

14.18 hrs.

Title: Further discussion on the Airports Authority of India (Amendment) Bill, 2003 moved by Shri Syed Shahnawaz Hussain on 8 May, 2003. (Bill passed)

श्री विलास मुत्तेमवार (नागपुर) : माननीय सभापति जी, मैं आपका और हमारी नेता तथा विपक्ष की नेता श्रीमती सोनिया गांधी जी का आभारी हूँ कि जिन्होंने मुझे इस महत्वपूर्ण विधेयक पर चर्चा आरंभ करने का अवसर प्रदान किया। विमानन क्षेत्र के लिए इस प्रकार के विधेयक की अत्यंत आवश्यकता लंबे समय से महसूस की जा रही थी और यह प्रसन्नता का विषय है कि अब सरकार ने इस बात को महसूस किया है कि देश के वर्तमान हवाई अड्डों का दर्जा बढ़ा दिया जाए और नए अंतर्राष्ट्रीय विमानपत्तन भी विकसित किये जाएं ताकि यात्रियों को बेहतर सुविधाएं उपलब्ध की जाएं। अच्छा हुआ, देर आयद दुरुस्त आयद। मैं अपने नौजवान नागरिक उड़्डयन मंत्री श्री शाहनवाज़ हुसैन जी को भी बधाई दूंगा कि जिनकी कमान में मंत्रालय ने बहुत प्रगति की है। नए-नए आयाम ढूँढ़े गए हैं और भविष्य में भी इस नौजवान मंत्री से हमें बहुत उम्मीदें हैं। मुझे आशा है कि मंत्री जी भारतीय विमानपत्तन प्राधिकरण संशोधन विधेयक 2003 को गंभीरता से लेंगे और चर्चा में जो भी मुद्दे उठाए जाएंगे, उन पर विचार करेंगे और आवश्यक कार्रवाई भी करेंगे।

आज सत्र के अंतिम दिन इस महत्वपूर्ण विधेयक पर जल्दबाज़ी में चर्चा करने पर भी हमें ध्यान देना होगा क्योंकि यह अत्यंत महत्वपूर्ण विषय है।

महोदय, इस महत्वपूर्ण विषय पर हो रही इस चर्चा में सभी पक्षों के कई सांसद भाग लेना चाहते थे, लेकिन समय का अभाव है और बिल को पारित करना भी आवश्यक है। इसलिए आज इसे हम इस सभागृह में पास करना चाहते हैं। संशोधन विधेयक 2000 जो वापस लिया गया उसका सम्बन्ध केवल एयरपोर्ट की लीजिंग से था और जो नया विधेयक प्रस्तुत किया गया है, वह व्यापक स्वरूप का है और इसमें अन्य प्रावधान भी समाविष्ट किए गए हैं।

महोदय, इस विधेयक द्वारा भारतीय विमान पत्तन प्राधिकरण के अधीन विमान पत्तनों में अन्य संरचनात्मक काम, जिसे अपग्रेडेशन कहते हैं और जिसे ग्रीन फील्ड कहते हैं, यानी नए विमान पत्तनों में प्राइवेट भागीदारी को प्रोत्साहित किया जाएगा, ताकि नवीनतम तकनीक का पूरा उपयोग इन विमानपत्तनों पर हो।

महोदय, सेवा और सुविधाओं को अन्तर्राष्ट्रीय स्तर के अनुरूप बनाने के लिए उनमें सुधार की आवश्यकता है और ऐसे सुधार को सुकर और सरल बनाने के लिए यह विधेयक लाया जा रहा है। इसके

* The Bill moved by Shri Syed Shalinawaz Hussain on 8th May, 2003

परिणामस्वरूप पर्यटन और व्यापार में वृद्धि होगी और आमतौर पर देश की अर्थव्यवस्था प्रोत्साहित होगी। इसके लिए भारी पूंजी निवेश की आवश्यकता है। सरकार को यह सुनिश्चित करना चाहिए और ध्यान रखना चाहिए कि अन्य क्षेत्रों के साथ अन्याय न हो।

महोदय, कोई भी विधेयक या नियम बनाते समय हम तीन मुद्दों पर ध्यान देते हैं- सोशल जस्टिस, रीजनल बैलेंस और नैशनल सिक्योरिटी। जब इस महत्वपूर्ण विधेयक पर चर्चा हो रही है, तो मंत्री महोदय को देखना होगा कि सोशल जस्टिस का कहां तक ध्यान रखा गया है, रीजनल बैलेंस और नैशनल सिक्योरिटी का कहां तक ध्यान रखा गया है।

महोदय, सोशल सिक्योरिटी के बारे में मैं कहना चाहता हूँ कि माननीय प्रधान मंत्री जी ने मुम्बई और दिल्ली, दो हवाई अड्डों के विकास के लिए अभी हाल ही में पारित बजट में जो प्रावधान किए हैं

तीन हजार करोड़ रुपये का प्रावधान इन हवाई अड्डों को आधुनिकीकरण करने के लिए किया गया है और केवल दो शहरों पर ध्यान दिया गया है। तीन हजार करोड़ रुपये की रकम बहुत बड़ी होती है। मैं इस संबंध में कहना चाहता हूँ कि जहां सोशल जस्टिस की हम बात करते हैं तो मुम्बई हमारी कमर्शियल कैपिटल है और दिल्ली हमारी पॉलीटिकल कैपिटल है। दोनों बड़े शहर हैं। इस विधेयक के द्वारा दोनों एयरपोर्ट में हम जितने पूंजी निवेश की अपेक्षा कर रहे हैं, उतना निवेश हमें आशा है कि सरलता से हो जाएगा। प्राइवेट पार्टी निवेश कर देंगी।

महोदय, इसके मद्देनजर मैं कहना चाहता हूँ कि सोशल जस्टिस में कई कमिटमेंट हमारे सामने हैं। जैसे सिंचाई के लिए पानी उपलब्ध कराने का सवाल है, ड्रिपिंग वाटर उपलब्ध कराने का सवाल है, रास्ते बनाने का सवाल है, स्वास्थ्य का सवाल है, एजुकेशन का सवाल है, इस प्रकार से सरकार

को इनकी ओर भी देखना पड़ेगा कि कहीं हम इन महत्वपूर्ण कार्यों की अपेक्षा न कर दें।

महोदय, मुझे मालूम है कि हम एयरपोर्ट्स को इंटरनैशनल स्टैंडर्ड का बनाने के लिए क्यों प्रयास किये जा रहे हैं, उसमें कितना और किस प्रकार का पोर्टेबल है। यह बात सही है कि आज विश्वभर में कई देश हैं जिनमें फ्रांस, जर्मनी, यू.एस.ए., चीन, हांगकांग और आस्ट्रेलिया आदि हैं जो अपने यहां बड़ी संख्या में पर्यटकों को आकर्षित करने के लिए हवाई अड्डों के नवीनीकरण और विस्तार पर करोड़ों रुपये खर्च कर रहे हैं।

पर्यटन विदेशी मुद्रा का भी अर्जन करता है, लेकिन मुझे दुख के साथ कहना पड़ता है कि भारत पर्यटन का प्रमुख केन्द्र है फिर भी सरकार इस तरफ ध्यान नहीं दे रही है। देश के कई हवाई अड्डे उपेक्षित पड़े हुए हैं। हम विदेशी पर्यटकों को आकर्षित करने में असफल रहे, क्योंकि हम हर जगह अंतर्राष्ट्रीय स्तर की सुविधाएं देने में असफल रहे, हम कहीं भी ऐसी सुविधाएं नहीं दे सके। हमारे देश में ऐसे अनेक शहर और स्थल हैं, जो पर्यटन केन्द्रों के निकट हैं। मेरा सुझाव है कि विकसित देशों में भारत की गणना हो, इसके लिए हमें हवाई अड्डों को अंतर्राष्ट्रीय सुविधाओं से परिपूर्ण बनाना चाहिए और ऐसी बड़ी-बड़ी परियोजनाओं को गंभीरता से क्रियान्वित करना चाहिए।

सभापति महोदय, बार-बार पूंजी निवेश व्हायबिलिटी की बात होती है। जहां तक ऐसे विमानपत्तनों की वायबिलिटी का सवाल है, दुनिया में ऐसी कई जगह हैं जहां नये एयरपोर्ट बनाए गए और उन पर करोड़ों रुपये का खर्चा किया गया। ये जब शुरू हुए थे तो लगता था कि ये वायबल नहीं हैं, लेकिन बाद में ऐसे एयरपोर्ट वायबल हुए। मैं म्यूनिख एयरपोर्ट का उदाहरण देना चाहूंगा। 1992 में जब यह एयरपोर्ट यात्रियों के लिए खुला तो इसका विश्व में 51वां स्थान था, 1999 में 44 हो गया और वर्ष 2000 में 37वें स्थान पर आ गया और आज यह फ्रैंकफर्ट के बराबर महत्वपूर्ण है तथा इस क्षेत्र के अग्रणी हबों में इसकी गिनती हो रही है।

सभापति महोदय, हम जो चर्चा करते हैं कि हमारे देश में ऐसे एयरपोर्ट बनाने के बाद वे सारे एयरपोर्ट कैसे वायबल हो जाएंगे, मैं बताना चाहता हूँ कि विश्व भर में यात्रियों का यही प्रयास रहता है कि किसी भी स्थान पर पहुंचने के लिए छोटे से छोटे मार्ग से पहुंचा जाए। अगर किसी को दिल्ली से न्यूयार्क जाना है तो वह डायरेक्ट फ्लाइट में नहीं जाना चाहता, वह लंदन या पेरिस या फ्रैंकफर्ट या एम्सटर्डम के हवाई अड्डे होते हुए, उड़ान बदलते हुए पहुंचना चाहता है। इन हवाई अड्डों पर एक आर्काण होता है, इन हवाई अड्डों पर बहुत सी सुविधाएं उपलब्ध हैं। अतिआधुनिक शॉपिंग सेंटर्स उपलब्ध होते हैं, जहां यात्री अगली उड़ान पकड़ने से पहले चार-पांच घंटे का समय व्यतीत कर सकते हैं। ऐसी ही सुविधाएं भारतीय हवाई अड्डों पर उपलब्ध होनी चाहिए ताकि यात्रियों को अगली उड़ान पकड़ने से पहले ट्रांज़िट सुविधाओं और ड्यूटी फ्री शॉप्स का लाभ मिल सके। भारत में भी अधिक से अधिक विश्वस्तर की ट्रांज़िट सुविधाओं से परिपूर्ण अंतर्राष्ट्रीय सुविधाएं उपलब्ध होनी चाहिए।

अंतर्राष्ट्रीय यात्री ट्रैफिक यूरोप के चार हवाई अड्डों में सबसे अधिक है। लंदन में हिथ्रो एयरपोर्ट में प्रतिवर्ष करीब साढ़े पांच करोड़ यात्री, पेरिस में साढ़े चार करोड़, फ्रैंकफर्ट में करीब चार करोड़, एमस्टर्डम में करीब चार करोड़, साउथ-कोरिया में करीब साढ़े चार करोड़ यात्री और हांग-कांग में करीब साढ़े तीन करोड़ यात्री सुविधाओं का लाभ उठाते हैं। जहां तक भारत का सवाल है तो यहां भी इस तरह का प्रोजेक्शन हुआ है और तभी मैं समझता हूँ कि मंत्रालय ने इस बारे में यात्रियों की सुविधा के लिए हवाई अड्डों के नवीनीकरण के लिए सोचा है। इस संबंध में बोईंग विमान कम्पनी के सीनियर वाइस प्रेसीडेंट डा. दिनेश केसकर हाल ही में भारत की यात्रा पर आए थे।

उस दौरान उन्होंने कहा कि :

"A country's or a region's GDP growth is a good measure of its air traffic potential. South West Asia, where India is the dominant country, is expected to average the second highest growth rate in the world, of 4.9 per cent, during 2002 to 2021. It will be second only to China's anticipated 5.9 per cent. By contrast, the global average is expected to be only 2.9 per cent... China leads the world with an amazing 7.8 per cent followed by India with 4.8 per cent. Incidentally, a recent World Bank projection expects India to be the fourth largest economy by 2020. In terms of traffic increase, South West Asia is expected to achieve an average annual growth of 6.7 per cent over the next 20 years.

Commenting on global commercial aircraft requirement during 2002-2021, a total of 23,929 new aircraft would be required, worth a total of 1.79 trillion dollars. India's overall requirement during that period is projected at 290 new jet aircraft worth a total of 22 billion dollars."

इन तथ्यों को ध्यान में रखते हुए यह आवश्यक है कि हम देश में विश्व स्तर के हवाई अड्डों के निर्माण को प्राथमिकता दें और इस सम्बन्ध में कम से कम अगले 20 वर्षों की योजना तैयार करें। इसके लिए बजटीय आबंटन और अन्य सभी संसाधनों को जुटाने के अथक प्रयत्न किये जाने चाहिए। (व्यवधान) अभी तो मैंने शुरुआत की है।

सभापति जी, जैसा मैंने कहा कि आने वाले दिनों में इस देश में एविएशन इंडस्ट्री का भविष्य उज्ज्वल है, लेकिन उसके लिए हमें खबरदारी लेने की जरूरत है।

जहां तक नये विमानपत्तनों के विकास का सवाल है, इस एमेंडमेंट में जहां एनक्रोचमेंट हटाने के लिए कुछ प्रावधान किये गये हैं, कुछ अधिकार इस विधेयक के माध्यम से एयरपोर्ट एथॉरिटी ऑफ इंडिया को मिलने वाले हैं, और मंत्रालय को मिलने वाले हैं, लेकिन इस संदर्भ में मैं आपके माध्यम से मंत्री महोदय को बताना चाहूंगा कि जो नये एयरपोर्ट बन रहे हैं या बनाना चाहते हैं, उसमें सबसे बड़ा अड़ंगा लैंड एक्वीजीशन का आता है और उसका इस बिल में कहीं उल्लेख नहीं है। बेंगलूर का ही मसाला हमारे सामने है। बेंगलूर में लैंड एक्वीजीशन के लिए करीब 7-8 साल लग गये और इससे भी प्रोजेक्ट डिले हो गया। ऐसी ही समस्या हैदराबाद के एयरपोर्ट में भी आई। आने वाले दिनों में जहां-जहां हम नये एयरपोर्ट बना रहे हैं, वहां लैंड एक्वीजीशन का सवाल आयेगा। मैं मंत्री महोदय से चाहूंगा कि इस सम्बन्ध में भी थोड़ा इनीशिएटिव लेने की जरूरत है कि जहां इस प्रकार की योजना आती है तो लैंड एक्वीजीशन में हम जितनी भी जगह चाहते हैं, वह प्रोजेक्ट के प्रारंभ में ही उस जगह का लैंड एक्वीजीशन हो जाये। लैंड एक्वीजीशन में सबसे महत्वपूर्ण बात यह है कि जिनकी हम जमीन लेते हैं, उन्हें हैंडसम कम्पेंसेशन मिलना चाहिए। हमेशा ऐसा होता है कि इतनी बड़ी योजनाएं होती हैं, करोड़ों रुपये की योजनाएं होती हैं और कम्पेंसेशन का एमाउंट 5-10 करोड़ रुपये में होता है। यह विषय बहुत गंभीर है, क्योंकि जो लोग अपनी जमीन देते हैं, वे हमेशा के लिए अपनी जमीन से बेदखल होते हैं, उनके जीने का सहारा वही होता है, इसलिए इस पर हमें ध्यान देना होगा कि उन्हें मार्केट रेट से कम्पेंसेशन मिले, उनका अच्छा रिहैबिलिटेशन हो और अगर उनके घर हटाने पड़ते हैं तो उनका भी अच्छा रिहैबिलिटेशन हो।

इस विषय को आप विधेयक में तरजीह दें। इस संबंध में मैं बताना चाहूंगा कि लैंड एक्वीजीशन की जिम्मेदारी हमेशा स्टेट गवर्नमेंट की होती है जबकि स्टेट गवर्नमेंट के अपने साधन लिमिटेड होते हैं। मेरी मांग है कि लैंड एक्वीजीशन का पैसा देने के लिए हमारी सिविल एविएशन मिनिस्ट्री राज्य सरकारों की मदद करे।

अभी मंत्री महोदय दिल्ली के हवाई अड्डे का विकास कर रहे हैं, मुम्बई के हवाई अड्डे का विकास कर रहे हैं, बंगलूर और हैदराबाद के हवाई अड्डे को भी इस विधेयक के बाद विकास करें, ऐसा हमारा कहना है। जिस तरह कोच्चि में पहला प्राइवेट हवाई अड्डा अस्तित्व में आया है। विदर्भ के लोग नागपुर में भी इंटरनेशनल मल्टी मॉडल पैसेंजर और कार्गो हब बनाने के लिए लगातार मांग कर रहे हैं। इस संबंध में वहां के मुख्यमंत्री आपके मंत्रालय से वार्ता कर रहे हैं। वे मंत्री जी से मिले भी हैं। पहले श्री विलास राव देशमुख और अब श्री सुशील कुमार शिंदे लगातार मंत्री जी से मिल रहे हैं।

मैं उनसे अर्ज करना चाहता हूँ कि वे इस एयरपोर्ट को जल्दी मान्यता दें। जहां तक नागपुर का सवाल है, यह बात किसी से छिपी हुई नहीं है कि वह देश के मध्य में है। एक अच्छे एयरपोर्ट के लिए जो सुविधाएं चाहिए, वे सारी सुविधाएं वहां पर उपलब्ध हैं। नागपुर का एयरपोर्ट जो एयरपोर्ट अथॉरिटी ऑफ इंडिया के तहत आता है, वह आपरेटिव एयरपोर्ट है, जहां बी-747 टाईप हवाई जहाज उतर सकता है। हैदराबाद में यह सुविधा उपलब्ध नहीं है जबकि नागपुर में यह सुविधा है। वहां 10,500 फीट लंबा रनवे है। वहां बिलडिंग एक साथ 700 पैसेंजर्स को वह हैंडल कर सकता है। ये सब सुविधाएं वहां हैं। मैं कहना चाहता हूँ कि वहां तुरंत इंटरनेशनल एयरपोर्ट कार्गो एंड पैसेंजर हब बनाने के लिए परमिशन दी जाये। मैं समझता हूँ कि इस विधेयक के माध्यम से हमारी मदद होगी।

जहां तक इक्विटी पार्टनरशिप का सवाल है, उसमें पहले यह अड़चन थी कि एयरपोर्ट अथॉरिटी ऑफ इंडिया अपनी प्रापर्टी किसी को दे नहीं सकता था लेकिन इस विधेयक के माध्यम से जो प्रस्ताव आया है, वह महाराष्ट्र सरकार की तरफ से आया है। महाराष्ट्र सरकार ने इसके लिए सारी तैयारियों की हुई हैं। ऐसा नहीं है कि हब बनाने के लिए उन्होंने वैसे ही एप्लीकेशन दे दी है। पांच करोड़ रुपये का खर्चा करके लारसन एंड टूब्रो रामबोल कंपनी की तरफ से उसकी टेक्नो इकोनॉमी फिजीबिलिटी रिपोर्ट तैयार कराई है जो एक साल से आपके पास है। महाराष्ट्र एयरपोर्ट डेवलपमेंट कारपोरेशन का निर्माण उसे अपने हाथ में लेने के लिए किया गया है।

मैं आपके माध्यम से मंत्री महोदय से आग्रह करना चाहूंगा कि आप मुम्बई, दिल्ली, बंगलूर, हैदराबाद के साथ-साथ नागपुर में भी इंटरनेशनल विमानपत्तन का निर्माण करने की घोषणा करें और महाराष्ट्र सरकार को एयरपोर्ट अथॉरिटी ऑफ इंडिया की जो प्रापर्टी है, वह इक्विटी के तौर पर, उन्हें

महाराष्ट्र करके दें। अगर आप ऐसा करते हैं तो छः महीने में वहां इंटरनेशनल कार्गो का आपरेशन शुरू हो सकता है। इसमें आपको थोड़ा दखल देने की जरूरत है।

मैं एक बात और बोलना चाहता हूँ, अगर नहीं बोलूंगा तो अन्याय होगा। मैं मंत्री महोदय से इसलिए भी उम्मीद कर रहा हूँ कि नागपुर में उन्होंने हज यात्रा शुरू की, तभी हमारे रनवे को अपग्रेड किया गया। अभी कोई भी वाइड बॉडी एयक्राफ्ट हब कार्गो या पैसेंजर का वहां उतर सकता है। पीछे छः हजार हज यात्री हमारे नागपुर से गये और वापिस आये। अब वह इंटरनेशनल एयरपोर्ट बन गया है, ऐसी घोषणा आप करें और उसके निर्माण के लिए मदद करें।

इन्हीं शब्दों के साथ आपने मुझे बोलने का मौका दिया, उसके लिए मैं आपको धन्यवाद देता हूँ। इस विधेयक का समर्थन करता हूँ।

SHRI V. DHANANJAYA KUMAR (MANGALORE): Respected Chairman Sir, I rise in support of the Bill that has been brought before the House by the hon. Minister suggesting amendments to the Airports Authority of India Act, 1994.

I respectfully bow before the hon. Prime Minister who has presented a grand vision before the entire world that we will present a fully developed India by the year 2020. To fulfil the vision of the hon. Prime Minister of India, the hon. Minister has announced several new projects to be taken up.

We have to take up projects to develop the Airports, Seaports etc. We have to take up projects for developing of national highways, State highways and other major roads. We have also to take up projects for construction of godowns at the *tehsil*, district and State levels in order to provide facilities for the farmers to store their products and also for enabling transit of goods. We have to make available fully developed markets for sale of the agro-products as well as the industrial products.

The hon. Prime Minister has been telling all of us that there is no dearth of fund if there is a will to work. Under his dynamic leadership, this Government has been able to mobilise funds to the tune of Rs.56,000 crore for construction of roads, establishing connectivity among all the villages. This work has never been done in the last fifty years.

The *Pradhan Mantri Gram Sadak Yojana* is one of the most successful programmes that has ever been implemented in this country by the Government. The laying of the Golden Quadrilateral and the development of the North-South, and East-West corridors at a cost of Rs.60,000 crore by the year 2005 is a unique one. All these projects are really eye-openers to show as to how we can transform India into a fully developed country.

In this regard, I would like to say that the hon. Finance Minister, while presenting the Budget for the year 2003-04, has no doubt made a mention about providing funds for developing two important Airports, the Airport of Delhi and also the Airport of Mumbai. They will be developed according to the international standards. Our experience shows that of the total number of Airports in our country, less than half of them is civil Airports. More than half is the Airports constructed for defence purpose. There is an urgent need for developing the existing Airports, establishing new Airports because India is a vast country. From Kanyakumari to Kashmir, the distance is 3000 kilometre. Almost it is the same distance from East to the West of our country. Ours is such a thickly populated country that the domestic tourism itself would require better air connectivity between various stations. We are blessed with many places of tourist interest. The potential of domestic tourism itself has not been tapped by us so far. If we can establish proper air-link among various stations, I am sure we will be doing a great service for the people of our country to see the various parts of our country. This will help in enhancing not only our economic condition but also in improving the cultural relations between the people living in various parts of our country. Funds have been the constraint for a long time. This constraint is coming in the way of the Airports Authority of India. Experience shows that the Airports Authority of India has been unable to utilise the funds in developing the airports according to the international standards.

They were not able to set up new airports. A little while ago, my hon. friend Shri Vilasrao Deshmukh was mentioning about the difficulties that are being faced in the matter of acquiring land. Then there is also the problem of unauthorized occupation of the existing lands with the Airport Authority. We are frightened several times when we approach the Mumbai airport whether we are properly landing on the air strip or we are landing some where else. This is the difficulty and we know the experience. Governments after Governments have been striving to get those unauthorised occupants evicted but for one reason or the other, they have not been able to evict these people.

So, sufficient provisions are not available in the existing Airports Authority Act to implement all this. Now, the Government has come up with all these proposals. It is a welcome measure. The Bill was referred to the Standing Committee. The Standing Committee had a detailed deliberation on the provisions of this Bill. They have made valuable recommendations and suggestions. I am happy to see that the hon. Minister has taken due care in incorporating all the valuable suggestions made by the Standing Committee while deliberating on the provisions of this Bill. Now, I am sure that with the passing of this amendment, the process of developing the airports and the process of construction of new airports will be speeded up. Now, a reference has already been made about this. I will not take much time of the House.

MR. CHAIRMAN : At 3 o'clock we have to take up the Private Members' business and yet two other hon. Members also have to speak.

SHRI V. DHANANJAYA KUMAR : I fully agree with this. It is a long pending requirement and request of the people of the State of Karnataka that an international airport should be constructed at Bangalore. The process of acquiring

land has been going on for a long time. The only constraint is the availability of funds. Funds could be raised by levying, what is called as, 'development fee' on the people who are embarking in the existing territories.

SHRI K.H. MUNIYAPPA (KOLAR): This falls under Shri C.K. Jaffer Sharief's constituency.

SHRI V. DHANANJAYA KUMAR : Yes, Sir. It is for entire Karnataka. By providing an airport of international kind, it would not only provide facilities for the tourists, but would also boost the prospects of export of agricultural products.

From Bangalore alone lot of flower, 'gulab' is being exported to the United States of America and other places. So, this would give a boost. I would like to appeal to the hon. Minister that in the guise of developing only the bigger airports, he should not forget about the Mangalore airport. The Mangalore airport has the smallest air strip. Land has already been acquired and it has been handed over to the Airport Authority. I am sure the Airport Authority has already made a provision for the construction of a new runway. This will have to be speeded up. That is all what I want to say and with this I support the Bill that is placed before the House. Thank you very much for the opportunity you have given to me.

MR. CHAIRMAN :Prof. Premajam, you may please complete in five minutes.

PROF. A.K. PREMAJAM (BADAGARA): Thank you very much, Sir, for giving me this opportunity. At the outset, I would like to submit that a Bill of this significance should not have been treated in this manner with such time constraint. To say anything about this Bill in five minutes is just nothing.

MR. CHAIRMAN :Then we can take it up at 5.30 p.m. after the Discussion under Rule 193.

PROF. A.K. PREMAJAM : But my opportunity is here, Sir.

MR. CHAIRMAN : You know how the time is managed here.

PROF. A.K. PREMAJAM : Sir, I welcome the Bill, but I have certain apprehensions. At present, the Airport Authority of India is having a very vast network of 94 civil airports and also 28 civil enclaves for defence purposes. In the Statement of Objects and Reasons of the Bill it is stated that this amendment is meant for helping developmental activities at various airports in different parts of the country. It is a laudable objective. Nobody will object to that.

Sir, due to constraint of time, I will straightway mention some of the important points. One is regarding regional imbalance. Though we have such a vast network of civil airports, certain regions are not having the required facilities like the North-East and South India. We do not have as much facilities as they are on the Western or Northern parts of India. So, when we think in terms of developmental activities, I would like to submit that they should be equitably distributed throughout the country so that the people do not feel that certain areas are discriminated against.

Another point of concern is regarding security. As per the provisions of this Bill, the airports will be leased and fees will be collected. Of course, the fees will be credited to the Airports Authority of India and it will be utilised for developmental work. But we still have apprehensions about the security of these airports once they are leased, especially to international bidders.

The next point that I would like to make is about the extent of foreign equity participation. If the Government is having the major portion of equity, then, of course, the Government will have control over all the airports, but if the major portion is given to the foreign bidders, then it will create a real problem.

Another point of concern is about the job security of the employees presently working in the Airports Authority of India. In the Bill, no specific provision has been made for providing job security to the employees who are presently working. The important point to be noted here is: what will happen to the reservation policy once the airports are leased to the private sector? Will the policy of reservation be continued even after the airports are leased out? The international bidders may not comply with the governmental directions as far as this point is concerned. I am emphasising this point because of the past experience that we have had after disinvestment of certain public sector units. When a public sector unit is disinvested, the private company which takes over that unit gives a guarantee to continue with the reservation policy, but once they get control over the company, they just throw out this guarantee and follow only 'hire and fire' policy. So, I would like to request the hon. Minister, through you, to specifically reply to this point.

As far as management of the airports is concerned, the present situation is that the airports are not actually managed well. It is an admitted fact. But once certain airports are leased out to the private sector, what is the guarantee that they would manage them properly?

14.54 hrs (Mr. Deputy-Speaker *in the Chair*)

Sir, all these years, the argument that is given for privatisation is, the Government machinery, the bureaucracy is not doing things properly. Instead of trying to improve things, everything is being given private enterprises in the hope that things would go well. I do not know whether this will guarantee improvement with regard to the present situation of our airports.

Then, I would request the Government that foreign equity participation should be restricted to 49 per cent only and not beyond that.

Sir, I would request the hon. Minister to give specific reply to all these queries that I have raised. With these words, I conclude my speech.

SHRI C. SREENIVASAN (DINDIGUL): Sir, I want to lay my speech.

MR. DEPUTY-SPEAKER: All right, you are allowed to lay your speech.

SHRI K.A. SANGTAM (NAGALAND): Mr. Deputy-Speaker Sir, thank you very much for the opportunity given to me.

Sir, in the North-East, there are twelve airports, which are maintained by the Airports Authority of India. Out of these twelve airports, six are in Assam, one in Mizoram, one in Meghalaya, one in Tripura, one in Manipur, one near Sikkim and in Nagaland. In this regard, I would like to draw the attention of the hon. Minister of Civil Aviation that out of these twelve airports, only two airports have got ILS (Instrument Landing System).

North-East is monsoon prone region where there are lot of clouds and mist in the summer season and over and above without the ILS, it is difficult to operate aircraft at that time. Most of the pilots do not want to land or take off after 5 o'clock in the evening. With the flow of traffic that we have, we have to have these airports upgraded and ensure that all the infrastructure is build up in these ariports of the North East.

In Agartala, there are two Alliance Airlines Services, two Indian Airlines, no Jet Airways and no Sahara services. In Dibrugarh, there are five Alliance Air services, four Indian Airlines and seven Sahara services. In Dimapur, there are fourteen Alliance Air services, no Sahara and no Jet Airways services. In Imphal, there are eleven Alliance Air services, four Indian Airlines services and twelve Jet services. Then in Guwahati, there are 31 Alliance Air services, 13 Indian Airlines services, 41 Jet Airways services and seven Sahara services. In Jorhat, there are two Alliance Air services only and two Jet airways services. In Bagdogra, there are nine Alliance Air services, seven Indian Airlines services and five Jet Airways services. In LILABARI, there are three Alliance Air services, no Indian Airlines services and no private airlines services. In Shillong, there are only three Alliance Air services. In Silchar, there are eleven Alliance Air services and no private airline services. In Tejpur, there are only four Alliance Air services.

I want to say that in the present scenario, out of these twelve airports, ten were constructed during the Second World War, except Aizwal and Meghalaya airports, which were constructed in 2000 and 1970 respectively. Therefore, I would like to say that these airports need to be taken care of by the Government of India and not by private parties because the infrastructure is not there and no private party would be interested to invest in these airports in the North East. The ILS is not put there and the most alarming thing is that recently there was a report from across the border that Chinese have already started building airports even of international standards in myanmar which is about 200 kms from Nagaland.

Keeping in view of all these issues into consideration we need to strengthen the airports in the North-East and if suppose there is an eventuality as we had in 1962, what would happen to us. Therefore, I would request the Government of India that these airports should be taken as strategic airports and the expenditure should come from the Defence Ministry and not from the Airports Authority of India since Airports Authority of India is not competent to take it up in such a short period of time. Of course, we have a very competent Civil Aviation Minister in the person of Shri Syed Shahnawaz Hussain, but the condition of the Airports Authority of India which is looking after the airports in the North-East is pathetic in every state affairs, because they do not take these matters seriously.

Sir, I would request that Silchar and Dimapur Airports should be upgraded immediately. Kohima, which is the capital of Nagaland, does not have an airport till today. Sikkim, is also the State, which do not have the airport in the capital. All these things need to be looked into; otherwise, we will have a serious situation where international airports are built across the border by the neighbouring countries. Therefore, I would like to conclude by making a special request to the Government of India to look into these matters seriously.

*** SHRI C. SREENIVASAN (DINDIGUL):** The Airports Authority of India (Amendment) Bill, 2000, which sought to lease out the airports in the hands of private sector was withdrawn 3 days back and it has been reintroduced as the Airports Authority of India (Amendment) Bill, 2003, and is being considered as a new wine in the old bottle. Of course the new Bill seeks to incorporate the suggestions made by the Department Related Parliamentary Standing Committee on Transport and Tourism.

This has been brought as a comprehensive Bill with certain improvements based on various suggestions. The functions proposed to be assigned to the lessee, provision for protection of interest of the employees, appointment of a regulator, application of the Act to facilitate operation of airports by private operators other than Airports Authority of India, provisions for levying of Advance Development Fee by AAI, financing development of existing airports, construction of greenfield airports and provisions for eviction of unauthorised occupation on airport premises, have all been incorporated in this comprehensive Bill. The Government now claims that it is introducing this Bill on the lines suggested by the Standing Committee of the Parliament.

I would like to know whether this Government takes up seriously the well meaning suggestions and act according to its promises. For instance the speed with which this Bill is brought before this House, in my opinion, aims at taking away the rights of the members to participate extensively in the discussion on this Bill. The wider ramifications and far reaching consequences of this Bill cannot be evaluated and analysed properly.

Small airports in several parts of the country lack maintenance. I would like to specifically point out the condition of Tuticorin Airport which was opened 10 years back. It is lying under utilised. No flight is operated from there and no passenger can get any benefit. Crores of rupees spent on it remain unproductive.

* Speech was laid on the Table and translation of the speech originally delivered in Tamil.

If the Civil Aviation Ministry cannot initiate steps to run the State owned aircraft or the planes of the public sector airlines they must at least allow the private fliers to operate small carriers between small airports. This would arrest the trend of wasteful expenditure. Excise income is more in Tuticorin. So naturally this would help the State to earn more of revenue.

Similarly Salem Airport that was constructed spending crores is also lying idle as no flights are operated. Why should you waste an available infrastructure facility! Shri T.M. Selvaganapathy the people's representative from Salem had raised on the floor of this House several times the rightful demand from the people of Salem. But it has fallen on deaf years. This Government is turning a nelson's eye. I am afraid this trend is there only because these airports are in Tamil Nadu. I cannot understand the justification for this step motherly attitude. I am sound echoing the feelings of the people of Tamil Nadu. Hence I urge upon the Union Government to operate flight service from Salem to several commercial and industrial towns.

Madurai Airport is in the neighbourhood of my Dindigul Lok Sabha constituency. It is long since land was acquired to extend the airport. Land acquisition proceedings are over but there is no take off of the extension project. I urge upon the Union Government to initiate steps to develop Madurai Airport as an international airport. The Government must consider operating flights from Madurai Airport to Dubai and other Arab destinations. Flights to London and other Western destinations must be considered.

Maintaining time schedule and vigorous implementation of the same come naturally to the private operators in the aviation sector. But unfortunately Indian Airlines has become a synonym of delay. It is needless to impress upon this Government to arrest this trend and ensure timely operation to the dot. Government must act on this.

I am coming to the in-flight catering service. The food items served in Indian Airlines are insipid and unpalatable. Hon. Minister Shri Shahnawaz Hussain must initiate suitable action immediately. As Minister he may get good food when he is on the flight. And he must not think that the same quality food is provided to all other passengers. It is really a pitiable situation.

It is necessary to have Tamil knowing crew in the flights that take us to Tamil Nadu. This is necessary to make the passengers feel at home in the air. If you do not have enough of Tamil knowing crew then you must go for recruitment drive. Every region must have crew knowing the language of the region. Already Shri P.H. Pandian has written to the Civil Aviation Ministry in this regard.

What is happening in our airports at present when they are very much with the Government is far from enthusing. Members of Parliament are not properly treated in the airports. Even after displaying the identity cards the security guards give scant regard. Hence the Government must ensure that the MPs are extended due courtesy. This is all the more important because the private operators will be lessees of airports in days to come and public servants should not be left in the lurch.

This Government tries to project itself as a responsive and responsible Government but there are many a slip between the cup and the lip. Many a things are not properly handled and the trait of this Government is to leave its words in the winds. They do not keep their promise. I do not make this statement without any basis.

Recently what happened at Chennai Airport when the second international terminal was opened, the entire nation knows. In that inaugural function which was attended by our Prime Minister Shri Atal Behari Vajpayee a taller one among our leaders, there was an attempt by some small men to belittle the hon. Chief Minister of Tamil Nadu.

Earlier it was planned to open this second international terminal naming it after MGR on 14th of April. Our Deputy Prime Minister Shri L.K. Advani was to attend that function. But, for reasons best known to it, Civil Aviation Ministry postponed that function.

Just a fortnight after that the same terminal was opened naming it after Anna as 'Anna International Terminal II'. Our Prime Minister Shri Atal Behari Vajpayee was the Chief Guest. When there is a terminal already there named after Anna what is the need and necessity to avoid the name of Dr. Puratchi Thalaivar MGR. How does it matter?

I would like to impress upon you at this juncture that both the Centre and the State must cordially come together only then we would be able to serve the people. We need two hands to clap, clap and clasp.

The Chief Minister of Tamil Nadu was informed that it would be enough she reaches the airport to receive and give a send off to the Prime Minister. There was no proper invitation to attend the inaugural function. Is it justifiable?

Subsequently the Chief Minister of Tamil Nadu was informed that she would be attending the function sitting at the corner of the dais. Is it a justifiable action, is it justice? When both the Prime Minister and Chief Minister of a particular State are attending a function it would be befitting to provide seats to both of them next to each other. There should not be any excuse in the name of improper protocol. You must understand that this will help to achieve good relations between Centre and the State. At least from now on the Civil Aviation Ministry and other Union Ministries including that of PMO must follow this good tradition. The Centre which did not name the Chennai Airport terminal after Bharat Ratna MGR must come forward to seek recourse to it. You may name Madurai Airport after MGR. I urge upon the Government to name Madurai Airport as Bharat Ratna MGR Airport.

Dr MGR a darling of the masses founded a party and came to power within 4 years of forming his party. He was a successful three-time Chief Minister of Tamil Nadu. Dr MGR who contributed to protect the sovereignty and integrity of the country must be adequately honoured by way of your naming Madurai Airport after him.

Airports are like the air boundaries of a country. Hence care must be taken when you lease them out to private sector people. I would like to sound a word of caution. You must also ensure that no cut in jobs and retrenchment affect the employees of Airports Authority of India.

With this I thank you for giving me an opportunity to participate in this discussion.

MR. DEPUTY-SPEAKER: Now, the Private Members' Business should start at 3 p.m. Seven more names are there on this Bill. If each Member takes two minutes each and the hon. Minister will take ten minutes, then we can finish it in half-an-hour. So, we can extend the time on this Bill by half-an-hour and then we will take up Private Members' Business.

SHRI SONTOSH MOHAN DEV (SILCHAR): Half-an-hour for what?

MR. DEPUTY-SPEAKER: To complete this Bill.

SHRI SONTOSH MOHAN DEV : Then after that only Private Members' Business should be taken up and nothing else. I have given my written objection also.

15.00 hrs.

MR. DEPUTY-SPEAKER: All right, you have given it.

SHRI SONTOSH MOHAN DEV : No, you cannot extend time for introducing the Bill at the fag end of the day. You can take up only Private Members Bill now. Nothing else.

MR. DEPUTY-SPEAKER: I am seeking the consent of the House whether half an hour may be extended for this matter, after that we will take up the Private Members' Bill.

SHRI SONTOSH MOHAN DEV : I want to know whether 'for this matter' means Private Members' Bill only.

MR. DEPUTY-SPEAKER: No, it means Airports Authority of India (Amendment) Bill, 2003.

SHRI SONTOSH MOHAN DEV : All right.

MR. DEPUTY-SPEAKER: Now, is it the pleasure of the House to extend the discussion for half an hour more?

SEVERAL HON. MEMBERS: Yes.

SHRI K. YERRANNAIDU (SRIKAKULAM): We have so many precedents, many experiences regarding this. We

have extended the time for passage of the Bills, a number of times. If hon. Members are interested in this Private Members' Bill, you can extend the time for this Bill also by another one hour. We may extend by one more hour today, up to 7 o'clock. But we have to complete the discussion in another half an hour. Okay, we will take two minutes each. We are giving our consent.

MR. DEPUTY-SPEAKER: Let me continue. Shri K. Yerrannaidu, you take only two minutes otherwise it will take one hour and the whole Private Members Business will be over.

SHRI G.M. BANATWALLA (PONNANI): This extension is only for the purposes of this Bill which is before the House and not for any other purpose, the Government Business, Sir.

MR. DEPUTY-SPEAKER: When we have to cross the bridge, we will think of it. Now only this Bill.

SHRI G.M. BANATWALLA : Have you asked for the consent of the House by leaving the matter vague. How? Why did you ask for the consent of the House, leaving the matter vague?

MR. DEPUTY-SPEAKER: I am only asking the pleasure of the House to extend the time by half an hour for this matter. You have given your consent.

SHRI RAMDAS ATHAWALE (PANDHARPUR): How much time will it take?

MR. DEPUTY-SPEAKER: It will take half an hour.

SHRI K. YERRANNAIDU (SRIKAKULAM): I rise to support the Airports Authority of India Bill.

Mr. Deputy Speaker, Sir, for this Act also one amendment was moved on the floor of the House in the year 2000. The amendment was referred to the Standing Committee. After a detailed examination only, the Standing Committee gave all these recommendations. So, Standing Committee had already discussed this Bill threadbare. They suggested wonderful following amendments regarding eviction and private investment. By doing this, we can develop the existing airports, construct new airports everywhere. We support this Bill.

We have 94 civil airports and 28 Defence airports maintained by the Defence Ministry. The Civil Aviation Ministry maintains 24 airports. So, by this private participation, we are improving all these airports.

The hon. Prime Minister has announced setting up of world-class airports in this country. After this announcement, the hon. Finance Minister has also provided Budget for the development of two airports of the international, world-class standards. Due to lack of open sky policy and due to lack of new airports and aircraft, everybody is suffering. Now, everybody is representing to the hon. Civil Aviation Minister. Now, we have also represented to the hon. Minister that due to lack of aircraft, there is no connectivity to every nook and corner of the country. After the passage of this Bill, private investment will come and it will develop all these airports. Without open sky policy, without introducing new aircraft to the nook and corner of the country, the benefit will not reach the people of the country. So, by supporting this Bill, I am requesting, through you, the Minister to announce the open sky policy, to invite more flights from other countries. Simultaneously, the Government of India has proposed to purchase new aircraft. That is the cause of delay. The hon. Minister shall announce the open sky policy and simultaneously go for purchase of new aircraft.

I am supporting this Bill.

SHRI A.P. JITHENDER REDDY (MAHABUBNAGAR): Sir, I rise to support the Airports Authority of India (Amendment) Bill, 2003.

The earlier Bill, Airports Authority of India (Amendment) Bill, 2000, which was sent to the Standing Committee, had been there for two years. After two years, the Standing Committee has sent back the Bill with good suggestions. देर आयद, दुरुस्त आयद। So, I really support this Bill and also endorse what Shri K. Yerrannaidu has said. After passing this Bill, we will have very good airports; infrastructure of the airports will be built; and privatisation will be encouraged.

We are waiting long for this Bill. We know that the State Government of Andhra Pradesh has already gone forward to construct the Shamshabad airport but some lacuna was there in the rules. This Bill clears that lacuna. I really welcome this Bill and support it.

No other Government has really done this. So, I appreciate the NDA Government for bringing forward this Bill. Once again I support this Bill.

SHRI C.K. JAFFER SHARIEF (BANGALORE NORTH): Sir, I congratulate the hon. Minister for Civil Aviation for bringing forward this Bill. Although there is a delay in bringing forward this Amendment Bill, I welcome it.

Now, we are living in the world of global economy, global trade, technology, and bio-technology. So, traffic has increased and infrastructure has become inadequate. Bangalore has become a focus in the global market in terms of technology and in terms of bio-technology. Heads of countries and Heads of Governments from different parts of the world are visiting Bangalore. The existing airport is very inadequate. It has to have terminals for arrival, for departure and even, in the same way, for cargo. A lot of parking area, hangar, is required.

Anybody who has seen the kind of infrastructure in a developed country for meeting the fast growing trade and improving the economy will understand it. Delay will only hamper the development and the escalation cost will unnecessarily be a burden for anyone, whether it is a Government sector or private sector.

Sir, when I am saying this, I must fully support my friend from the North-East, who made a strong plea. Every Government has given importance to the North-Eastern Region. I think, the hon. Minister for Civil Aviation should keep in mind as to how much they are lagging behind. Also the communication system needs to be developed.

I am sure that with this Amendment Bill, all the impediments that were coming in the way of having a world-class international airport at Bangalore will be cleared and the work will start soon. In addition to what I am saying, I also support what Shri K. Yerrannaidu has said.

I think it is time to acquire new aircraft. You cannot go on with the way the traffic is growing. Otherwise, you will have to leave more and more to the private sector. I must compliment the Civil Aviation Minister for his excellent handling of the Ministry of Civil Aviation. I think we see a lot of improvements, particularly in the area of punctuality, safety and security.

Lastly, I would request the hon. Minister, the entire Ministry of Civil Aviation and the Airport Authority of India that the rest of the work which has to start, should be enabled to start. I think full co-operation and support will forthcome from the Government of India for this.

डॉ. रघुवंश प्रसाद सिंह (वैशाली) : उपाध्यक्ष महोदय, मैं देख रहा हूँ कि सरकार अफरा-तफरी में भारतीय विमानपत्तन प्राधिकरण (संशोधन) विधेयक पास कराना चाह रही है। यह विधेयक एक बार पहले आया, वापस हो गया लेकिन यह दूसरा विधेयक आया है। यह विभाग बड़ा स्लिपरी है क्योंकि पहले श्री शरद यादव मंत्री थे, उसके बाद श्री अनंत कुमार आये और अभी श्री शाहनवाज मंत्री हैं। यह कैसा विभाग है कि मंत्री का परिवर्तन होता रहता है। इसमें क्या पेंच है, मैं यह सवाल जानना चाहता हूँ।

उपाध्यक्ष जी, प्रधान मंत्री जी ने बयान दिया था कि बंगलौर, दिल्ली, कोलकाता, चैन्नई और मुम्बई हवाई अड्डों को विश्व स्तर का और पर्यटन को बढ़ावा देने के लिये आधुनिक बनाया जायेगा। मैं सरकार से बताना चाहता हूँ कि विश्व स्तर के जितने हवाई अड्डे हैं, उनके सामने हमारा एक भी हवाई अड्डा काम का नहीं है और बेकार हैं। ऐसा माना जाता है कि विश्व स्तर के हवाई अड्डे बनाये जाने का सरकार का विचार है। माननीय वित्त मंत्री जी का कहना है कि इनका प्राइवेटाइजेशन कर दिया जाये, लीज़ पर दे दिया जाये। इस तरह सरकार द्वारा हर चीज को बेचने का काम किया जा रहा है। सरकार क्या क्या बेचेगी, हवाई अड्डा बिकेगा, रेलवे स्टेशन का प्लेटफार्म बिकेगा, क्या यह काम हो रहा है? लगता है इन चीजों को सहयोग देने के लिये यह विधेयक लाया गया है। उपभोक्ताओं को इस बिल से बल मिले या सरकार की आमदनी बढ़े, यह विधेयक इस बात के लिये नहीं है। इनवैस्टर्स की कठिनाई हल कर दे लेकिन न जाने कितनी आतुरता, तीव्रता और बेचैनी है, क्या पेंच है जिसमें एअरपोर्ट अथॉरिटी तैयार ही नहीं है। कानून का पेंच भी नहीं है। लोगों को बहुत कठिनाई हो रही है, उसके लिये विधेयक लाया जाये या नहीं, इस पर यह विधेयक कोई प्रकाश नहीं डालता। सरकार इधर-उधर कर सकती है।

उपाध्यक्ष महोदय, दिल्ली हवाई अड्डे को ठीक करने के लिये 3 हजार करोड़ रुपये और मुम्बई हवाई अड्डे को ठीक करने के लिये 2 हजार करोड़ रुपये चाहिये जबकि एअरपोर्ट अथॉरिटी के पास एक हजार करोड़ रुपया है। शेष 4 हजार करोड़ रुपया चाहिये। आज लोगों को लगा कि लीज़ पर देने के लिये विधेयक आया है। सरकार स्पष्ट करे कि क्या इसका प्राइवेटाइजेशन करने के लिये उपाय किया गया है या इनवैस्टर्स की कठिनाई को हल करने के लिये यह विधेयक आया है? दक्षिण-पूर्वी एशिया के हवाई अड्डों के स्तर पर लाने के लिये क्या किया जा रहा है? पटना को अंतर्राष्ट्रीय हवाई अड्डे का दर्जा दिया गया है, अभी मंत्री जी ने बताया। थाईलैंड, श्रीलंका, जापान से बुद्धिस्ट सर्किट में पर्यटन के लिये लोग आ रहे हैं, उसका क्या हिसाब है? गया एअरपोर्ट का काम नहीं किया गया। लोग रांची से घूमकर पटना आते हैं। मैं सरकार से जानना चाहता हूँ कि पटना एअरपोर्ट के सुधार के लिये अब तक क्या किया गया है?

गया का विकास करना था, उसका क्या हुआ। यह दुनिया में बहुत मशहूर हवाई अड्डा बन सकता है। दुनिया भर के लोग वहां पर्यटन के लिए आ सकते हैं। उसके बाद हमारे एरिया में मुजफ्फरपुर हवाई अड्डा है, जो मृतप्राय पड़ा हुआ है, उसे भी नहीं देखा गया। हमने कहा था कि भगवान महावीर की 2600वीं जयन्ती पर उनके नाम से इस हवाई अड्डे का नामकरण किया जाए, लेकिन उसके विकास की भी कोई बात नहीं हो रही है। इस तरह हम इस विधेयक से सहमत नहीं हैं। अफरा-तफरी में प्राइवेट लोगों को मदद करने के लिए यह विधेयक लाया जा रहा है। विश्व स्तर पर सरकार द्वारा हवाई अड्डों को बढ़ाने की बात इसमें नहीं है। इन सारी बातों को देखते हुए इस विधेयक को खारिज किया जाए।

SHRI RAMESH CHENNITHALA (MAVELIKARA): Mr. Deputy-Speaker, Sir, I rise to support the Bill.

Airports assume a significant role in the national economy and the quality of airport infrastructure contributes

directly to the country's international competitiveness and flow of foreign investments. In this context, the whole purpose of this Bill is to attract private investment. Today, this is one important sphere where we need more and more private investment.

I am coming from a State in this country where a first of its kind private airport has been built by the efforts of the State Government and the Ministry of Civil Aviation. By attracting NRIs, a company had been formed in Kochi and a new airport has been constructed in Kochi. It has got international standards. Similarly, if we have private initiative, we would have more and more airports in various parts of our country.

Today, in this discussion, from every corner of the House, it has been mentioned that our airports need to be upgraded. We want to have international standards because foreign tourists are coming in and there are no facilities. Now, Trivandrum and Calicut airports are not having international standards. Of course, Trivandrum is the capital of the State and its airport has been officially declared as an international airport but the facilities are not adequate. There are complaints that the Airports Authority of India is not taking care of the Trivandrum airport. The cargo handling facilities and other facilities are not available there. Ground handling facilities and night landing system are also not available in Calicut. In Kochi airport, all these facilities are available. Therefore, my request is that these are new profitable potential have to be utilised.

Agati, from where you are coming as a Member of Parliament, Mr. Deputy-Speaker, Sir, is one of the best tourist destinations of our country. If you go there, you would find the condition of the airport. It is poor. The VIP lounge is where only MPs and officials are allowed. For normal passengers, there is no place even to sit. For people going from Kochi to Agati on their way to the other nearby islands, there are no facilities. This is the condition of one of the best tourist destinations in our country.

The Calicut airport is one of the best and profitable airports in our country. The maximum number of passengers are handled in this airport. Even Haj pilgrims are going from the Calicut airport. The lengthening of the runway was a dream for all of us but it has not materialised. I request the hon. Minister that it should be taken up expeditiously. More facilities should be given to Trivandrum, Kochi and Calicut airports.

The maximum number of Indian passenger flights to Gulf countries are from Kochi and Calicut. So, more facilities should be provided for them. The treatment given by the airport people to these Gulf passengers is very poor. I request that this situation has to be rectified.

With these words, I support the Bill.

(ends)

SHRI BIKRAM KESHARI DEO (KALAHANDI): Mr. Deputy Speaker Sir, I rise to support the Airports Authority of India (Amendment) Bill, 2003.

The main reason for supporting the Bill is that they are going to make it more open and they are going to privatize the Airports Authority of India's activities in the airports.

Secondly, Hyderabad and Bangalore are going to be converted into international airports. But, here, I would like to put forth my grievance of an M.P. from the Eastern India. The Eastern sector has been always neglected.

Let us take the example of Kolkata Airport. In Kolkata Airport, no improvements have taken place since long. Besides, all the originating flights which were going to the Asian countries, like Japan Airlines and British Airways, they were also originating from Kolkata to their respective countries. But that has been stopped. I request the hon. Minister that it should again begin. ...(*Interruptions*)

MR. DEPUTY-SPEAKER: Shri Bikram Keshari Deo, are you supporting the Bill or not?

SHRI BIKRAM KESHARI DEO : Sir, I am supporting the Bill. But, at the same time, I would like to demand that Bhubaneshwar, the Capital of Orissa, should be made into an international airport as there are a lot of tourists' potential. Moreover, it is mineral-rich resource State and has got a future for development. But because of the lack of air flights in Orissa, development process/activities cannot take place.

Therefore, I request to the hon. Minister, at least, to introduce the small aircraft service or ATR (small aircraft) in the original old Vayudoot air-route, that is, between Jeypore and Rourkela, via utkela; and this would maintain Air connectively in the State of Orissa. .

श्री रामदास आठवले (पंढरपुर) : उपाध्यक्ष महोदय, एयरपोर्ट्स अथॉरिटी का प्राइवेटाइजेशन करने से सिक्यूरिटी और सेफ्टी की समस्या आ सकती है। इसलिए सरकार से मेरा निवेदन है कि एयरपोर्ट्स अथॉरिटी का प्राइवेटाइजेशन करना अच्छी बात नहीं है। मुंबई एयरपोर्ट डेवलप करना है तो वहां जो स्लम्स हैं, उनका ठीक से

रीहैबिलिटेशन करने की आवश्यकता है। उनको दूसरी जगह बसाना चाहिए, यह भी हमारी मांग है। एयरपोर्ट्स अथॉरिटी को प्राइवेटाइज़ न करे। अगर पैसा चाहिए तो हम दे देंगे।

MR. DEPUTY-SPEAKER: Shri Varkala Radhakrishnan. You conclude in one sentence whether you are supporting the Bill or not.

...(Interruptions)

SHRI VARKALA RADHAKRISHNAN (CHIRAYINKIL): Mr. Deputy Speaker, Sir, I strongly oppose the way in which the Bill is passed.

Nowadays, there is a tendency to curtail the Members' rights. During the Budget Session, we do not get time to discuss the matters. ...(Interruptions)

MR. DEPUTY-SPEAKER: Shri Varkala Radhakrishnan, of all the persons, you cannot have a complaint.

...(Interruptions)

SHRI VARKALA RADHAKRISHNAN : Shri K. Yerrannaidu's wish could be easily met. There is a provision in the Constitution. They can issue an ordinance. Why should the Members' right to discuss be curtailed? Of course, the House is coming to a close. It can be prorogue tomorrow. They can issue the very same thing as an Ordinance and get it through. It can be discussed threadbare in the next Session and it can be passed. ...(Interruptions) Why is so much hurry? Why are we limiting our rights? We have a right to discuss about the privatisation of the Airports Authority. ...(Interruptions)

MR. DEPUTY-SPEAKER: Shri Varkala Radhakrishnan, we have decided the time, we have apportioned the time, we have exhausted the time, and we have extended the time also.

...(Interruptions)

SHRI VARKALA RADHAKRISHNAN : Sir, I am only saying that this tendency should not be developed. The House should not be taken as a rubber stamp – the Executive's right to make it a rubber stamp. Why do you want to curtail our rights? We have a right to discuss. Why are you curtailing so many measures? ...(Interruptions)

MR. DEPUTY-SPEAKER: Shri Varkala Radhakrishnan, now you have to conclude. Will you please conclude your speech?

...(Interruptions)

SHRI VARKALA RADHAKRISHNAN : There is a provision which I have mentioned earlier. There is a Constitutional provision for the Government to implement and help the Karnataka people. But why should it be at our expense? We have a right to discuss. It is an important Bill. Each and every Member should be given a chance to speak. What is this parliamentary democracy? ...(Interruptions)

MR. DEPUTY-SPEAKER: Shri Varkala Radhakrishnan, from your Party, Prof. A.K. Premajam, had already spoken more than her allotted time. Now, you are taking the time of the House and you are complaining about the timings.

...(Interruptions)

SHRI VARKALA RADHAKRISHNAN : Sir, not only in this case, but in so many other cases also, they come before the House for hon. Speaker's direction to be waived. I strongly oppose it. I express my disappointment. ...(Interruptions)

नागर विमानन मंत्री (श्री सैयद शाहनवाज़ हुसैन) : उपाध्यक्ष महोदय, जिन सम्मानित सदस्यों ने इस विधेयक पर हुई संक्षिप्त बहस में भाग लिया है, मैं उनका शुक्रिया अदा करता हूँ। इस विधेयक पर अपने विचार प्रकट करते समय माननीय सदस्य श्री विलास मुत्तेमवार, श्री धर्नजय कुमार, प्रो. प्रेमाजम और श्री येरनायडू आदि ने बहुत महत्वपूर्ण विाय उठाए हैं।

उपाध्यक्ष महोदय, इस विधेयक से ऐसा संदेश कदापि नहीं जाना चाहिए कि हम सरकारी एयरपोर्ट का निजीकरण करने जा रहे हैं। इस विधेयक द्वारा जो लीज के प्रावधान हैं, उसे करने जा रहे हैं। (व्यवधान)

उपाध्यक्ष महोदय : क्या बैसीमुथियारी जी, आप प्लीज बैठिए।

...(व्यवधान)

श्री सैयद शाहनवाज़ हुसैन : महोदय, इस बिल के द्वारा हम लीज का जो प्रावधान है, उसकी पुनर्संरचना के द्वारा किसी हवाई अड्डे को सुधारने के लिए जो

लीगल इनेबलिंग प्रावधान हैं, वे करने जा रहे हैं। किसी भी देश का फर्स्ट इम्प्रीशन एयरपोर्ट से पड़ता है। पूरी दुनिया से जब लोग यहां आते हैं, और यदि हमारा एयरपोर्ट अच्छा नहीं है, भले ही अपना देश कितना ही अच्छा है, लेकिन एयरपोर्ट यदि अच्छा नहीं है, तो अच्छा इम्प्रीशन नहीं पड़ता।

महोदय, हमारे देश में 124 एयरपोर्ट्स हैं। कई सदस्य सवाल उठाते हैं कि हमारे यहां एयरपोर्ट नहीं है। मैं बताना चाहता हूँ कि 124 में से केवल 68 एयरपोर्ट आपरेशनल हैं और 56 नॉन आपरेशनल हैं। हम नया बिल लेकर आए हैं, इस बारे में हमारे प्रधान मंत्री जी ने 24 अक्टूबर, 1998 को ही इस बात की घोषणा की थी कि विश्वस्तर के एयरपोर्ट हम अपने देश में बनाना चाहते हैं। उसके बाद हम 12 फरवरी, 2000 को कैबिनेट गए और अमेंडमेंट बिल, 2000 लेकर आए। वह बिल स्टैंडिंग कमेटी को भेजा गया। नवम्बर, 2002 में स्टैंडिंग कमेटी ने अपने सुझावों सहित वह बिल लौटाया, जिसे हमने सदन के सामने प्रस्तुत किया है। इसमें हमने स्टैंडिंग कमेटी के करीब-करीब सभी सुझाव मान लिए हैं।

महोदय, जो विषय उठाए गए हैं, उनका विस्तार से उत्तर देना तो अब सम्भव नहीं है, लेकिन मैं कुछ महत्वपूर्ण विषयों के बारे में आपके माध्यम से जानकारी देना चाहता हूँ। यह एयरपोर्ट अधारिटी अमेंडमेंट बिल 2003, अपने देश के लिए बहुत महत्वपूर्ण है। इससे बँगलौर और हैदराबाद में विश्वस्तर के एयरपोर्ट हम बना सकेंगे। हमने कोच्चीन में निजी भागीदारी से एक एयरपोर्ट बनाया है। आज एयरपोर्ट अधारिटी के पास यह अधिकार है कि वह जिस एयरपोर्ट को चाहे उसका अधिग्रहण कर सकती है। यदि आज हम रूल और रैगुलेशन के अनुसार देखते और काम करते, तो हम कोच्चीन में निजी भागीदारी से बढ़िया एयरपोर्ट कभी भी नहीं बना सकते थे। चूँकि कोच्चीन के एयरपोर्ट के लिए केरल गवर्नमेंट ने इनीशिएटिव के साथ निर्माण कार्य किया, इसलिए यह सम्भव हो सका है।

महोदय, आज भारतीय विमान पत्तन प्राधिकरण के नियमों में यह प्रावधान है कि वह चाहे जिस एयरपोर्ट को टेकओवर कर सकता है। उसके इस अधिकार के कारण कोई भी निजी व्यक्ति एयरपोर्ट के अधुनिकीकरण के लिए धन नहीं लगाना चाहता है। जहां तक इस बिल का सवाल है, मैं यह स्पष्ट करना चाहता हूँ कि यह संदेश नहीं जाना चाहिए कि हम एयरपोर्ट का निजीकरण करने जा रहे हैं और न हम निजी हाथों में एयरपोर्ट को देने जा रहे हैं न इस प्रकार का कोई प्रावधान रखा है कि हम किसी एयरपोर्ट के मैनेजमेंट को किसी निजी कंपनी के हाथों में दे रहे हैं। यदि हमें ऐसा करना होगा, तो उसके लिए हम कैबिनेट में जाएंगे, सरकार के पास जाएंगे।

महोदय, इसमें जो सेफ्टी और सिक्योरिटी का मामला उठाया गया है, उसका हमने इसमें ध्यान रखा है। मैं सारे सदस्यों का धन्यवाद करता हूँ। आपका और सभी का आभार व्यक्त करते हुए कहना चाहता हूँ कि इस विधेयक का सभी ने सपोर्ट किया है।

MR. DEPUTY-SPEAKER: The question is:

"That the Bill further to amend the Airports Authority of India Act, 1994, be taken into consideration."

The motion was adopted.

MR. DEPUTY-SPEAKER: The House will now take up clause-by-clause consideration of the Bill.

The question is:

"That clauses 2 to 12 stand part of the Bill."

The motion was adopted.

Clauses 2 to 12 were added to the Bill.

Clause 1, the Enacting Formula and the long Title were added to the Bill.

SHRI SYED SHAHNAWAZ HUSSAIN: Sir, I beg to move:

"That the Bill be passed."

MR. DEPUTY-SPEAKER: The question is:

"That the Bill be passed."

The motion was adopted.
