaining position regarding certain pending assurances.

15. The Committee undertook on-the-spot study tour to Calcutta and Bombay to ascertain the reasons for delay and extent of implementation of

certain assurances given by the Ministers of Commerce, Tourism and Civil Aviation and Labour and Rehabilitation.

16. Before I conclude, I would urge upon you all to take an active and keen interest in the working of the Committee though I am conscious that you may remain busy in other works both inside and outside the House during this pre-election year. Our efforts must be to continue to maintain the happy and well established tradition of working together in spirit of mutual cooperation and coordination rising above the party affiliations on issues coming up before the Committee.

Thanking you,

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