

(iv) **Need To Revalldate The Orders For Utilisation Of Funds During 1994-95 Granted To Kerala State For The M.P.S Local Area Development Scheme In 1993-94 And Also To Release The Funds For 1994-95.**

PROF. SAVITHRI LAKSHMANAN (Mukundapuram): The Government of India had released Rs.1.45 crore to the Kerala State for the MP's Local Area Development Scheme for 1993-94. The release of funds was actually made to the State Rural Development Department. The Rural Development Department proposed for the transfer of the funds released by the Government of India to the State Planning Department, the nodal department at the State level for the implementation of the scheme as per the Government of India guidelines. The amount could not be placed at the disposal of the District Collectors in March, 1994 because of insufficient time to complete the formalities.

Hence, I request the Government of India to revalidate orders for utilisation of the funds during 1994-95. I also urge upon the Government for the early release of Rs.29.00 crore due for 1994-95 under the above scheme.

15. 24 hrs.

AIRPORTS AUTHORITY OF INDIA BILL-  
CONTD.

[English]

MR. DEPUTY SPEAKER : We shall now take up item No.29— further

consideration of the motion moved by Shri Ghulam Nabi Azad.

Shri Umrao Singh.

[Translation]

SHRI UMRAO SINGH (Jalandhar): Mr. Deputy Speaker, Sir, I congratulate the Minister of Civil Aviation for bringing this bill to set up a single authority in place of Airport Authorities in this country.

At present two authorities are functioning in the country. Apart from it there are also civil aviation departments in states they have their own airports. Now this proposed single authority will strengthen its functioning and improve the quality of work. In comparison to the advanced countries of the world, our airports lack in several infrastructural facilities, our airtraffic has not only increased for Delhi or Bombay but it has also increased at international level. It seems that in the coming times tourism will develop and number of tourists will increase. Demands for facilities at airports will increase with the increasing airtraffic which we should provide. There were small aircrafts before 20-25 years which carried 100-150 people but now the capacity of aircrafts is 300-400 people. Therefore it is necessary that our airports should be fully equipped with latest equipments to handle this traffic. Along with that passengers should get all facilities accordingly. I have got opportunities to visit abroad, in comparison to their airports our airports need a lot of improvements. We are lagging behind in the arrangements and facilities for passengers since the moment when the passengers go through checking and reach to their destination and take back their luggage. In our airports passengers have to wait for a period of 2 or 2.30 hours

to get their luggage whereas the journey might have taken just one hour. Therefore, improvements in facilities at airport is quite necessary.

15. 29 hrs.

[SHRI TARA SINGH *in the Chair*]

We have domestic airtraffic as well as international airtraffic. We look after both traffic from domestic airports, so these airports should also be handled properly. Whenever any such opportunity comes, it is said that there are no facility at airports and it takes too much time in getting back the goods especilly after assuming the office of Prime Minister by Shri Narasimharao and Minister of Tourism and Civil Aviation by Mr. Ghulam Nabi Azad and introduction of open sky policy frequency of air-taxi bus service has increased too much. Our national carriers Air India and Indian Airlines which have also changed a lot, side by side there has been a great improvement in our domestic and international traffic. The number of passengers is increasing. Therefore, we have to keep it in mind that what would be the position of our domestic and international traffic in the next 5, 10 and 20 years. No matter, how properly our airport authority has been constituted, we have to see whether it will serve effectively in the times to come. I feel that such planning is quite necessary because in view of the increasing traffic the facilities should also be increased at our airports. The new airports and new terminals which are being constructed are being provided with such a facility where arrangements have been made to enable the passengers to directly board the another planes.

Sir, it rains heavily in our country and

when a plane is on ground, the passenger feel inconvenience in moving. New terminals have been constructed in Bornbay and Delhi, where all facilities are provided but other international airports should also have these facilities because in foreign countries small airports are equipped with such facility. Air transportation facility is available there. I feel that there are several instruments for providing flight information and other purposes and our airports should also be provided all such facilities. If Airport Authority will provide the facilities of all specific instruments it will facilitate the taking-off/ landing off of our planes. The visitors can be impressed by this because the people who come here make their opinion from the first impression at the airport the moment they land they can guess as to how much development has taken place and how much our country has advanced. In moderr electronic age we should install all necessary gadgets at airports. It needs a viable and strong Airport Authority which can take appropriate steps in this regard and can think in the interest of the country and will develop all the airports in the country.

Sir, I have no hesitation in saying here that we have asked the hon. Minister time and again to provide facilities in those areas from where people have gone abroad to facilitate their arrival and departure. All the Members of this House are aware that a large number of people from Jalandhar, Hoshiarpur and Kapurthala have gone abroad. No matter, wherever you go, be it England, America, Canada, Middle East, South East etc... You will find thousands and lakhs of people belonging from Jalandhar and other adjoining areas. When they come here, they have to face many difficulties. They have to go far away but have to face many difficulties at airports. It

[Sh. Umrao Singh]

is my submission to hon. Minister that the checking system at airports needs to be improved upon. The passengers have to face many problems during immigration and custom checking, and it does not leave any good impression on foreign tourists. On one hand we are talking about giving facilities to NRIs and policy liberalisation but on the other hand such experiences leave a bad impression in abroad and the country is deterred. Today NRIs are willing to invest crores of rupees in our country and foreign exchange may come here but facilities must be provided to those people.

I request that the new Authority should make plan for new airports and special attention should be paid towards those areas from where more people have gone abroad. A large number of people from my area have gone abroad and they usually visit here but they do not get all facilities here. After spending so much money on such visits when they do not get any facility they get disappointed. I would like to say that Jalandhar should be brought on national and international airmap. You may compare the data of all the flights of Air India, Lufthansa, British Airways you will find that 30-40 percent passangers belong to Punjab and most of them belong to Jalandhar and its adjoining areas. I am sure that by constructing an airport at Jalandhar Indian Airlines will be highly benefited because after arriving at Delhi airport the passengers will take a notner flight of Indian Airlines to Jailanohar. Many NRIs are ready to help us in this project. I urge upon the hon. Minister that he should try to contact NRIs on this issue. I do hope that we will certainly get help from them in some form.

Hon. Ghulam Nabi Azad has contributed a lot in establishing peace and brotherhood in Punjab. He visited each and every village with us for establishing peace and the people of the state have high regard for him. If an airport will be set up at Jalandhar the people will give him much more respect and he will be remembered for ever.

Mr. Chairman, Sir, with these words I support this Bill.

I hope that the proposed Authority will comprise of such Members who can advise it properly and the Authority will function smoothly. With these words I conclude.

[English]

DR. KARTIKESWAR PATRA (Balasore): Mr. Chairman, Sir, I want to congratulate the hon. Minister for Civil Aviation and Tourism, Shri Ghulam Nabi Azadji for bringing this Bill, the Airports Authority of India Bill, 1993. Simultaneously, I would also congratulate the hon. Prime Minister for his initiative to have an agreement for Indo-Russian cooperation in the field of civil aviation through joint ventures. When our Prime Minister visited Russia recently, this is one of the agreements signed between India and Russia. We are proud of this agreement and we are proud of our hon. Prime Minister. The joint venture between India and Russia will be registered very soon and it will create an impetus and allround development of civil aviation in our country.

Sir, though this Bill which was expected to come before the House earlier, this Bill had been brought before this House on 23rd of August, 1993 only, nearly a year ago. The

hon. Minister had stated very clearly the aims and objectives of this Bill in a reply to the Unstarred Question in the Rajya Sabha on 22nd December, 1993. In that reply, the hon. Minister had categorically stated that as to why there will be a merger of International Airports Authority of India with the National Airports Authority and what would be the net benefit for the country out of this merger. The first point he mentioned was that this merger would facilitate better mobilisation and utilisation of resources for integrated development of airports. I will create a good mobilisation of resources in an integrated way. The second point was that it would provide for closer integration, better administration and cohesive management of airports. Then, there will be a better administration and cohesive management of airports including aeronautical communication and air transport services. By this merger, there would be a better management of civil aviation in India.

Sir, sometimes there is a criticism from the Members of the Opposition. I want to clarify that the Minister had very clearly mentioned the objectives in that reply which he had given to the Rajya Sabha. Another point which he stated was that with the expertise of the Government in various fields, the efficiency can be improved.

Sir, by this measure efficiency will be improved. The fourth point is that by the proposed unification it would be possible to avoid overlapping. By overlap, I mean, the claims of corruption and overlap of time also. It will enable better governance and ensure very efficient utilisation of the manpower. If the two organizations exist separately, then better utilisation of manpower may not be possible because in

the two organizations two different groups of manpower are required, but in a single organization the manpower can be better utilised. The fifth point is that the integrated development of airport facilities would be the responsibility of a single authority having better command over resources. A single authority would ensure better command over the mobilisation of the resources.

Until 1971, the Director-General of the Civil Aviation was entrusted with the responsibility not only of regulatory functions but also with the responsibility of construction and management of airports, air traffic control and air space management in the country.

In 1971, IAAI, an autonomous body, was constituted for the construction and management of larger airports in the country. Four international airports, namely, Delhi, Bombay, Madras and Calcutta were transferred to International Airports Authority of India with effect from 01.04.1972; later on, Trivandrum airport was also transferred. In 1985, the Government decided to give similar treatment to domestic airports and air traffic control and it constituted the National Airports Authority under the National Airports Authority Act. These two are now repealed under the Airports Authority of India Bill, 1993.

Sir, the Bill proposes to transfer and vesting of the undertakings of the International Airports Authority of India and National Airports Authority in the Airports Authority of India. All licences, permits, quotas and exemptions granted to these two undertakings will be deemed to have been granted to the Airports Authority of India. This was stated in the Statement of Objects and Reasons of the Bill.

[Dr. Kartikeswar Patra]

Sir, I do not understand the logic put forth by some hon. Members of the Opposition parties. They are not there in the House now. One of the hon. Opposition Members, Shri Lokanath Choudhury, has mentioned that the National Airports Authority is a loss-making undertaking and International Airports Authority of India is a profit-making undertaking and that if both of them are combined together or if unification takes place, it will be like joining the two parts of Jarasandha. It was said that if one part is weak then the other parts also will become weak automatically. It was his conception. But in reply, the Minister stated that the National Airports Authority in 1991-92 had shown a profit of Rs. 17.72 crore; in 1992-93 it had shown a profit of Rs. 11.76 crore and in 1993-94, it had shown a profit of Rs. 17.33 crore.

So it is not a losing concern and one losing concern is being amalgamated with another profit-making sector. It is not like that because in his reply the hon. Minister said that National Airports Authority earned a profit in 1991-92, 1992-93 and 1993-94 of Rs. 17.72 crores, Rs. 11.76 crores and Rs. 17.33 crores respectively. So, that argument is not justified. A BJP Member argued that this will be for the benefit of our CPM Party and not of capitalists. Those who are behind them will not be benefited. The entire Air Force of the country will be looked after by the Government. Government will take care of it. They say that big industrialists will take over the Air Force and then Air Force can be developed. That conception is totally wrong. It is neither beneficial to CPM nor to BJP. It will be beneficial for the country as a whole. This is the conception.

Regarding the formation of

Committees, there should be some Members of Parliament on them who can look after the organisation. One Member from Rajya Sabha and two Members from Lok Sabha should be on the Committee and one Member from ITDC and one Member from IAF should be on the Committee. Its term should be for three years. If the management is better, if the Authority functions properly, then the functioning of the Airports of our country will be better. I want to place the problems of my State before the hon. Minister. The flights to Bhubaneswar were suspended on Sunday. That is why, we could not reach the House by Monday. You should appreciate our grievances. This should be rectified and suspension of flights to Bhubaneswar should be withdrawn. We should have one flight from Bhubaneswar to Port Blair. It is our benign hope. The development scheme of Bhubaneswar Airport is with the Government. It should be cleared. It is still pending. The Plan will be sanctioned. The entire Bhubaneswar airport will be developed. Amarda and Jharsuguda air strips may kindly be surveyed and schemes may be prepared for flying of Vayudoot. I am bringing this to your notice because from the British days, there are two air strips which can be improved with minor repairs and if minor improvement is there, it will be very convenient to ply Vayudoot from different places. One Vayudoot service has been cancelled from Bhubaneswar to Rourkela. The Vayudoot service from Rourkela to Calcutta should be restored.

Why was it sanctioned? Why were these services withdrawn? The position is today it is running. For the next four days, it will not be running. It is like that. So, it is not convenient for the tourists and passengers. That is why regular Vayudoot services should be there from Bhubaneswar to Rourkela, from Calcutta to Rourkela and

also to Port Blair. Services should be there between Bhubaneswar and Amarda, Bhubaneswar and Jharsuguda, Bhubaneswar and Port Blair. Our State is a very neglected State. All the Members of Orissa requested the hon. Minister and after repeated request, he has been very much pleased to console us by saying that he would consider it. I request the hon. Minister that he should first sanction it. It is not enough to console us. He should restore that service. It is not for us only. It is for the sake of passengers. Bhubaneswar is a great tourist place. Tourists from different parts of India and from abroad come in large numbers. Bhubaneswar and Varanasi attract more and more people from different parts of India and abroad. That is why I am requesting the hon. Minister to consider it outright. In his reply, he should tell that it is restored.

Here, I would like to point out that the Members of the Opposition are criticising the Government in all respects. Whatever good the Government is doing for the country, they criticise it. They feel that it is not proper. They have boycotted this House. That is their intention. They want to hide the truth. What happened in the case of Bofors? They tried to pressurise the Government. They tried to play the pressure tactics. In this case also, they have tried to play the pressure tactics so that it would be beneficial to them during the time of election.

सिंधु के पीछे पाप छिपे ना  
नेच छिपे ना बारण गै,  
सभा के भीतर पंडित छिपे ना,  
सुरत छिपे ना बादल च्छाई.

What is the truth? It will be revealed one day. The mind of our hon. Prime Minister is very clear. He will take drastic action

against the persons against whom corrupt practices have been proved. Our hon. Prime Minister has stated that if anybody is found guilty, he would be punished. The Opposition parties are reluctant to discuss the Action Take Report because truth will be revealed. If it is discussed, the entire country will know what is what. If the truth is revealed, then their game will be revealed. That is why they have boycotted this House. I condemn their action in this regard.

With these words, I conclude.

16. 00 hrs.

#### DISCUSSION UNDER RULE 193

#### Heavy Loss Of Life And Damage To Property Due To Floods In Many Parts Of The Country

[English]

MR. CHAIRMAN: The House shall now take up discussion under Rule 193 on the above subject. The time allotted for this discussion is two hours.

Shri Nitish Kumar	Not Present
Shri Guman Mal Lodha	Not Present
Shrimati Geeta Mukherjee	Not Present
Shri Lokanath Choudhury	Not Present
Shri Basudeb Acharia	Not Present
Shri Bhubaneswar Prasad Mehta	Not Present
Shri R.M.Ghangare	Not Present