

of Powers) Act, 1976. [Placed in Library. See No. LT-10814/76].

**PUBLIC WAKFS (EXTENSION OF LIMITATION) TAMIL NADU AMENDMENT ACT, 1976**

**THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND IRRIGATION (SHRI SHAH-NAWAZ KHAN):** I beg to lay on the Table—

A copy of the Public Wakfs (Extension of Limitation) Tamil Nadu Amendment Act, 1976 (Hindi and English versions) (President's Act No. 14 of 1976) published in Gazette of India dated the 17th April, 1976, under sub-section (3) of section 3 of the Tamil Nadu State Legislature (Delegation of Powers) Act, 1976. [Placed in Library. See No. LT-10815/76].

**TAMIL NADU CULTIVATING TENANTS PROTECTION (AMENDMENT) ACT, 1976**

**THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND IRRIGATION (SHRI ANNA-SAHEB P. SHINDE):** I beg to lay on the Table—

A copy of the Tamil Nadu Cultivating Tenants Protection (Amendment) Act, 1976 (Hindi and English versions) (President's Act No. 18 of 1976) published in Gazette of India dated the 17th April, 1976 under sub-section (3) of section 3 of the Tamil Nadu State Legislature (Delegation of Powers) Act, 1976. [Placed in Library. See No. LT-10816/76].

**CERTIFIED ACCOUNTS OF INDIAN COUNCIL OF HISTORICAL RESEARCH FOR 1972-73 AND STATEMENT FOR DELAY**

**THE DEPUTY MINISTER IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE AND IN THE**

**DEPARTMENT OF CULTURE (SHRI D. P. YADAV):** I beg to lay on the Table—

(1) A copy of the Certified Accounts (Hindi and English versions) of the Indian Council of Historical Research for the year 1972-73, under rule 44(d) of the Memorandum of Association and Rules of the Indian Council of Historical Research.

(2) A statement (Hindi and English versions) showing reasons for delay in laying the above document.

[Placed in Library. See No. LT-10817/76].

12.08 hrs.

**\*DEMANDS FOR GRANTS, 1976-77—Contd.**

**MINISTRY OF TOURISM AND CIVIL AVIATION—contd.**

**MR. SPEAKER:** The House will now take up discussion and voting on Demands No 89 to 92 relating to the Ministry of Tourism and Civil Aviation, for which four hours have been allotted.

The hon. Members present in the House, who desire to move their Cut Motions may send slips to the Table within fifteen minutes, indicating the serial numbers of the Cut Motions they would like to move. The Minister will be called at 3.15 p.m.

Motion moved:

"That the respective sums not exceeding the amounts on Revenue Account and Capital Account shown in the fourth column of the Order Paper be granted to the President to complete the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1977, in respect of the heads of demands entered in

\*Moved with the recommendations of the President.

the second column thereof against Demands Nos. 89—92 relating to the Ministry of Tourism and Civil Aviation."

[Demands for Grants, 1976-77 in respect of Ministry of Tourism and Civil Aviation]

No. of Demand	Name of Demand	Amount of Demand for Grant on account voted by the House on 23-3-1976		Amount of Demand for Grant submitted to the vote of the House	
		Revenue	Capital	Revenue	Capital
1	2	Rs.	Rs.	Rs.	Rs.
89	Ministry of Tourism and Civil Aviation	7,96,000	.	39,78,000	..
90	Meteorology	1,87,89,000	33,87,000	9,39,43,000	1,69,33,000
91	Aviation	4,46,84,000	4,23,80,000	22,34,19,000	21,19,02,000
92	Tourism	64,32,000	71,23,000	3,21,57,000	3,56,17,000

SHRIMATI PARVATHI KRISHNAN (Coimbatore): Sir, in speaking on the Demands of this Ministry, I would first like to say that we have definitely made some progress as regards both Tourism and Civil Aviation.

But, Sir, I would like to draw the attention of the House to the fact that in the process of modernization of the airports, we are having a most peculiar procedure. Because we find that our airports never keep up with the modernization that is taking place throughout the world. There is never a long-range perspective; and we find ourselves, when we think that we have got a very modern airport, that we are ten years behind all the other world airports, which have caught up and gone far ahead. I cannot understand why we should be having all these experts who only go after what has already taken place 5 or 10 years earlier in the other countries. When we want to compete in tourism; when we want the most modern aircraft, our airports are not adequate to deal with the modern aircrafts. For instance, when the airbus purchase was being considered,

the Airlines gave an assurance—and it was one of the conditions—that there would be no extra expenditure in any of the airports, to meet requirements of the traffic being handled by the air bus. We now learn that modifications are going on in a sly manner; and that even the carrier belt is to be changed. I do not know why we are carrying on in this way. Surely, there is enough expertise throughout the world for us to draw upon. There is enough experience for us to draw from, in order to see that we keep up with the modernisation that is taking place within our country also.

Similarly, there is a lot of wastage. I learn that in most of the advanced countries of the world 80 per cent of the airfield is paved area whereas in India it is only 20 per cent. When we have got to catch up with 80 per cent, we find that, even in the emergency period, last year in the Palam Airport the mosaic flooring was changed to Kotah stone. Is this the way you deal when the emergency? Is this the way we bring up the airports that we are bothered more about whether it is mosaic flooring or Kotah stone and not bothered about bringing the

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airport up to the specifications of a really modern airport?

With regard to safety, in some airports, I am told there are no crash tenders with the required capacity of foam and water required for the Boeing 737. In Khajuraho; for instance; which is an important tourist centre; while I do not want to create a sense of panic; I am told that there are only two jeeps to fight the possibility of a fire. So; the poor passengers who get into the Boeing have to be armed with the Quran, or the Bible or the Gita in their hands and hope for the best.

The whole problem is that of purchase of CFTs. Why is it that you have been delaying the decision about the CFTs? Since 1969 this question has been hanging fire. You have got a tender from Tatra of Czechoslovakia. But you have got interested parties wanting to go in for these CFTs from Australia and Holland. You find that from Tatra you are able to get them upto the specifications laid down by KAO. In spite of that, you want to go in for the Austrian one, which has a capacity of only 800 gallons, whereas Tatra have got 1200 gallons. The Tatra cost Rs 7-1/2 lakhs which have got to be paid in rupees, which means no drain of foreign exchange while the others cost Rs. 15½ lakhs to be paid in foreign currency. When you have got this offer and when they have got the stock for ready supply, why this delay? Why are you so absolutely meagre in the allocation of resources, resulting in such paucity of fire-fighting equipments in your airports?

Now we have got 8 track-type fire tenders from Canada, which run at 8 K.M per hour. They are not being used in any airport in the world at all and yet we purchased them at a cost of Rs. 20 lakhs each. Why should we go in for this kind of thing, which is a drain on our slender foreign exchange resources? When we really need equipments for hospitals, or for

our heavy industries or for other spheres of developmental activities we are told that there is a shortage of foreign exchange? Therefore, the Ministry of Civil Aviation have got to pull up their socks, if they have any socks, and they have got to deal with this problem of safety device immediately and ensure that they are according to ICAO standards. You have to keep the national interest in mind, see to it that there is the minimum drainage of foreign exchange and accept the most advantageous tender, rather than merely asking for global tenders again and again while you lackeys in Austria or Holland are having a free time, trying to influence the various officers that are there.

As far as the International Airport Authority is concerned, at the time the Bill was being discussed, Dr. Karan Singh gave an assurance here that the setting up of this Authority would create new avenues of promotion for the Civil Aviation Department employees, who are experts in handling air traffic control. What do we now see? We now find that one after the other, IAF personnel are being drawn into this organisation, which is demoralising the employees of the Civil Aviation Department. The people who are drawn from the IAF have experience of dealing with fighters and bombers, but they do not have the background experience of handling civilian air traffic control. You have got your expertise, your very skilled officers in your own department, and yet you go and draw somebody from somewhere else, who comes for two years, introduces his own new idea and then—goes away. Then another person comes and tries his own idea, ignoring whatever has happened before him I have nothing against the IAF officers. We are proud of them. We know what a tremendous piece of work they have been attacked. At the same time, done any time. Our country has let us not give them too much of responsibility, because there is a vast difference in work

between the IAF and the civilian air traffic control. When you have got your departmental people who are there from the beginning, gaining experience day after day, why do you not see that they are promoted to further positions of responsibility as Dr. Karan Singh assured us when the discussion on the International Airport Authority took place?

The Pay Commission also recommended that the Assistant Aerodrome Officers' posts should be filled through departmental promotion. Here again, I am told that there is the Tata Committee going into it. I do not know why. Tata seems to be the be-all, end-all and know-all as far as aviation in India is concerned. Surely when the Third Pay Commission has already gone into it in great detail, and the Government has thought fit in so many spheres to accept their recommendations, why should you have here a new committee coming in? Therefore, if—I say 'if'; I hope it will not happen—such a committee is there and it makes recommendations, I hope you will do nothing about those recommendations without consulting the JCM about it.

Lastly, you must think of your employees. You do so much of modernisation, so much of building. You may not believe it, but if you go to Palam—perhaps when you, Sir, go, they will not be there, I do not know—you will find that there are eight employees working in a room—this is the way in which they are neglected—which is a store room, which has no ventilation, no fan. We are sitting here in air-conditioned splendour. It might be difficult for us to understand what it means to them. But this is the way in which the employees are dealt with. When you talk of the emergency, when you talk of a commitment, when you talk of a national perspective, don't you think that the efficiency of the employees would be much greater if they are also given conditions where

they can work better? Our discussions here reach a particular level. I wonder whether we would reach that level if we were shut in a room without a fan. First of all, you would have the problem of quorum. And, I do not know what the Ministers would do.

With regard to tourism, I would request the Ministry not to give us misleading figures. We are given figures in regard to the increase of tourist traffic, but what is the base taken? 1971. But everybody knows that 1971 was a year of great disturbance, the year of the liberation of Bangla Desh, the year when Pakistan attacked us. Therefore, tourist traffic then obviously was not what it might have been. With that base you say that you have achieved so much. I think that is misleading. I do not deny that there has been some progress, but surely you must be much more open with the figures that you give to Parliament, so that we can really analyse them in a proper manner and come to our own conclusions. But to-day I am at a loss. I do agree there is that much of an increase, I appreciate that there is an increase in our foreign exchange earnings, but I would like to know what exactly the increase is. Why take 1971 as the base? Take a normal year when there was normal tourist traffic

As far as the ITDC hotels are concerned, there is no doubt that they have improved. Some of them have come out of the red and they are progressing, but at the same time, there is friction between the management and the workers. Why is it that the Ministry cannot see that this friction is overcome? In one Government Department after another, after the emergency, the Ministries have worked with a sense of emergency and brought about a certain lowering of the friction between the management and the workers. Whereas in ITDC, in which we are vitally interested, we find that this has been neglected. The workers are asking

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what has happened in the emergency to some of the enquiries that had been set afoot with regard to various malpractices and irregularities of certain officers. Unless you take up these things and see that these problems are dealt with, the friction will continue. The ITDC is no doubt progressing, but if you tackle these problems with a sense of emergency, you can progress much faster.

And you will find that the public sector would certainly be at the mercy of the private sector. On the other hand, instead of the public sector growing from strength to strength as rapidly as it should, as rapidly as it can, you will find that you are giving the private sector an assistance by way of loans.

For instance, you find that loans to the hotels have been given from the inception of the scheme in 1968. The amount today stands at Rs. 925.54 lakhs. Had this amount of Rs. 925.54 lakhs been invested in the public sector—ITDC's chain of hotels—we would have got a return on it because you find that the public sector takes these loans, build hotels and make fabulous profit. For instance, let us compare Ashoka Hotel with Oberoi Hotel. In Ashoka Hotel, they charge Rs. 175 per day, whereas in the Oberoi Hotel, they charge Rs. 275 per day. So, you keep on giving loans to these people who charge the public such enormous rates. Therefore, instead of this financial assistance being channelised to the private sector, the public sector should be strengthened and your organisation should be streamlined so that you have a better showing next year to bring before Parliament.

With regard to tourist literature, I would like to make one point. The Department of Tourism has the expertise and tourist literature. As far as ITDC is concerned, you will find that they are bringing out tourist

literature which is totally inadequate, defective and inaccurate. As far as the Department of Tourism is concerned, you will find any number of complaints from the travel trade agencies who have been sending in their criticism to the complaint cell. What has been done about those complaints. And therefore, I would say that when you have got experts of 28 years of standing in your Department of Tourism, the tourist literature should be produced by that Department. If it is done, I think it would certainly be more effective. As far as the complaints are concerned, I think that there is a difference when they do that.

With regard to the Department of Tourism, the post of the Director-General is either lying vacant or you have a Director-General who comes for a very short time and then he is transferred to some other department, because it is linked up with your IAS Cadre. Why is it that you cannot have also departmental promotions? You have your Assistant Directors and Deputy Directors. They have been there for years; they know the ins and outs of the tourist trade and the whole problem of tourism. In spite of all this, there comes an IAS officer on top of them. Then he is only busy in examining what his predecessor did. If he happens to bear a grudge against his predecessor, he wants to change the whole thing. All sorts of things are happening. I don't see why you should have this kind of procedure. In fact, I think this whole question of deputationists should be gone into very seriously. The deputationists should go back and the departmental people should be given proper encouragement. You have got experts and you should see that you make the fullest use of those experts.

As far as various tourist offices are concerned, I am sorry to say, when I was going through this Report, I found that your idea of tourism is such that it is totally West-oriented.

It may be possible that those who want to go and work in those offices prefer those countries. Here in the Report is a list of your tourist offices which are in New York, San Francisco, Chicago, Toronto, London, Geneva, Paris, Frankfurt, Brussels, Stockholm, Vienna and Milan, Tokyo and Kuwait. In the East don't we want to have close relations with countries who are friendly to us there? Don't we want tourists to come from there? We have our Indian tourists wanting to go to Thailand, to the Philippines and to other places. We have one shopping centre in Tokyo, one in Singapore and one in Kuwait.

With the gulf countries becoming closer to us, our cultural trade relations are growing with them. Why is it that we have only one tourist office in Kuwait? Surely, this has got to be examined. Then you will find that there are countries like Bulgaria and Yugoslavia who have got a very large number of tourists who come to their countries. Would it not be profitable for our country to have tourist offices in those countries so that tourists who come there can visit our various offices, learn more about our country based not on the literature that you are producing but on the literature that I am requesting you to produce and see that tourist traffic will definitely step up? But that should be the manner in which you set up your tourist offices. I think you have to pay more attention to the newly liberated African countries, the Middle-East countries, the Asian countries and also the near-east countries. It is, I think, such a big lacuna in our promotion of tourism by not setting up our tourist offices there in order to cater for those tourists who may be visiting those countries and may be in a position to visit India later on.

With regard to the overseas postings—all those which are in the Tourist Department—I find, the overseas postings are done mostly on an *ad hoc* basis. The overseas post-

ings are very important because the overseas postings are for those who have got the experience and know-how, who go and generate interest and enthusiasm in the people in those countries and who tap the potential tourist traffic in those countries. Therefore, when you have got the overseas postings only on an *ad hoc* basis, no procedure, no rules, no proper method of selection, then you cannot get good results. There should be a Selection Committee for interviewing the people and selecting the people who can really deliver the goods when they go abroad. Unless you have that and follow that process, and not have an *ad hoc* basis, you are not really doing justice to the whole policy of developing tourist traffic.

Ours is a vast country; it is a sub-continent; it is rich in cultural heritage. It has got centres of historical and archaeological interest. At the same time, because of the vastness of the country, you have got the different types of geographical formations and you have also got the places where the people could come either for sea-bathing or for fishing or for mountaineering and so many other things. You have got to have people who will go abroad and make people understand that they can have as fine a mountaineering holiday in India as in Austria, as fine a holiday on the beaches of Kovalam or Juhu as they would have on the beaches of the black sea in Varna. We have got certain areas which no country in the world has. That is why it is extremely important that you have these various tourist offices and you see that the people who have the expertise man those tourist offices. That is why, I say, when you have the Department with talented people, why do you not make use of your talent? Here, we are a country with all this great heritage and we are not able to make other people understand what our heritage is. Therefore, I would appeal to the hon. Minister that they should immediately take up

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this whole issue of setting up various tourist offices in these various countries and find out where tourist potential is, particularly, from the near-east countries, where there is no greenery whereas here in our country there is a lush of greenery.

As far as the Information Assistants are concerned, why is it that you go to the open market for 80 per cent of your recruitment? This is a kind of thing that demoralises the employees. You have got to do something about it. You should assure them and bring in the rules to see that at least 60 per cent of them are from the Department itself because they are growing in the Department. Let them grow further.

As regards the telephone operators, there are two of them and they are to get an increase of Rs. 20 according to the Pay Commission's recommendation. There are two women telephone operators. Therefore, I am specifically referring to this point although there are many other points in regard to the Pay Commission's recommendations that remain to be touched. An increase of Rs 20 is not being given to them although in all other Government Departments, that increase has been sanctioned and has been given. You spend lakhs and lakhs of rupees on mosaic flooring and Kotah stone at Palam. But you cannot give Rs. 20 increase to two telephone operators in the Department. This is the manner in which your Department functions.

Lastly, I would say that you must have a proper approach not only to our tourist traffic from abroad but also to tourist traffic within the country. Do you not want tourism within the country to be a part of national integration? Why is it that you cannot give concessional rates in the off-season for industrial workers and salaried class of people so that they can go from Assam to Mahabalipuram and from Kovalam to Manipur and Assam and learn about

their own country? If they are given concessional rates, with these concessions that they get on the Railways for holidays, our people will go with families and the Southerner will learn about the North and the Northerner will learn about the South, and this will be a process of national integration. Today, all that the Southerner knows about the north is about their food, when they go to a Punjabi restaurant or a Bengali restaurant. But do they know that Assam is a place that is as glorious as their Mahabalipuram or Kovalam? Do the Manipuris or Assamese know that there is such a beautiful thing as a wide sea-front in the Marina in Madras or in Kovalam? Therefore, I would appeal to the Minister that while tourist traffic from abroad is extremely important as part of our international relations, as part of our foreign exchange earnings and as part of the whole world as it is today, it is equally important that internal tourist traffic should have concessional rates, particularly those who earn Rs. 1000 and under, so that the industrial workers etc. can travel all over the country from Kashmir to Kanya Kumari and learn....

MR. SPEAKER: Farmers also.

SHRIMATI PARVATHI KRISHNAN: Yes, all working people. If they are given concessional rates—for instance, if in Mahabalipuram they are given a cottage for Rs. 10 per day, they can afford to stay for a week, but they cannot afford to stay at Rs. 50 or Rs. 100 or Rs. 200 per day.

SHRI S. M. BANERJEE (Kanpur): I beg to move:—

“That the demand under the head Ministry of Tourism and Civil Aviation be reduced by Rs. 100.”

[Need to make available eatables and cold drinks to the visitors at reasonable rates at Qutab Minar(2)]

“That the demand under the head Ministry of Tourism and Civil Aviation be reduced by Rs. 150.”

[Need to provide a well furnished cafeteria on cooperative basis for the tourists at Qutab Minar (3)]

"That the demand under the head Ministry of Tourism and Civil Aviation be reduced to Re. 1."

[Need to formulate common cadre of Hindi Translators working in the Ministry of Tourism and Civil Aviation and DGCA (Hqrs.) and revert deputationists against these posts from outside offices and confirm present incumbants of these posts (12)]

"That the demand under the head Ministry of Tourism and Civil Aviation be reduced to Re. 1."

[Need to review the Recruitment Rules pertaining to the non-Secretarial ployees working in the DGCA (Hqrs.) (13)]

"That the demand under the head Ministry of Tourism and Civil Aviation be reduced to Re. 1."

[Need to confirm all temporary em-staff working in the DGCA (Hqrs.) and the Ministry of Tourism and Civil Aviation who have completed more than 2 years service (14)].

"That the demand under the head Ministry of Tourism and Civil Aviation be reduced to Re. 1."

[Failure to maintain properly and systematically the G.P. Fund Account of Class IV employees and Compulsory Deposit Scheme Account of employees of the DGCA and need to issue slips of Account to them as has been done by other offices of the Government of India(15)]

"That the demand under the head Ministry of Tourism and Civil Aviation be reduced to Re. 1."

[Need to send back SAS Accountants in the office of the DGCA to their parent office in terms of the April, 1975 instructions of the Department of Personnel and A.R. and promote UDCs of

the DGCA, trained in Cash and Accountancy, in the resultant vacancies(16)]

"That the demand under the head Ministry of Tourism and Civil Aviation be reduced to Re. 1."

[Failure to convert non-technical ex-cadre posts in the office of the DGCA into ministerial posts and include them in CSS/CSCS in terms of the Department of Personnel orders dated the March, 1972 (17)]

"That the demand under the head Ministry of Tourism and Civil Aviation be reduced to Re. 1."

[Failure to hold regularly the meeting of the office Council (JCM) of the DGCA office as required under rules and to implement the decisions of the office council (JCM) (18)].

"That the demand under the head Ministry of Tourism and Civil Aviation be reduced to Re. 1."

[Failure to implement the instructions contained in the Department of Personnel Memorandum of November, 1972 regarding reservation for Scheduled Castes and Scheduled Tribes in promotions in the office of the DGCA (Hqrs.) (19)].

"That the demand under the head Tourism be reduced to Re. 1."

[Failure to make confirmations in the Grade of UDC in their order of position/place occupied by the employees including those belonging to SC/ST in the select lists/recruitment roster maintained/prepared by the Department of Tourism strictly in terms of Recruitment Rules (20)].

"That the demand under the head Tourism be reduced to Re. 1."

[Failure to take action on the representations of the employees of the Tourism Department including those belonging to SC/ST especially in the matter of confirmation according to the places/positions occupied by them



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in the select lists/recruitment rosters (21)]

"That the demand under the head Tourism be reduced by Rs. 100."

[Failure to amend recruitment rules pertaining to Class II posts in the Department of Tourism, such as, Assistant Director, Assistant, Senior Stenographer, Senior Investigator etc. and discontinue direct recruitment as per the recommendation of the Pay Commission accepted by the Government and orders issued by the Government on the subject (22)]

"That the demand under the head Tourism be reduced by Rs. 100."

[Failure to amend recruitment rules for the post of Computer/Junior Investigator in the Department of Tourism with a view to make provision for promotion of Key Punch Operators/Computers working in the Department of Tourism (23)]

"That the demand under the head Tourism be reduced by Rs. 100."

[Failure to send Assistant Directors (Admn.), Assistants and UDCs in the Department of Tourism to various refresher courses conducted by the ISTM as is being done by other offices of the Government of India(24)]

"That the demand under the head Tourism be reduced by Rs. 100."

[Need to send UDCs of the Department of Tourism to Cash and Accountancy Course conducted by the ISTM with a view to make them eligible for appointment as Accountants in the Department(25)]

"That the demand under the head Tourism be reduced by Rs. 100."

[Need to remove the discrimination in the matter of pay scales attached to the post of Senior Stenographer in the Department of Tourism by raising it from Rs. 425—750 to 425—800. Thus bringing it at par with the senior ste-

nographers of the Central Secretariat(26)]

"That the demand under the head Tourism be reduced by Rs. 100."

[Failure to upgrade a number of posts of LDCs as UDC in view of the fact that incumbents of such posts are doing work comparable to the UDC and the 3rd Pay Commission has recommended such upgradation in its report(27)]

"That the demand under the head Tourism be reduced by Rs. 100."

[Need to create more posts of Assistant Directors (Admn.), Assistants and UDCs in the Administrative Division of the Department of Tourism so that staff grievances may be dealt with promptly (28)]

"That the demand under the head Tourism be reduced by Rs. 100."

[Need to reduce the quota earmarked for limited departmental competitive examination for promotion to the posts of UDCs from 50 per cent to 25 per cent in accordance with the orders issued by the Government of India in this regard recently (29)]

"That the demand under the head Tourism be reduced by Rs. 100."

[Failure to reply to the representations received from staff Unions which is against the instructions of the Government on the subject (30)]

"That the demand under the head Tourism be reduced by Rs. 100."

[Need to modify the recruitment rules for the post of Information Assistant in the Department of Tourism with a view to provide 30 per cent posts to employees of the Department of Tourism (31)]

"That the demand under the head Tourism be reduced by Rs. 100."

[Need to amend the recruitment rules for the post of Assistant in the Department of Tourism with a view to

provide 50 per cent posts in the grade for promotion of UDCs as has been done by the Department of Personnel for the Central Secretariat staff (32)

"That the demand under the head Tourism be reduced by Rs. 100."

[Need to remove acute stagnation in the grade of Senior Stenographer in the Department of Tourism by providing a selection grade to them (33)]

"That the demand under the head Tourism be reduced by Rs. 100."

[Need to reduce direct recruitment to the post of Information Assistant from 80 per cent to 50 per cent with a view to give resultant 30 per cent posts in the grade to the employees of the Department of Tourism (34)]

"That the demand under the head Tourism be reduced by Rs. 100."

[Need to modify recruitment rules to the post of Assistant Director in the Department of Tourism with a view to increase the number of posts reserved in the grade for Assistants and Senior Stenographers(35)]

"That the demand under the head Tourism be reduced by Rs. 100"

[Failure to convert 80 per cent of 3 years old temporary posts of Class II/ Class III/Class IV into permanent posts in accordance with the instructions of the Government on year to year basis (36)]

"That the demand under the head Tourism be reduced by Rs 100."

[Failure to pay special pay to Telephone Operators of the Department of Tourism as per orders of the Ministry of Finance No. 6(15)-EIII(B)/73, dated 20th September, 1974 (37)]

"That the demand under the head Tourism be reduced by Rs. 100."

[Failure to confirm the telephone operators of the Department of Tourism even though they have completed a number of years of service(38)]

"That the demand under the head Tourism be reduced by Rs. 100."

[Failure to confirm Class IV, Class III and Class II employees of the Department of Tourism against the permanent posts lying vacant in these grades since long(39)]

"That the demand under the head Tourism be reduced by Rs. 100."

[Failure to create posts of Selection Grade Daffries in the Department of Tourism as has been done by the other Departments of the Government(40)]

"That the demand under the head Tourism be reduced by Rs. 100."

[Failure to maintain properly and systematically the G.P. Fund Account of Class IV employees and Compulsory Deposit Account of the employees of the Department of Tourism (41)]

"That the demand under the head Tourism be reduced by Rs. 100."

[Failure to issue G.P. Fund Account and Compulsory Deposit Account slips to the employees of the Department of Tourism on early basis (42)]

"That the demand under the head Tourism be reduced by Rs 100."

[Failure to modify the recruitment rules for the post of Assistant in the Department of Tourism (Hqrs.) with a view to reduce direct recruitment to the grade to 50 per cent (43)]

"That the demand under the head Tourism be reduced by Rs. 100."

[Failure to modify the recruitment rules for the post of Senior Stenographer in the Department of Tourism (Hqrs.) with a view to reduce the direct recruitment to the grade to 50 per cent (44)]

"That the demand under the head Tourism be reduced by Rs. 100."

[Need to amend the recruitment rules for the posts of LDCs in the De-

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partment of Tourism for making provision for promotion of educationally qualified Class IV employees of the Department of Tourism as per orders of the Department of Personnel and Administrative Reforms (45)]

"That the demand under the head Tourism be reduced by Rs. 100."

[Need to amend the recruitment rules relating to the posts of Senior/Junior Investigators and computers in the Department of Tourism in accordance with the instructions contained in the Department of Personnel Memorandum No 2/43/71-CS(II), dated the 23rd November, 1971 (46)]

"That the demand under the head Tourism be reduced by Rs. 100."

[Failure to reply to a large number of representations addressed to the Department of Tourism by the members of the staff on matters vitally affecting them (47)]

SHRIMATI PARVATHI KRISHNAN: I beg to move:

"That the demand under the head Tourism be reduced to Re. 1."

[Failure to encourage tourism among common people by constructing a chain of cheap hotels in different parts of the country (10)]

"That the demand under the head Tourism be reduced to Re. 1."

[Need to provide more tourist facilities in South India (11)]

"That the demand under the head Ministry of Tourism and Civil Aviation be reduced by Rs. 100."

[Failure to convert non-technical cadre posts in the office of the DGCA into ministerial posts and include them in CSS/CSCS in terms of the Department of Personnel orders of March 1972 (48)]

"That the demand under the head Ministry of Tourism and Civil Aviation be reduced by Rs. 100."

[Need to confirm all temporary employees working in the DGCA (Hqrs.) and the Ministry of Tourism and Civil Aviation who have completed more than two years service (50)]

"That the demand under the head Ministry of Tourism and Civil Aviation be reduced by Rs. 100."

[Need to review the recruitment rules pertaining to the non-Secretarial staff working in the DGCA (Hqrs.) (51)]

"That the demand under the head Ministry of Tourism and Civil Aviation be reduced by Rs. 100."

[Failure to confirm Class IV and Class III employees of the Department of Tourism against the permanent posts lying vacant in these grades (52)]

"That the demand under the head Ministry of Tourism and Civil Aviation be reduced by Rs. 100."

[Failure in extending the runway in Coimbatore (Peelamedu) airport to enable Boeings to land (53)]

"That the demand under the head Ministry of Tourism and Civil Aviation be reduced by Rs. 100."

[Failure to pay adequate attention to the maintenance of toilets and provide other facilities at the airports (54)]

"That the demand under the head Ministry of Tourism and Civil Aviation be reduced by Rs. 100."

[Failure to maintain international standards at Palam Airport of the instrumental landing service and causing hazards to flight operations (55)]

"That the demand under the head Ministry of Tourism and Civil Aviation be reduced by Rs. 100."

[Failure to ensure uninterrupted power supply at Palam Airport(56)]

"That the demand under the head Ministry of Tourism and Civil Aviation be reduced by Rs 100 "

[Failure to check the influx of unauthorised persons and non-passengers on the tarmac of airports (57)]

"That the demand under the head Ministry of Tourism and Civil Aviation be reduced by Rs 100 "

[Need to reduce prices of refreshments at airport restaurants and cafes(58)]

"That the demand under the head Ministry of Tourism and Civil Aviation be reduced by Rs 100 "

[Need to improve facilities for onward flights and provide necessary information to passengers within 24 hours of booking(59)]

"That the demand under the head Ministry of Tourism and Civil Aviation be reduced by Rs 100 "

[Need to improve standard of food served on IAC flights and avoid serving of stale foodstuffs(60)]

"That the demand under the head Ministry of Tourism and Civil Aviation be reduced by Rs 100 "

[Need to make provision for overnight stay for passengers at Bombay Calcutta and Madras airports when reaching late at night and continuing their journey by an early morning flight(61)]

"That the demand under the head Ministry of Tourism and Civil Aviation be reduced by Rs 100 "

[Need to extend Bombay-Rajkot flight to Kandla (62)]

"That the demand under the head Ministry of Tourism and Civil Aviation be reduced by Rs 100 "

[Need to extend passenger bus facilities from Bhuj to Kandla(63)]

"That the demand under the head Ministry of Tourism and Civil Aviation be reduced by Rs 100 "

[Need to connect Ahmedabad and Kandla by air(64)]

"That the demand under the head Ministry of Tourism and Civil Aviation be reduced by Rs 100 "

[Need to increase seating accommodation for passengers at Madras airport before passing through security check(65)]

"That the demand under the head Ministry of Tourism and Civil Aviation be reduced by Rs 100 "

[Need to introduce connecting air service from Bombay and Calcutta to Coimbatore for tourists to Ootacamund, Malampuzha and other tourist centres (66)]

"That the demand under the head Ministry of Tourism and Civil Aviation be reduced by Rs 100 "

[Need to provide facilities for tourist accommodation for industrial workers and office employees on concessional rates in hill stations and tourist centres (67)]

"That the demand under the head Ministry of Tourism and Civil Aviation be reduced by Rs 100 "

[Failure to maintain properly and systematically the GP Fund Account of Class IV employees and Compulsory Deposit Scheme Account of Employees of the DGCA and need to issue slips of Account to them as has been done by other offices of the Government of India (68)]

"That the demand under the head Tourism be reduced by Rs 100."

[Srimati Parvathi Krishnan]

[Need to provide tourist facilities in Kodakanal, Ootacamund and other hill stations in Tamil Nadu (70)].

"That the demand under the head Tourism be reduced by Rs. 100."

[Need to provide tourist guides with better emoluments and conditions of service (71)].

"That the demand under the head Tourism be reduced by Rs. 100"

[Need to appoint housekeepers in all dak and tourist bungalows to supervise the maintenance and running of these bungalows efficiently (72)].

SHRI C. H. MOHAMED KOYA  
(Manjiri): I beg to move—

"That the demand under the head Tourism be reduced by Rs. 100"

[Delay in constructing Calicut aerodome (48)].

MR. SPEAKER: The cut motions are also before the House.

SHRI D. P. JADEJA (Jamnagar)  
Mr. Speaker, Sir, I rise to support the Demands for Grants for the Ministry of Tourism and Civil Aviation. Before I say anything more, I would like to compliment the Minister and his Ministry for the significant progress made in the developmental activities that have been taken up. I will not go into all the details of the achievements that has taken place, but I would make a few suggestions which I feel are important as far as the development of tourism in India is concerned.

To begin with, I would mention something about Civil Aviation. A few days back, the Minister of Tourism and Civil Aviation, while replying to a question in Parliament, gave a long list of the routes that are being offered

to private operators in the country. It is significant, from the long list given by the Minister and also the long queues that we see at all the booking offices of Indian Airlines that, however good services they may be given, whatever regular timings they may have started keeping up and whatever efficiency they may have shown, they are still not in a position to cope up with the increasing demand of air traffic this country needs today. My humble suggestion is that all those routes which the Indian Airlines are not able to cope up with and where they do not have the capacity to introduce more flights in the near future, should be seriously considered being given to the private operators. Just saying that private operators are allowed to operate such and such a route is not enough; they should be given some sort of a guarantee as to how long they are going to be allowed to operate on those routes. Unless they are given such a guarantee, I don't think any private operator is going to be willing to go and operate on the routes mentioned by the Government. It is very important that in the case of these routes which are given to the private operators, the air-craft that is going to be used by them, should be safe and comfortable enough for flying. So, it is also important that the Government should give very serious consideration to this point and allow these operators to import the modern turbo proposed engine aircraft which can be got on easy payment or instalment basis. That I leave to the Ministry, but my main request is that all those routes on which we cannot operate should be allowed to private operators on more liberal terms

Along with this, there is a growing demand in our country for cargo transportation from one centre to another within the country itself. I would request the Government to consider private operators to carry our cargo from centres like Madras, Cochin and places in Gujarat to places like Bombay and Calcutta where today there is a growing demand of marine products being exported. On account

of lack of transportation facilities, we are not able to earn valuable foreign exchange which is still lying in our cold storages at these three places that I have mentioned. I am sure, the Ministry will give a serious thought and allow private enterprises to develop along with our airlines.

Now a word about Air India. Today, Air India is considered to be the safest airline in the world. We, as Indians, are really proud of it, that Air India is praised in these terms. Not only do they consider it as the safest airline, but they also consider it to be the international airline which gives the best service on flights and on ground. We are proud of that; we are more proud of the engineers and the pilots, because even when on foreign airlines, they have an Indian pilot, they mention that such and such flight is manned by a pilot from India. They compliment the Indian engineers pilots and all those concerned with Civil Aviation and Air India, in particular.

There are certain routes from Bombay and from Delhi to Middle-East operated by Air India, but there are few flights to these places and they are not enough. The statistics will show that Air India Cargo flights going to Middle-East are full and there is no space left in them. The Officers concerned with the cargo transportation are doing a good job, but today the demand for transportation of cargo to the Middle-East has grown tremendously and our exports have gone up so much that these few aircrafts that are operated by Air India are not enough to meet the total demand. Here is another area where Air India should allow private operators to operate from Bombay and from Delhi to Middle-East or operate where Air India does not operate. They may be allowed to operate on these routes, otherwise what is happening is that the overflow of the cargo from our aircraft is going over to the other international airlines and we have to pay in foreign exchange. We will be

doing a service to our country and will be saving a lot of foreign exchange.

Now a word about ITDC. We just listened to Shrimati Parvathi Krishnan mentioning quite a lot about ITDC and I would not like to contradict what she said, but would like to put forward certain facts which are appreciated not only by Indians but by foreigners also.

ITDC has set a new trend in this country. They have set a trend whereby they have taught the hoteliers in India and have shown to the hoteliers abroad what Indians can do. Though ITDC is an Indian enterprise, it can do much more than what foreign experts have been able to do. There was a time some 15 years back, when our hotels used to put up a board outside saying that it was managed by such and such company affiliated with some U.K. or U.S.A. agency. Today, the tourists who come to India do not want to see that board; they would rather see a board of ITDC and would make an enquiry whether it was an ITDC hotel. ITDC hotels have shown what is interior decor as far as Indian decor is concerned. They have shown what is Indian classical music and what are Indian classical dances and what is Indian culture. They have shown what is Indian hospitality. They have shown what is Indian regional food. I compliment the Government, more so the ITDC for having really shown to the foreigner what India really is. But one word against ITDC and that is that though, of course, it was mentioned that ITDC is out of the red—most of their hotels, and compliments to them and they are doing a good job—they should not concentrate only on those areas where tourism has already developed. I will not go against ITDC if they are out of the red, but if they are still in the red but still if they have done a good job in developing a new tourist centre I think that is the real work or the real function of our government or public sector corporations.

[Shri D. P. Jadeja]

Let not the ITDC the Government of India and the State Tourist Development Corporations compete with each other. Let them be complementary to each other....

MR. SPEAKER: The hon. Member's time is up.

SHRI D. P. JADEJA: I will take a few minutes.

The international tourist attraction centres which could be developed and which are new in this country should be taken up by the ITDC. The local tourism, the tourism that is to be encouraged for the Indians, should be taken up by the State Government tourist department.

I will take five minutes more

MR. SPEAKER: I think there are a large number of Congress Members who want to speak....

SHRI D. P. JADEJA: There are less number of members from this side.

MR. SPEAKER: So I would request the hon. Members to confine their remarks to only ten minutes.

SHRI D. P. JADEJA: A word about tourism.

A mention has been made about Spanish literature. A lot of Spanish literature has been published by the Government of India's Department of Tourism. I would only like to know whether this Spanish literature is only restricted to Spain alone or it goes to those 24 Spanish-speaking countries of Latin America and if they are going to Latin America, what is the agency or mode of distribution? I personally feel that these 24 countries are neglected. Out of these 24 Latin/American countries, we hardly get 1 per cent of the tourist traffic. It is not that the tourists do not want to come but we have not been able to reach them nor their organizations which can see to

it that these countries also send their tourists to our country.

An Ecology Workshop was held at Bharatpur and I believe they have come out with recommendations for tourism development in this country, more so on wild-life tourism. I would only like to know whether the Government is going to encourage exclusive wild-life tours in this country or not.

Another very interesting thing is that on page 18 of the report they have mentioned about a Travel Seminar which was held in Yugoslavia in which they have discussed about the ill-effects of mass tourism and its prevention. Here, we are trying to encourage tourism. We are encouraging mass tourism and there is a section in the world who are trying to stop it or come in the way of mass tourism. I would like to know the Government's reactions to this report on the ill effects of mass tourism.

A very vital point about beach development in our country. Beach development does not mean the same everywhere. It does not mean that if you develop Kovalam, the type of tourists that come to Kovalam are going to be the same who are going to come to Lakshadweep because beach development in the world to-day can be categorised in four different ways: (1) those people who come for the sea sports only. They come for entertainment as far as games in the sea are concerned. The second category is those people who come for the sun and the sand and would like occasionally to visit nearabout places. The third category is those who come for a study of the marine life and the fourth category is those who want to be away from the regular life. They want to be away from all the noise of the cities and the entertainments of the cities. They want to be away from people and want to be alone. They want to remain completely secluded. They want to live a simple life and eat simple food. What have we done to develop beach tourism as

far as these four different categories are concerned?

Now, to end, I would like to draw the attention of the Government of India as far as the development of tourism in Gujarat is concerned. Tourism in Gujarat, as far as international tourism is concerned, has come to a complete standstill. Tourists came to Gujarat from Udaipur. I see this has been discontinued. They came to Udaipur and then to Ahmedabad and then on to Bombay.

Tourists will not come from Bombay to Ahmedabad and go back to Bombay only. Only round-the-country tourists came to Jaipur and Udaipur and then went to Ahmedabad and then on to Bombay. Now, they have stopped coming to Ahmedabad. Furthermore, we have the Sasan Gir complex where tourists used to come via Bombay. They used to come to an aerodrome called Keshod. Now that air-field is out of order. I do not know when the government is going to see to it that this air-field is commissioned.

Without this air-field the foreign tourists have stopped coming. I would request the Government to give more consideration to the development of tourism in Gujarat because to-day Gujarat is under the President's Rule.

MR. SPEAKER: You should conclude with Gujarat.

SHRI D. P. JADEJA: I want to say a word about Himachal Pradesh and Orissa.

MR. SPEAKER: No. You have already taken fifteen minutes.

SHRI R. V. SWAMINATHAN (Madurai): Mr. Speaker, in India tourism is not looked upon as an important industry. But many countries in the world look upon tourism as an important industry because they earn foreign exchange. All over India—from Arunachal Pradesh to Kanya Kumari and Gujarat to Bengal, we have got natural beauty places and the beauty spots in these places can

be very well developed to attract tourists.

Recently, I had a chance of going round the world. I have visited many countries in Europe, America and many other places in the Far East. Some places are compared with the places in India. Those places are not only small and ordinary but nothing considering the beauty places in India. But they create something interesting over there to attract the tourists.

I went to Los Vegas which is considered to be an important attractive tourist centre in the world. What is this Los Vegas? It is only a rocky place. There is no vegetation. The ram is also scanty. They have to go for nearly 100 miles to have water. But in order to earn foreign exchange they have developed the place and made it an attractive tourist centre. I am not suggesting that our Government should also adopt the same basis as has been done in the case of Los Vegas. At Los Vegas everything that is required by the human beings is being provided. But our tradition and culture will not allow all those things.

If a rocky place like Los Vegas can be made an attractive place for the tourists, why is it not possible to develop beauty spots in India where there is plenty of natural beauty spots?

I happened to meet some of the tourist officers in those western countries. In Toronto (Canada) a south Indian lady is in charge of Indian tourist centre. In Miami (USA) a south Indian is in charge of tourism. I asked them as to why do you not suggest to the foreigners—Canadians and Americans,—to visit Madurai, Trivandrum and Kanya Kumari? They blamed the IAC. They said that the schedule of the IAC was not conducive to them.

When they think of 'south' they have in mind only Madras and Mahabalipuram. After Madras, the tourists want to go to Madurai and then to



[Shri R. V. Swaminathan]

Trivandrum. They are very much interested to see the Meenakshi temple. From there they want to go to Kovalam in Trivandrum. Previously, the air service was from Madras to Madurai and Trivandrum to Bangalore. This service has been stopped. I do not know the reason. Now there is no air connection between Madurai and Trivandrum. A tourist who goes to Madras wants to go to Madurai to see the Meenakshi temple and Tenkudi wild sanctuary and also the Rameswaram island. Thereafter, he would like to go to Trivandrum and Kanyakumari.

I happened to be invited by a Canadian for a dinner in his house. He is a merchant, running a chain of super bazars in Canada. He told me that he was in Madurai only last year. When I said, I am from Madurai, he felt happy. I asked him as to what were the places which he visited from Madurai. He said that he wanted to go to Trivandrum to Kovalam etc. Since there was no air service he could not go there. He had therefore to return from Madurai to Madras. Although he wanted very much to go to Trivandrum, he could not do so. From Delhi, if I want to go to Madurai I cannot go on the same day. I have to stop for and waste one day at Madras. Regarding the IAC's reschedule of timings, the concerned Members of that area should be taken into confidence by the hon. Minister. They should be consulted whether the timings are suitable to them or not. He should look to the convenience of not only the tourists but also the local people.

Regarding food served on the IAC planes is very bad and inferior. But the food supplied by the Air India on its planes is very superior compared to that on any airways in the world. If a foreigner comes from a foreign country to Bombay and catches the next flight to either Madras or Delhi, he finds that he gets a food which is very much inferior. He looks at

our face and we are a bit ashamed about it. Once upon a time IAC was also serving very good food but it was stopped and I do not know why they did that. Then they were not giving anything at all. Then they started giving only coffee or tea; then they began to give some biscuits. Now they are giving bread; I don't know what type of bread it is.

For the air journey from Madras to Delhi I pay Rs. 625. If this is not sufficient to give good food, let this be increased by Rs. 10. When I already pay Rs. 625, I can afford to pay even Rs. 635. This is one thing which I request the hon. Minister to consider. Regarding modernisation of the airports, this is also a thing which should be looked into. It is a very important thing. As far as Madurai is concerned, I want to say this. There was a proposal to take Boeing 737 from Delhi to Madras, Madurai and then to Trivandrum. It could not be done because Madurai airport was not properly developed. For landing Boeing 737. The recarpeting of the runway had to be done, the carriageway had to be lengthened. I have written several letters to the Civil Aviation Authorities. I request the hon. Minister to look into it. The traffic at Madurai airport is increasing day by day and therefore Madurai airport should be strengthened and modernised. There are very many tourist attractions around Madurai, like Thekkedi, Courttalam, Kanyakumari, Rameswaram Island, etc. These are places to which we should give more attention. Night landing facilities should also be arranged at Madurai. This is my request to the hon. Minister.

Regarding Madras airport, it is one of our international airports. Jumbo 747 is already coming once in a week. It may be increased also and airbus is going to be introduced by the end of this year. But the present airport accommodation is not sufficient to accommodate all the passengers. Expansion of the capacity of the airport has to be immediately attended to as

the present capacity is not sufficient. Therefore, proper attention must be given to improvement in this regard and also to give proper facilities there.

As I have already said, when re-scheduling of timings of the IAC is done, the Members should be taken into confidence. Their opinion should be sought whether the timings are suitable or not. You can take them into confidence. For example, if it is Madurai, I can be consulted together with other Members of that area. If it is Trivandrum, Mr. Koya may be consulted and others of that area, as to what is the convenient timing.

With these words, I support the Demands of this Ministry.

**श्री मोहम्मद इस्मदिल (बैरकपुर) ।**  
 अध्यक्ष महोदय, मैं टूरिज्म और सिविल एविएशन डिपार्टमेंट की मांगों के सिलसिले में दो तीन बातें मंत्री महोदय के सामने रखना चाहता हूँ। आप को मालूम है कि 1974 में इंडियन एयर लाईन में लाकआउट हुआ था। लाकआउट एयारिटीज ने किया था। वह लाकआउट खत्म हो गया। सब कुछ नार्मलाइज हो गया। लेकिन अभी तक आफिशियली लाकआउट नहीं खत्म हुआ। लाकआउट के वक्त जो ऐटीच्यूट एयारिटीज की थी अभी तक वही कायम है। कोई कलेक्टिव बारगेनिंग का स्कोप वहा पर नहीं है। रेकनाइज्ड यूनियनों से किसी किस्म की बातचीत नहीं हो रही है। इंडिविजुअल लोगों से एयारिटीज बातचीत कर के सारी चीजे कर रही है। इस के माने यह है कि कलेक्टिव बारगेनिंग नाम की कोई चीज वहा नहीं है। वह चीज खत्म हो गई। लाल साहब के जमाने में वहाँ के मजदूरों और कर्मचारियों के अधिकार खत्म हो चुके और वह लाकआउट अभी तक जारी हैं। तो मंत्री महोदय इस के बारे में सफाई करें कि अभी तक आफिशियली लाकआउट बिदवा क्यों नहीं किया गया है ?

दूसरी बात यह है कि कलकत्ता एयर पोर्ट इंटरनेशनल एयर पोर्ट भी है, मगर अभी

तक इंटरनेशनल जहाज वहाँ नहीं उतरते। एयर पोर्ट होटल भी बहुत शानदार बना है और वह इंटरनेशनल एयर पोर्ट भी बना मगर इंटरनेशनल प्लेन वहाँ पर कोई नहीं उतरते। इस के बारे भी मंत्री महोदय से साफ तौर से जवाब चाहता हू कि इस की पोजीशन क्या है ?

तीसरी बात यह है कि यह चीज बिलकुल ठीक है कि टूरिस्ट होटल जो बने हैं, वह होटल ज्यादा से ज्यादा टूरिस्ट लोगों के लिए जरूर होने चाहिए। वह इस टूरिस्ट डिपार्टमेंट के कंट्रोल में रहने चाहिए और पब्लिक सेक्टर में रहने चाहिए, यह बात ठीक है। लेकिन प्राइवेट सेक्टर के जो होटल हैं और उन को जिस तरह से इन के साथ चलाया जा रहा है उस में बहुत धांधलेबाजी होना है और बहुत पावर का मिसयूज होता है। इन तमाम बातों को बन्द करना चाहिए में एक उदाहरण देना चाहता हूँ। टूरिज्म डिपार्टमेंट ने कलकत्ते में एक रिटूज होटल है उसको लाखों रुपये दिए, इस के अलावा और फाइनेंशियल कोरपोरेशन से उस को रुपये दिए गए। वह होटल चौरंगी पर 12 स्टोरी बिल्डिंग में है। उस में हालत कुछ दिनों के बाद यह हुई कि वह लाल बत्ती जलाकर चले गए, दीवालिया बन गए और लाकआउट कर दिया। उस का इल्जाम उन्होंने एम्प्लॉईज पर लगाया। वहा पर औरते भी काम करती थी, सडेनली तीन घं के बाद औरतों की छटनी करदी गई। लाकआउट की सिचुएशन पैदा कर के लाकआउट कर दिया। मैनेजमेंट ने कह दिया कि हम नहीं चला पाएंगे। तीन चार माह तक लाकआउट रहा और मैनेजमेंट ने धन का भी दुरुपयोग किया जिसकी जांच तक नहीं हुई। फिर मासूम नहीं अन्दर अन्दर ही अन्दर क्या मैनियुलेशन हो गया कि वही मैनेजमेंट फिर चला रहा है। 125 आदमी अभी बाहर हैं। 400 आदमियों में से 125 आदमी बाहर रख कर बाकी लोगों से होटल चला रहे हैं। कुछ दिनों के बाद वह

[श्री मोहम्मद इस्माइल]

कह भी खत्म होने वाले हैं। इस के बारे में मैं मंत्री महोदय से साफ तौर से जानना चाहता हूँ कि यह क्यों है?

मैं इस बात को सपोर्ट करता हूँ कि टूरिस्ट्स के होटल हर एयर पोर्ट पर जरूर होने चाहिए। लेकिन ये प्राथमिक होटल जो बनाये जाते हैं वे बाहर वालों के लिए इंटरनेशनल प्वाइंट आफ व्यू से बनाए जाते हैं, देश के लोगों के ख्याल से नहीं बनाए जाते। मेरा कहना है कि एयर पोर्ट्स पर ऐसे भी होटल होने चाहिए जहाँ हमारे देश के लोग भी रह सकें और कम घाम कम खर्च में रह सकें। इसका इन्तजाम होटना में होना चाहिए।

इसके अलावा जो छोटे एयर पोर्ट्स हैं उनके जो आफसेज है उनकी हालत बड़ी दयनीय है। एयर पोर्ट्स बने हुए हैं अब कुछ हैं लेकिन जो आफसेज है वहाँ की हालत यह है कि जो बैठने की जगह है वहाँ गड़िया तक फटी हुई हैं। यह ऐसी बातें हैं जिनकी तरफ मंत्री महोदय का ध्यान जाना चाहिए।

तीसरी बात मैं यह कहना चाहता हूँ कि जहाँ तक टूरिज्म का सवाल है, हमारा देश एक ऐसा देश है जहाँ पर टूरिस्ट्स को आकर्षित करने के लिए सभी बातें मौजूद हैं। ऐतिहासिक दृष्टि से हमारे देश में बहुत सी जगहें मौजूद हैं लेकिन उनका प्रचार करने का कोई भी इन्तजाम विदेशों में नहीं किया गया है जिसके ज़रिए से हम दुनिया के लोगों को उनके बारे में बना सकें। हालांकि बुकलेट्स छपाई जाती हैं, बाहर आफसेज भी खोले गए हैं लेकिन ऐसे अफसरों को वहाँ पर भेजा जाता है जिनको प्रोपेगैंडा का तरीका नहीं मालूम है। क्वार्टिज्म की वेबिस पर उनको छांट करके बाहर भेज दिया जाता है। ये अफसर हमारे देश के

इतिहास को ही नहीं जानते हैं कि हज़ारों वहाँ कहाँ पर क्या क्या चीजें हैं। ऐसे लोगों को जो यहाँ से अफसर बनाए पर भेज दिया जाता है मैं समझता हूँ बहुत गलत चीज है। इंटरनेशनल टूरिस्ट्स को दिखाने के लिए इस देश में बहुत सी चीजें हैं। हमारे यहाँ बाकुंवा ऐसी जगह है जहाँ पर ऐसी चीजें निकाली गई हैं जिनको दुनिया के लोगों को बताना बहुत जरूरी है। टूरिस्ट्स को तमाम चीजों की जानकारी देकर हम उनको एनहारेजमेंट दे सकते हैं। लेकिन मैं समझता हूँ इस चीज की बहुत बड़ी कमी है। हमारा टूरिस्ट डिपार्टमेंट इस चीज को इफेक्टिव नहीं कर पा रहा है। इन चीजों की तरफ बहुत सोरियसली ध्यान देना होगा। विदेशों में आज नयी नयी एजियन और अफ्रीकन कन्टीज लिबरेट हो रही हैं—पभी मुन्को में टूरिज्म डिपार्टमेंट की तरफ से सेन्टर्स पुनर्ने चाहिए जिनके ज़रिए से वहाँ पर इन देश के बारे में लोगों को बताया जाये ताकि वे इन देश में आये और यह चीजें जो

12.57 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

को देखे। टूरिज्म के ज़रिए से, एक देश को दूसरे देश के सम्बन्ध में जो जानकारी होनी चाहिए, इसके लिए काम करना है। हमारे देश में तो ऐसी ऐसी चीजें हैं जिनको हम दुनिया के सामने रख सकते हैं और अपने देश की इज्जत भी बड़ा सकते हैं। लेकिन हमारे देश में ही बहुत से ऐसे लोग हैं जो यह नहीं जानते कि साउथ में क्या क्या चीजें हैं, उड़ीसा में क्या क्या चीजें हैं और कश्मीर में क्या क्या चीजें हैं और वहाँ पर कौसी कौसी जगहें हैं। (व्यवधान) इसके लिए भी हमें इन्तजाम करना होगा। रेलों के किराये में तो कन्सेशन दिया जाता है उसी तरह से आप भी कन्सेशन बीजिए नभी लोगों को जानकारी हासिल करने का मौका मिलेगा नहीं तो एक खादमी देहात में पैदा हुआ और देहात में ही मर गया उसके परम अमीन भी वह भी नहीं गईं तो

एकीकरण के बाद होकर बहुराज्य बन गया।  
 नहीं देश हुए, नहीं भद्र, पालन नहीं। राज  
 बहादुर जी जानते होंगे, हम नहीं जानते।  
 हम लिये मेरा कहना है कि बर्कत को, फार्मल  
 की ट्रिप के मामले में एनकरेजमेंट देना  
 चाहिये, उन के लिये कम किराया रखें,  
 दूसरी पहलियों में टाकि वे जो अपने हिन्दुस्तान  
 को देख सकें। यह आप की जिम्मेदारी थी,  
 जिस का आपने पालन नहीं किया।

मैंने कई बातें आप के सामने पेश की हैं। मैं  
 चाहता हूँ कि मंत्री सहोदय इन चीजों का,  
 गुस्ता हो कर नहीं, बल्कि सी रियनली सदन  
 के सामने जवाब दें।

12.00 hrs

MR. DEPUTY-SPEAKER: I have to  
 make the usual announcement that I  
 have received a request from the  
 Minister of Parliamentary Affairs that  
 in view of the large number of speak-  
 ers from the Congress Party, one  
 speaker should not be given more than  
 10 minutes. They are in the list

SHRI N. K. SANGHI (Jalore): Mr  
 Deputy-Speaker, I rise to support the  
 Demands for Grants of the Ministry  
 of Tourism and Civil Aviation.

There is no doubt that we in this  
 country are very much interested in  
 tourism, and the very fact that Gov-  
 ernment have a Ministry of Tourism  
 and Civil Aviation shows that Gov-  
 ernment has given a high priority in  
 the development of tourism in the  
 country.

We are differently placed in the  
 matter of tourism in the internation-  
 al world. Ours is not just a country;  
 we are like a sub-continent. We have  
 varying types of climate, long beach-  
 es, beautiful monuments the type of  
 which the world has not had, fauna  
 and flora, people with different habits,  
 culture and heritage which no other

country in the world has with such a  
 difference. But in spite of this, we  
 find that tourism has not developed in  
 the manner it ought to have. What do  
 we see in other countries?

In Spain, they are able to build  
 their national economy with tourism.  
 What have we seen in Italy? With  
 the revenue from tourism, they are  
 able to finance their development  
 plans. We have also seen what pros-  
 perity a socialist country like Yugos-  
 lavia has been able to achieve with  
 tourism. But unfortunately in India  
 we have not been able to achieve the  
 target, in spite of the importance that  
 has been attached to it by Government  
 and the people. We have to look into  
 this aspect, and find out what has lag-  
 ged.

Most of the debates on the Ministries  
 during this budget session have  
 been on a very low key. One of the  
 main reasons for this is that we have  
 had exceedingly good results in all the  
 various Ministries. I am sure this is  
 also reflected in the Report of the  
 working of the Ministry of Tourism  
 and Civil Aviation in the last year.  
 They have done much better than in  
 the previous years. The results achiev-  
 ed are certainly laudable. But  
 still, much has to be done, because  
 we want to build up our economy with  
 tourism. We would like to think in  
 terms of building up this economy in  
 the coming year; in the coming year  
 we should be able to earn foreign ex-  
 change to the extent of the outgo of  
 our foreign exchange in buying petro-  
 leum products. If we can earn that  
 much, we can offset the earnings on  
 that account in purchasing oil and oil  
 products for which we have to spend  
 large amounts of foreign exchange.

Anyhow, we have not had a gallop-  
 ing development of tourism. It is high  
 time we tried to reach this target.  
 What have we achieved? In 1975 we  
 achieved 4.65 lakhs. The figure for  
 1974 was 4.09 lakhs. This is hardly  
 half per cent of the total tourists in-

[Shri N. K. Sanghi]

the world of 2000 lakhs. The total foreign exchange revenue on this account is Rs. 18,500 crores and in comparison India hardly earns 100 crores a year. Looking to the magnitude of the foreign exchange that is being spent by tourists in the world, we hardly get 5 per cent. As I said, we are a sub-continent and much more results have to be achieved by us.

We have to promote tourism because it is an industry. It brings income. It is an exercise. It is also a window to the outside world. People come and see this country and return with their impressions. We have seen a lot of adverse publicity for this country since the emergency in the foreign press. But if you go by the impressions of people who have travelled to this country, if you go by the reports of people who have visited this country and seen things for themselves during the emergency about conditions in this country, it is a different picture from that presented by a person who is just sitting thousands of miles away and writing about the Indian situation. A person who has come here and seen things for himself and going back to his country has a different report to give. We would like people to come and see what our country is, what we are really doing to bring out a resurgent India which will have its due place in the world development.

ITDC is doing a lot of work and it has been projecting the figures; I have here some figures regarding the development of hotels in the Fifth Plan. They have built a number of youth hostels and at present they say we have about 15,000 hotel rooms and hope to add about 5000 more rooms during the Fifth Plan, which will total to 20,000 rooms. How do we expect to meet the demand when the percentage of tourists increases from 5 per cent to 2.5 per cent? We want our birth rate to go down by 3-4 per cent and even conservatively if. Our tourism is not going to increase by 3-4 per cent.

I know it is costly to build hotels. But what have you done to provide alternative accommodation? There are times when tourists go to Delhi, Jaipur or Agra and they cannot find any accommodation. We have built five star or three star hotels. It is not such accommodation that some of them want. Let there be an enquiry office in those places; when you have no accommodation for overnight stay in such hotels or other places, let them come there and you must be able to say to them; you can go and sleep here for the night. Mr. Deputy-Speaker, you have travelled all over the world; if you are unable to get any accommodation and if you go to the hotel enquiry office, they will guide you to keep your luggage and allow you to stay with families who have such accommodation; you can have bed and breakfast which is of a good standard. Why can't we have similar arrangements made where the present hotel occupancy is fully occupied? We have stepped up our charges from 100 to 165. The hon. lady member was saying 200 rupees. We are in India; and that way there should be some difference. What is the service charge? You put up your charges. Today the Indian attitude is that if a bearer does something, he expects a tip. It is not like the foreign country where once you pay the service charge, the man will not look at you and even if you tip him he will return it to you. But here he would stare at you and jeer you if you do not pay the tip. We must have some Indian approach. You may have it at 200 or 400; the world can perhaps afford even 500. But let us not go in a fashion in which you will be having a service charge and then a tip. Every man wants a small tip for doing something. If that be so, let us remove the service charges. If somebody gets a service, he would be happy to pay a small tip. That is the difference we should have and let there be an Indian approach to this.

At the Palam airport we have a counter. The person there gets in

touch with the ITDC hotels. The other day I asked him about the availability of rooms. He had no idea about the occupancy; one has to ring up the hotels and find out whether any room is available. He is there, 24 hours' counter is there; at Palam he should be able to say from the occupancy board whether a room is available at Akbar or Ashoka or Janpath, so that he should be able to say; we have a room there, please walk in and these are the charges. Unless we have an occupancy index at the airport there is no reason for keeping this sort of person there. These are small things and they are irritating. If you are in Switzerland or Italy, the hotels are directly connected and linked to the airport and you take the receiver off the hook and you are told whether there is a room or not. He does not have to dial every hotel from the airport. Anyhow, we cannot have that system and we can at least have a man to tell them whether a room is available and if so at what place. We have big hotels. What about the Indian outlook in these places? The charges for meals and everything is the same. Can we not have a cafeteria where we can have something to eat, just like the cafeteria at the Parliament House? We have in Lodhi Hotel a cafeteria which gives Indian meals at a reasonable price. So, we should have a least one cafeteria in the Five Star and other high class hotels to enable people to have Indian style of meals and other dishes at a reasonable price instead of having all the dining rooms in the hotels at a high tariff.

Now, the Air India is doing good work. The way they are projecting their image is very good. They are carrying full capacity. There is no doubt about it. But last year, we had exotic birds which were transported by Air India and most of them died. This had given a bad image. Once the image is lost due to such a happening,—it takes a long time to build it up. Some time back I was in Paris.

There I went to Air India Office and asked them for a seat for Delhi. But they could not tell me whether they could make available a seat. They were lukewarm about this matter and they were not responsive. But if you go to any other Airlines, they would be able to tell you then and there whether a seat is available or not. They are a little apathetic when an Indian visits them. Thereafter I had to travel by Japan Airlines. I feel that the staff should be changed once in three years, so that they do not grow vested interests.

We are told by the Ministry time and again, that the fares charged by the Indian Airlines are comparatively cheaper than the fares charged by the internal Airlines of other countries in the world. Here I would like to mention one thing. The Indian Airlines are always taking the telephone contact number on the tickets issued by them for informing them in case there is cancellation or a delay in the services. But this has never been done. The other day while 'ravelling to Jodhpur, the Avro Aircraft was suspended and we were not informed that the plane would be delayed by six hours. So, there is no purpose in taking the contact number so that there will be no complaints. There should be some special staff posted for this job.

Now, we find that the students are given concessions only when they travel to their home towns. Formerly they were given concession to travel anywhere in India and see the new India, the developing India. When we are talking of Youth forums and Youth development, for educational tours, at least we should give the students this concession. It is only during this educational period that they can travel and see a little bit of India. Once you are employed you have no time and no one can afford it. I request the hon. Minister to restore the student

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concession to enable them travel all over India.

Indian Airlines started a scheme to see India on a ticket of 9900 for 14 days and \$275 for 21 days' travel for foreigners. I would like to know how much foreign exchange earning has been made from this scheme. There is no mention in the Ministry's report. This innovation was done for the promotion of tourism for South Asia T. Year 1975. This should be continued. This sort of facility is being given by many Airlines in other countries. Similar facilities, like Euro Rail pass in Europe would go a long way in developing tourism traffic.

Now, I would like to mention one thing as far as development of Rajasthan is concerned. Rajasthan is studded with many historical monuments like Chittorgarh Fort, Dilwara and Ranakpur Jain temples, Siriska Game Sanctuary, Bharatpur Bird Sawai Madhopur Game Sanctuary. At Sawai Madhopur there is a jaipur His Highness Lodge which is open occasionally. This should be taken up on lease or brought over so that it can be kept open throughout the year for travellers to take advantage of. Coming to Sawai Madhopur Wild Life Game Sanctuary. In Bharatpur you have not build up the partition wall to save the Bird Sanctuary from urban encroachment. This has been pending for a number of years. If you do not do this, the Birds Sanctuary will get destroyed and the country's wealth lost. We have been talking so much about the development of Andaman and Nicobar Islands, but there is only a twice-a-week service to Port Blair. It is a wonderful place and I plead that there should be regular Boeing service from Calcutta to Port Blair and Car Nicobar to Madras.

The flying clubs in the country are receiving very little attention. They are practically going down the drain. You have spent a lot of money in de-

veloping these flying clubs. Please see that some sort of committee is appointed to see that they are properly looked after and put on a proper keel, so that they may not waste money and our boys may receive proper training there.

With these words, I support the Demands of the Ministry of Tourism and Civil Aviation.

SHRI C. H. MOHAMED KOYA (Manjeri): Sir, I rise to impress upon the minister the necessity of starting the Calicut Aerodrome. Assurances after assurances were given in this House for the last ten years, but no assurance was implemented. I feel that even an assurance given in Parliament has no meaning. The construction of an aerodrome at Calicut is a long and cherished ambition of the people of Kerala. We were happy when the Central Government announced their decision to construct an aerodrome at Calicut as early as 1970 and land acquisition completed next year. But we were disappointed at the continued neglect of the Central Government towards this project. We would like the minister to throw some light on this, except the usual reply of financial stringency!

Calicut, as you know, is an important historic business centre of Kerala. The Malabar area produces cash crops such as pepper, ginger, cardamom, arecanut, coconut, coffee, tea, etc., and it is completely cut off from the outside world in the air map of India. The site for the construction of the aerodrome was selected at Karipur near Calicut and the State Government had already acquired land measuring about 86.5076 hectares required for the project and the land had also been handed over to the Aerodrome Officer, Mangalore. In Kerala, land acquisition itself is a tedious task. Many people have to be evicted. The Kerala Government had spent Rs. 15 lakhs on constructing the approach road to this project. I may remind the minister of the assurances given by him and by his predecessor to construct this aerodrome, but most unfortunately this was excluded from plan-

after plan. The matter is still a subject of discussion between the Ministry of Civil Aviation and the Planning Commission, though this is a scheme that has been included in the draft fifth plan of the Civil Aviation Department. Therefore, I hope and believe that the minister, who knows the problem very well, will make an announcement about the decision of the government to start the Calicut aerodrome.

The present Cochin aerodrome belongs to the navy and we cannot use it always. Government should take steps to acquire land at Edakkatvayal and start a new aerodrome there suitable for Boeings to land. I am told the present proposal is to expand the navy aerodrome so that Boeings may land there. This may be a temporary measure, but as a permanent measure, the government should acquire, land and construct a new aerodrome where Boeings can land.

I must say something about the delay in giving luggage of the passengers especially at the Mangalore airport. Many a time, we miss the train because of the delay in handling the luggage. I think, Mangalore is the only aerodrome where this thing is criminally neglected.

Kerala is an important place in the tourist map of India. The ITDC has developed a tourist resort at Kovalam beach, which is a wonderful place. The Central Government should sanction more schemes for development of other beaches. My friend from Gujarat was telling us about the development of beaches so that foreigners who want a secluded life can come there. There is an area in Cannanore District where European sanyasis come but the Government has not thought of places of tourists for constructing hutments, etc. This place is attracted all over the world for tourist resort but the Government has yet to think about that area. The other place is Kapar where Vasco de Gama landed. All over Kerala, there are very beautiful

beaches. We can take package tourists from Ceylon.

The Kerala Government may not be able to improve local tourism. But the Government of India will be able to earn a lot of foreign exchange if tourism is developed in that part of the country.

Kerala is as beautiful as Hawaii but you do not get more tourists here. If you go to any Indian Embassy, you would not get any information about the facilities of tourism about the areas one would see and for many people India ends with Madras, and nobody knows further. All the dignitaries who get programme from the Government of India, do not get anything about Kerala. If you take a film showing the green lands, beautiful beaches and other important places, and exhibit it all over the world, there is ample scope for attracting so many tourists. Tourism has got a very good scope in Kerala, if the Government of India gives a good publicity to it and also helps the State Government to give facilities to tourists.

I hope and believe that the hon. Minister who knows Kerala very well and who knows that Kerala is next to Kashmir, will do something and help in developing the tourists resorts in Kerala.

श्री मुहम्मद जमीनुर्रहमान (किशनगंज) : मैं आपका शुक्रगुजार हूँ कि मुझे आपने बोलने का मौका इनायत फरमाया है। सत्रवाँ परफॉर्मस बजट जो कि इन मिनिसट्री की तरफ से पेश किया गया है उसको मैं खुशामदीद कहता हूँ। मैं इस बक्स सिविल एविएशन को जेबे बहस रखूंगा। मैंने लिस्ट को देखा है। हमारे इतने बड़े मुल्क में 84 छोटे हवाई अड्डे हैं। ये बहुत नाकाफी हैं। मैंने फिगरज को जोडा। उनके मुताबिक साडे 71 लाख श्रादभियों के पीछे एक छोटा बड़ा हवाई अड्डा है। क्या यह काफी है? मेरी अपनी राय यह है कि लोग बकन की ग्रहभियत को बहुत तेजी के साथ समझ रहे हैं। कम बकन



**[श्री ज़ुहम्मद जमीरुद्दीन]**

के लोग उपस्था काम करना चाहते हैं। इसके लिए यह जरूरी है कि आप लोगों को ज्यादा से ज्यादा सुविधा और सहूलियतें दें। इसके लिये जरूरी है कि एयर सर्विस की फ्रीक्वेंसी को ज्यादा-से ज्यादा बढ़ाया जाये। गरचे, मैंने देखा है कि जो रिपोर्ट दी गई है, उसमें सिर्फ 77 करोड़ रुपये रखा गया है। जितनी तेजी से यह मूल्य तरक्की कर रहा है और जितने लोगों को वक्त की महत्वियत मालूम हो रही है, उस लिहाज से यह रकम निहायत कम है, इसको ज्यादा होना चाहिये। मैं तो यह कहूंगा कि रकम देने में कंजूसी की गई है।

सिविल एविएशन डिपार्टमेंट की लिस्ट देखने पर पता चलेगा कि इस रकम में एयरो-नोटिकल कम्प्लिकेशन के लिए 40 करोड़ रुपये हैं, हवाई-ग्रुप्स की मरम्मत वरीरुह के लिये 24 करोड़, हवाई रुट के लिये 9 करोड़ और दूसरे कामों के लिए 4 करोड़ रुपये रखे गये हैं। इतना बड़ा देश है, इतनी बड़ी आबादी है, क्या महज यह बोझो-सी रकम इन सब कामों के लिये काफी होगी? जितनी रफ्तार में यह देश बढ़ रहा है, उसमें क्या यह छोटी-सी रकम कोप कर पायेगी?

इन हवाई-ग्रुप्स की लिस्ट को देखने से ऐसा जाहिर हुआ कि उसमें एक मात्र बात छूट गई है, या उसको जान-बूझकर नहीं दिया गया है। मुझे याद है, जब मैं इस सदन में नहीं आया था, मैं पूणिया में बकालत करता था, जो बिहार में एक छोटा सा शहर है, हमारे राजबहादुरजी को मालूम है चूकि वे केपल में प्रम्वैसेडर रह चुके हैं। पूणिया की खास इम्पोर्टेंन्स है, यह उनको मालूम है। वहां पर चूनापुर में मिलैटरी एयरपोर्ट, मेरा ख्याल है कि 16 करोड़ रुपये खर्च कर के बनया गया था, जिसका रेडियस करीबन 10 किलो-मीटर है। यह एयरपोर्ट फार्मर ईस्ट पाकिस्तान के वक्त की जरूरत थीर महत्वियत को

समयके हुए बनना था पर और उच्च-वक्त चानका से भी हमारे रिलेशन कुछ अच्छ नहीं थे। अब जैसे देखा रहे हैं, अंगला देश की लिबरेशन के बाद चायना से हमारे अच्छे रिश्ते बढ़ रहे हैं। उसको मद्दे नज़र रखते हुए मिलैटरी वालों ने इस एयरपोर्ट को एंबेडन कर दिया है, और उसके बेराव के तार जो कि चारों तरफ लगे हुए थे, उनको हटा लिया गया है। वहां पर 250 का स्टाफ था, उन सब को भी उठा कर ले आया गया है, अब 4, 5 का सिर्फ सैकलटन स्टाफ रह गया है।

हमारी ग्राहम मिनिस्टर मोतरम, जब जब तशरीफ ले गई हैं, तो उनके लिये बोइंग हवाई जहाज वहां पर उतारा गया है, और वहां पर उन्होंने भ्रमण कर के अपनी मीटिंग की हैं। तो यह एक बहुत अच्छा एयरपोर्ट ईस्टर्न खोन में है, वहां पर हवाई सर्विस होनी चाहिये। आपको वहां कोई नया एयरपोर्ट नहीं बनाना है। इसके लिये अगर मंत्री माहब कोई बहाना करेगे तो मैं उसका कतन कायल नहीं होऊंगा। मेरी भर्ज है कि आप पूणिया में एयर सर्विस चलाइये जिससे जहाज चूनापुर के हवाई ग्रुप्स पर उतरेगा, उससे तीन-चार फायदे होंगे। एक तो नेपाल इंटरनेशनल बार्डर है, वहां नेपाल की सवारिया मिलेगी, साथ ही बिहार की सवारिया मिलेगी और इससे एक दूसरे को जानने का अच्छा मौका मिलेगा। इसके अलावा कोई नई सर्विस भी चलानी नहीं है। आप एयर फ्लाइट नं० 409 दिल्ली से कलकत्ता के लिए ले जाते हैं, जो कि लखनऊ व पटना होकर कलकत्ता जाती है, और बाइस बर्सा इसी तरह जाती है। अब आप इसे वाया लखनऊ, पटना और पूणिया होते हुए कलकत्ता और वाइस-बर्सा चलाइये।

जब मैं वहां था, तो जाम एयरवेज चलता था जो कि जलपाईगुडी से पूणिया होकर कलकत्ता जाता था। मैं आपको बकीब दिलाता हूँ, उसमें जगह नहीं मिलती थी

वैश्वन्तर इतने होते कि वैश्व लिस्ट पर भी। फिर कुछ कानूनी बंधुता से उसे एयरवेज का चलना बन्द हो गया। अब अर्थ है कि अपना इंडियन एयरलाइन्स का जहाज चलाइये, ताकि वहाँ के लोगों को सुविधा और सहायता हो सके। इस तरह से लोग एक दूसरी जगह भायेंगे और जायेग, इससे हमारी नेशनल इंट्रिग्रेशन में भी मदद मिलेगी।

इंडियन एयरलाइन्स में बहाली का सबाल बहुत संगीन है। लिस्ट को देखने से ऐसा जाहिर हुआ कि क्लास-3 व क्लास-4 में जो बहालियां हुई हैं, उसमें हमारे कांस्टीट्यूटस के गारन्टी देने के बावजूद शड्यूल्ड कास्ट व शड्यूल्ड ट्राइब्स की बहालियां बहुत ही नाकाफी हैं। जितना टारगेट उसमें होना चाहिये था, वह इस रिपोर्ट में नहीं दिया हुआ है। इसकी तरफ हमारा और आपका ध्यान जाना चाहिये। मन् 1975-76 की रिपोर्ट के पेज नं० 39 पर देखने से पता चलता है कि बहाली निल के बराबर है, उनकी तरफ ध्यान दिया जाना चाहिये।

नेशनल लीडरशिप ने बारहवा कहा है कि प्रकलियत के साथ बराबर का इसाफ होना चाहिये, चाहे पब्लिक सैक्टर हो या कोई दूसरा मसला हो।

डिप्टी स्पीकर साहब, मैंने पहले भी अर्थ किया था कि पटना में बिहार स्टेट माईनोरिटी कमीशन, जो कि 24, 25 अप्रैल को हुई थी, उसके रैज्यूलेशन नं० 2 की कुछ लाइन पढ़ना चाहता हूँ :-

“This Convention therefore, does emphatically impress upon the leadership for the successful implementation of the re-oriented national policy, the minorities, in particular the Muslim Community as the largest minority, be given adequate representation in the body-politic of the Country, in-

cluding the legislatures the local bodies, the civil administration and quasi-administration organisation.”

मेरी अर्थ है कि की राज बहादुर इस बात को वैश्व-नगर रबैं एंडर न तककों के साथ इन्साफ करें। अगर हम बोड आफ डाइरेक्टर्ज की लिस्ट को देखें, तो बड़ी नाउम्मीदी होगी। उस में ऐसे पब्लिक रिप्रेजेन्टेटिव्स भाने चाहिए जो अग्राम की भलाई के बारे में सोच सकें।

जहाँ तक डामेस्टिक सर्विस का ताल्लुक है, उस की सर्विस तो अच्छी है, लेकिन मेरा क्याल है कि खाने का स्टफ ढाबे के खाने की तरह है—शायद ढाबे में कुछ अच्छा ही खाना मिलता है। इसलिए यह जरूरी है कि खाने में कुछ इम्पुवमेंट लाई जाये, ताकि सवारियों को सैटिसफैशन हो।

जहाँ तक एयर हास्टेसिज की बहाली का ताल्लुक है, मैंने देखा है कि ईटन ज़ोन की लड़कियां बहुत अच्छी सेहत की और मजबूत और खूबसूरत हैं, लेकिन उन की बहाली बहुत कम होती है। मेरा इशारा आसाम, अरुणाचल प्रबेश, मेघालय, मिज़ोरम और नार्थ बंगाल के इलाके की तरफ है। वहाँ की लड़कियां बहुत तंदुस्त, मजबूत, लायक और तालीम-याफ़्ता होती हैं। इसलिए उन को दूसरों के बराबर भौका मिलना चाहिए। इस वक्त तो वहाँ की लड़कियां खाल-खाल ही नजर आती हैं।

इस में कोई शुबहा नहीं है कि टूरिज्म बढ़ा है। लेकिन जरूरत इस बात की है कि फारेन टूरिस्ट्स को कुछ फ़ैसिलिटीज दी जाये। इस वक्त कस्टमज में इतनी वडाई से चैकिंग होती है कि टूरिस्ट्स का नाक में दम हो जाता है। यह बात तय कर देनी चाहिए कि फ़ारेन टूरिस्ट इतना सामान ले कर आ सकेगा और इतना मामान बाहर ले जा सकेगा। पिछले साल कुछ अमरीकन टूरिस्ट्स से मेरी मुलाकात हुई। उन्होंने कहा :

[श्री मुहम्मद जनीकुर्रहमान]

"I had to wait for three or four hours though I had nothing with me."

मिडल ईस्ट के मुल्कों से हमारे ताल्लुकात बहुत तेजी से बढ़ रहे हैं। वहाँ के लिए एयर इंडिया की सर्विस निहायत अच्छी है। मुझे भी वहाँ जाने का मौका मिला है। लेकिन एक तो उस की फ्रीक्वेंसी को बढ़ाना चाहिए, और दूसरे, और मुल्कों के लिए सर्विस शुरू करना चाहिए। खाली कुवैत के लिए ही क्यों सर्विस रखी हुई है? वहाँ के सब मुल्कों के लिए एयर इंडिया की सर्विस होनी चाहिए, ताकि हमारे टूरिस्ट्स वहाँ जा सकें और हमारा मामान वहाँ एक्सपोर्ट हो सके।

डोमेस्टिक सर्विस में कनसेशन देनी चाहिए, ताकि अरुणाचल प्रदेश का भाद्रमी बम्बई, मद्रास या काश्मीर देख सके और काश्मीर का भाद्रमी अरुणाचल प्रदेश या मेघालय देख सके। इस तरता नैशनल इनट्रिगेशन बहुत तेजी से बढ़ेगा।

जैसा कि मैं ने कहा है, पूर्णिया को एयर मैप पर रखा जाये। स्टूडेंट्स और किसानों को कनसेशन दी जाये, ताकि वे भारत-दर्शन कर सकें और भारत के एक हिस्से के लोग यह देख सकें कि दूसरे हिस्से ने कितनी तरक्की की है।

टूरिज्म के लिट्रेचर को ज्यादा खूबसूरत बनाया जाये और उस के डिस्ट्रीब्यूशन का मुनासिब इन्तजाम किया जाये। दूसरे मुल्कों में टूरिस्ट दफतर कायम किये जाये।

इन्टनल टूरिस्ट्स के लिए अच्छे गाइड बहान किये जाये जो सही तीर पर बता सकें कि गुजरात, जयपुर, दिल्ली, अरुणाचल प्रदेश और बिहार वगैरह मुल्क के अलग-अलग हिस्सों में क्या-क्या देखना चाहिए। इन सब बातों को प्राप

खैं और पूर्णिया को एयर मैप से तो प्रोव्हातरिब वपीर सम्भव जरूर होंगे। इसलिए कि उस के बारे में मसहूर है कि पूर्णिया को कालापानी कहा जाता था। कोई आवनी वहाँ जाना नहीं चाहता था। कोई आफिसर नहीं जाना चाहता था। लेकिन अगर एकबार कहीं उस की पोस्टिंग पूर्णिया में हो गई तो वहाँ से आना भी नहीं चाहता था, कारण उस का बाह्य जो भी रहा हो। तो एक बार हवाई जहाज को सर्विसेज वहाँ चला कर प्राप देखिए, फिर प्राप उस को कभी वापस नहीं लेंगे।

इन गब्दों के साथ में डिमाइस का समर्थन करता हूँ।

[شہرہ محمد جموں الرحمان]

(کھن گاجی) : میں آپ کا شکر گزار ہوں - کہ مجھے آپ نے بولنے کا موقع عطا کیا فرمایا ہے - ساتوں پرفارموسس ہجہ جو کہ اس منسجری کی طرف سے یہی کہا گیا ہے اس کو میں خوش آمدید کہتا ہوں - میں اس وقت سول ایوی ایشن کو زیر بحث دیکھوں گا - میں نے لسٹ کو دیکھا ہے - ہمارے ایلے بڑے ملک میں 84 چھوٹے بڑے ہوائی اڈے ہیں - یہ بہت نا کافی ہیں - میں نے نگرنا کو جوڑا - ان کے مطابق ساڑھے اکتھر لاکھ آدمیوں کے پھچھے ایک چھوٹا بڑا ہوائی اڈا ہے - کہا یہ کافی ہے ؟ میں اپنی رائے یہ ہے کہ لوگ رت کی اہمیت کو بہت تیزی کے ساتھ سمجھ رہے ہیں - کم وقت میں لوگ زیادہ کم کرنا چاہتے ہیں - اس کے

لئے یہ ضروری ہے کہ آپ لوگوں کو زیادہ سے زیادہ سہولتیں اور سہولتیں دیں۔ اس کے لئے ضروری ہے کہ ہیر سروس کی فریکویئنسی کو زیادہ سے زیادہ بڑھایا جائے۔ کچھ مہینے دیکھا ہے کہ جو رپورٹ دی گئی ہے اس میں صرف 77 کروڑ روپے دکھائے گئے ہیں۔ چلتی تہزی سے یہ ملک ترقی کر رہا ہے اور جتنے لوگوں کو وقت کی اہمیت معلوم ہو رہی ہے اس لحاظ سے یہ رقم نہایت کم ہے، اسکو زیادہ ہونا چاہئے۔ میں تو یہ کہوں گا کہ رقم دینے میں گنجوسی کی گئی ہے۔

سول ایوی ایشن ڈیپارٹمنٹ کی لسٹ دیکھنے پر پتہ چلے گا کہ اس رقم میں ایرونوٹیکل کمیونیکیشنز کے لئے 40 کروڑ روپے ہیں ہوائی آڈے کی مرمت وغیرہ کے لئے 24 کروڑ ہوائی روٹ کے لئے 9 کروڑ اور دوسرے کاموں کے لئے 4 کروڑ روپے رکھے گئے ہیں۔ اتنا دوا دیکھ ہے۔ اتنی بڑی آبادی ہے۔ کوئی مکتض بہ تہیزی سے رقم ان سب کاموں کو کرنے کے لئے کافی ہوگی؟ جتنی رفتار میں یہ دیکھ رہے ہیں وہاں اس میں کیا یہ چھوٹی سی رقم کو کوئی کر پائے گی؟

ان ہوائی آڈوں کی لسٹ کو دیکھنے سے ایسا ظاہر ہوا کہ اس میں ایک آدھہ ہت چھوٹ گئی ہے یا اس کو جان بوجھ کر نہیں دیا

کہا ہے۔ مسجھ ہلک ہے جب میں اس سڈن میں نہیں آیا تھا، میں پورنڈہ میں وکالت کرتا تھا، جو بہار میں ایک چھوٹا سا شہر ہے۔ ہمارے رائج بہادر جی کو معلوم ہے چونکہ وہ نہپال میں ایمپیسٹڈر ہے، چکے ہیں۔ پورنڈہ کی خاص اسہولتیں ہیں۔ یہ ان کو معلوم ہے۔ وہاں پر جونا پور میں ملگری انڈر پورٹ مہرا خمال ہے کہ 16 کروڑ روپے خرچ کرکے بنایا گیا تھا۔ جس کا پتہ اس توہیہا دس کلومیٹر ہے۔ وہ انڈر پورٹ فارمر ایسٹ پاکستان کے وقت کی ضرورت اور اہمیت کو سمجھتے ہوئے بنایا گیا تھا اور اس وقت چائینا سے بھی ہمارے ریلیشن کچھ اچھے نہیں تھے۔ اب جیسا دیکھ رہے ہیں بلکہ دیکھ کی لہریشن کے بعد چاہیے ہمارے اچھے رشتے بڑھے رہے ہیں۔ اس کو مد نظر رکھتے ہوئے ملگری والوں نے اس انڈر پورٹ کو اپنڈن کر دیا ہے اور اس کے ٹھہرلا کے تار جو کہ چاروں طرف لگے ہوئے ہیں ان کو ہٹا دیا گیا ہے۔ وہاں پر 250 کا سٹاف تھا۔ ان سب کو بھی ہٹا کر لے آیا گیا ہے۔ اب 1-5 کا صرف سلیکشن سٹاف رہ گیا ہے۔

ہماری پروانم منسٹر مستورہ جب جب تشریف لے گئے ہیں تو ان کے لئے بوہنگ ہوائی جہاز وہاں پر اتارا گیا ہے اور وہاں پر انہوں نے

[شرین مسکت جنرل انڈیا]

پہرے کر کے اپنی مملکت کی ہیں۔  
 تو وہ ایک وقت اچھا ائیر پورٹ  
 ایسٹرن ائیر لائنز میں ہے۔ وہاں پر ہوائی  
 سروس ہونی چاہئے۔ آپ کو وہاں  
 کوئی نیا ائیر پورٹ نہیں بنانا ہے۔  
 اس کے لئے اگر ملٹری صاحب کوئی  
 بہانا کہتا ہے تو میں اس کا قطعی  
 قائل نہیں ہوں گا۔ مہری عرض ہے  
 کہ آپ پورنوم میں ائیر سروس جوڑوائے؟  
 جس سے چہاز چونا پور کے ہوائی اڈے  
 پر اترے گا اس سے تین چار فائدے  
 ہونگے۔ ایک تو نیپال انٹرنیشنل ہارڈر  
 ہے، وہاں نیپال کی سواریاں ملتی ہیں،  
 ساتھ ہی بہار کی سواریاں ملتی ہیں اور  
 اس سے ایک دوسرے کو چالنے کا اچھا  
 موقع ملے گا اس کے علاوہ کوئی نئی  
 سروس بھی چلانا نہیں ہے۔ آپ ائیر  
 فلائٹ نمبر 409 دہلی سے کلکتہ کے  
 لئے لے جاتے ہوں جو کہ لکھنؤ و پٹنہ  
 ہو کر کلکتہ جاتی ہے اور وائس ورسا  
 اسی طرح آتی ہے۔ اب آپ اسے واپس  
 لکھنؤ، پٹنہ اور پورنوم ہوتے ہوئے کلکتہ  
 اور وائس ورسا چلائیں۔

جب میں وہاں گیا تو جام انڈیا  
 چلتا تھا جو کہ چلپائی گئی ہے پورنوم  
 ہو کر کلکتہ جاتا تھا۔ میں آپ کو  
 یقین دلانا ہوں، اس میں جبکہ  
 نہیں ملتی تھی؟ مسافر اٹتے ہوتے  
 تھے کہ وہاں لکھنؤ پر رہتے  
 تھے۔ پھر کچھ قانونی وجوہات سے

اس ائیر لائن کا چلانا بند ہو گیا۔ اب  
 عرض ہے کہ اپنا ائیر لائنز کا  
 چہاز چلائیں، تاکہ وہاں کے لوگوں کو  
 سہولت اور فائدہ ہو سکے۔ اس  
 طرح سے لوگ ایک دوسری جگہ  
 آئینگے اور جائینگے؟ اس سے ہماری  
 نیشنل انڈیا میں بھی مدد  
 ملے گی۔

انڈین انڈیا میں بحالی کا  
 سوال بہت سنگین ہے۔ لسٹ کو  
 دیکھنے سے ایسا ظاہر ہوا کہ اس  
 تین وکلاس چار میں جو بحالیاں ہوائی  
 میں اس میں ہمارے کاسٹی جو اینڈس  
 کے گرنٹی دینے کے باوجود شہد ہولڈ  
 کاسٹ و شہد ہولڈ ٹرانس کی بحالی  
 بہت ہی اگلی ہے۔ چلنا  
 گورنمنٹ اس میں ہونا چاہئے تھا وہ  
 اس رپورٹ میں نہیں دیا گیا ہے۔  
 اس کو طرف ہمارا آپ کا دھیان  
 جانا چاہئے۔ 1975-76 کو رپورٹ کے  
 صفحہ نمبر 39 پر دیکھنے سے پتہ چلتا  
 ہے کہ بحالی نل کے برابر ہے۔ اس  
 کی طرف دھیان دیا جانا چاہئے۔  
 نیشنل انڈیا شپ نے ہاوما کہا ہے  
 کہ اقامت کے ساتھ برابر کا انصاف  
 ہونا چاہئے، چاہے ہیناک سوکتر ہو  
 یا کوئی دوسرا مسافر ہو۔

ذیلی سوکتر صاحب میں نے  
 پہلے بھی عرض کیا تھا کہ پٹنہ میں  
 بہار سنگھ مالہویری کنوینشن جو

34 ، 35 اور 36 کی کمی تھی۔ یہ سب  
 روزناموں میں نمبر 2 کی کچھ لٹری چھانڈ  
 چائیں ہوں۔

“This Convention, therefore, does emphatically impress upon the national leadership for the successful implementation of the re-oriented national policy, the minorities, in particular the Muslim community as the largest minority, be given adequate representation in the body-politic of the country, including the legislatures, the local bodies, the civil administration and quasi-administration organisation.”

میری عرض ہے کہ شی راج بہادر  
 اس بات کو بھی نظر رکھیں اور ان  
 طبقوں کے ساتھ انصاف کریں۔ اگر  
 ہم بورڈ آف ڈائریکٹرز کی لسٹ کو  
 دیکھیں تو بڑی نا اہلی ہوگی۔ اس  
 میں ایسے بھاری ڈپریزیٹنگوز آنے  
 چاہئیں جو عوام کی بہلائی کے بارے  
 میں سوچ سکیں۔

جہاں تک ڈومیسٹک سروس کا  
 تعلق ہے اس کی سروس تو اچھی  
 ہے۔ لیکن میرا خیال ہے کہ کھانے کا  
 سٹاف تھاپے کے کھانے کی طرح ہے،  
 شاید تھاپے میں کچھ اچھا ہی کھانا  
 ملتا ہے۔ اس لئے یہ ضروری ہے کہ  
 کھانے میں کچھ امپروومنٹ لائی جائے  
 تاکہ سواروں کو سٹیسفیکشن ہو۔

جہانگیر ڈیپارٹمنٹ کی بحالی  
 کا تعلق ہے، میں نے دیکھا ہے کہ ایسٹرن  
 زون کی لوکیٹل بہت اچھی صحت  
 کی اور مشہور و خوبصورت ہوتی ہیں،  
 لیکن ان کی بحالی بہت کم ہوتی

ہے۔ میرا اشارہ آسام، اروناچل پردیش،  
 میگھالیہ، مڑورم اور نارتھ بنگال کے  
 علاقے کی طرف ہے۔ وہاں کی لوکیٹل  
 بہت تندرست، مشہور، لائق اور  
 تعلیم یافتہ ہوتی ہیں۔ اس لئے انکو  
 دوسروں کے برابر موقع ملنا چاہئے۔  
 اس وقت تو وہاں کی لوکیٹل خال  
 خال کی نظر آتی ہیں۔

اس میں کوئی شبہ نہیں ہے کہ  
 ٹورزم بڑھا ہے، لیکن ضرورت اس بات  
 کی ہے کہ فورن ٹورسٹس کو کچھ  
 فسیلیٹیز دی جائیں۔ اس وقت  
 کسٹمز میں اتنی کوتاہی سے چھینک  
 ہوتی ہے کہ ٹورسٹ کا ناک میں دم  
 ہو جاتا ہے۔ یہ بات طے کر دینی  
 چاہئے کہ فورن ٹورسٹ اتنا سامان  
 لے کر آسکے گا اور اتنا سامان باہر لے  
 جا سکے گا۔ پچھلے سال کچھ امریکن  
 ٹورسٹس سے میری ملاقات ہوئی۔  
 انہوں نے کہا—

“I had to wait for three or four hours though I had nothing with me”

مطل ایسٹ کے ملکوں سے ہمارے  
 تعلقات بہت تیزی سے بڑھ رہے ہیں۔  
 وہاں کے لئے ائیر انڈیا کی سروس  
 نہایت اچھی ہے۔ مجھ بھی وہاں  
 جانے کا موقع ملا ہے۔ لیکن ایک نو  
 افسی فریکویئنسی کو بڑھانا چاہئے  
 اور دوسرے اور ملکوں کے لئے سروس  
 شروع کرنی چاہئے۔ خالی کوریج کے  
 لئے ہی کہیں؟ وہاں کے سب ملکوں

[شری مسند جمل الرحمان]

کے لئے اٹھرا لاکھ کی سروس ہونی چاہئے تاکہ ہمارے ٹورسٹ وہاں جا سکیں اور ہمارا سامان وہاں ایکسپورٹ ہو سکے۔

دوہسٹاک سروس میں کلسیشی دینی چاہئے تاکہ اروناچل پردیش کا آدمی بمبئی، مدراس یا کشمیر دیکھ سکے اور کشمیر کا آدمی اروناچل پر بھی یا مہنگالیہ دیکھ سکے۔ اس طرح نیشنل انٹگریشن بہت تیزی سے بڑھے گا۔

جیسا کہ میں نے کہا ہے پورنہ کو انڈیمپ پر رکھا جائے۔ سٹوڈینٹس اور کسانوں کو کلسیشی دی جائے تاکہ وہ بھارت دوشن کر سکیں اور بھارت کے ایک حصے کے لوگ یہ دیکھ سکیں کہ دوسرے حصے نے کتنی ترقی کی ہے۔

ٹورزم کے لٹریچر کو زیادہ خوبصورت بنایا جائے اور اس کے ڈسٹریبیوشن کا مناسب انتظام کیا جائے۔ دوسرے ملکوں میں ٹورسٹ ڈیپارٹمنٹ قائم کئے جاتے ہیں۔

انٹرنل ٹورسٹس کے لئے اچھے گائڈ بحال کئے جائیں جو صحیح طور پر دیکھ سکیں کہ کھراک، چھپور، دلی، اروناچل پردیش اور بھارتیہ ملک کے الگ الگ حصوں میں کیا کیا دیکھنا چاہئے۔ ان سب باتوں کو

آپ ذہنی میں رکھیں اور پورنہ کو انڈیمپ سے تو مستحکم رکھنا چاہئے تاکہ اس کے بارے میں مشورہ دے کہ پورنہ کو لا پائی کہا جاتا تھا۔ کوئی آدمی وہاں جانا نہیں چاہتا تھا۔ کوئی افسر نہیں جانا چاہتا تھا۔ لیکن اگر ایک بار کہیں کسی پوسٹلنگ پورنہ میں ہو گئی تو وہاں سے آنا بھی نہیں چاہتا تھا، کاریں اس کا چاہے جو بھی رہا ہو۔ تو ایک بار ہوائی جہاز کی سروسز وہاں چلا کر آپ دیکھئے، پھر آپ اس کو کہی واپس نہیں لے سکتے۔

ان شہدوں کے سامنے میں قسائد کا سمرتہں کرتا ہوں۔

SHRI BANAMALI PATNAIK  
(Puri) The Report of the Ministry is really very encouraging. Tourist traffic has increased. I do not want to go into the figures, but there are certain areas which have not been covered.

The Report says that sea beaches, mountain resorts and marine drives should be developed, but nothing has been done in our area. Puri, Konarak and Bhubaneswar are considered to be the golden triangle of tourism. Bhubaneswar is a beautiful city of temples, but even today group booking by Boeing cannot be done. Though the Minister was kind enough to write to me in February 1975, saying that a Boeing service would be introduced to Bhubaneswar, nothing has been done yet. Since there is no group booking by Boeing, there is no hotel accommodation. The ITDC has not set up any hotel in Bhubaneswar or Konarak or Puri, the three most beautiful places in that area.

The temple of Konarak attracts a large number of visitors from outside. The rock cut caves of Khandagiri, the edicts of Asoka at Dhaulagiri and the Jaugara inscriptions of Asoka also attract a large number of foreign, especially Buddhist, tourists, but no facilities are available therefor their stay or accommodation.

The sea beach from Konarak to Puri is beautiful and eight years ago the department started constructing a marine drive, but only five miles were completed and the rest remains to be completed still. If it is completed, you can reach Puri from Konarak within one hour.

The Archaeological Department has taken up the preservation of the ancient temple at Puri. The Puri temple has been found to be much more superior to the Konarak temple. A few months ago the Minister was kind enough to visit that area, but he was there only for a few hours and he did not want to make any commitment because he knows there is so much potentiality for development in that area, but he has done nothing. So, I request him to see that this sea beach is developed, which is much more attractive than the Kovalam beach. There are absolutely no motels available there. There is one lodge called Pant Niwas, but no food is available there and so the tourists carry food from Bhubaneswar and come back in the same car.

Steps should be taken to develop the National Park at Simlipal where you can see tigers roaming about in the daytime. No funds have been provided for its development, though it is much more beautiful than Kaziranga. Similarly, Chilka Lake is a bird sanctuary where in winter a large number of birds migrate from the Himalayan areas. If developed, it can attract a large number of tourists.

In the literature of the Tourist Department there is no information about the temples of Puri, Konarak and Bhubaneswar. I was informed that Tatas are opening a five star hotel at Mangalore because of the Kudremukh project, but they are prepared to open a five star hotel in Bhubaneswar if there is one Boeing service to that city every day, and two such hotels if there are two services a day. If the ITDC has no funds private parties are prepared to start hotels, but there must be a Boeing service, so that tourists can come there. The Calcutta-Delhi service starts at 7.30 from Delhi and reaches Calcutta at 9.30 with hardly 30 or 40 passengers. It can be extended to Bhubaneswar.

And we can come in the next morning from Bhubaneswar via Calcutta. There is no difficulty, in doing this. It is going empty 50 per cent of the seats are vacant. If there is that facility, than a large number of tourists can go there. Or we can have one Delhi-Bhubaneswar via Khajurao service so that the tourists can go there. There is a service between Calcutta and Hyderabad. It can also touch Bhubaneswar and link north with the south. In that way, there are facilities and the Bhubaneswar Airport has the facilities for landing of Boeings. So, there is no difficulty. But that should be taken up by the Ministry. I would urge upon the Minister that Bhubaneswar should be connected with a Boeing either with Calcutta-Hyderabad or Delhi-Bhubaneswar or via Khajurao or Khajuraho or Banaras.

Long ago, when Dr Karan Singh was in charge, at that time, there was a proposal to set up a cyclone warning radar station in Paradeep. But, so far nothing has been done. When the Demands for Grants of these things come, then only the question of cyclone warning radar station comes. As far as the eastern region is concerned. It is always affected by cyclone. From Vizag upto Midnapur, that is the only place which can give



**Shri Hanamall Patnaik]**

a really good warning to the people, and the Government is quite aware of the problem. So far no step has yet been taken to set up a cyclone warning station in Paradeep and it is because the zone is cyclonically affected.

It was promised by the previous Minister in this House and I would request the present Minister to take up this matter and see that the Radar Station is immediately set up.

Formerly, there was an air service between Calcutta-Rourkela and Bhubaneswar which had been withdrawn. From Bhubaneswar to Rourkela, it is a distance of 300 miles. One has to travel in round about way. Why should not an air service be started between these two places? Now, a second service has been introduced between Calcutta and Bhubaneswar. It should go to Rourkela and Jharagoda. So, the second service introduced between Bhubaneswar to Calcutta does not carry more passengers, but if it comes via Rourkela, there are a large number of passengers, the Government Servants and others who come for some business to Rourkela. Then there is also this steel authority who has got some work in Bhubaneswar, who can avail of this facility. If they have really introduced a second service for the benefit of the people—it must come via Rourkela and Bhubaneswar—Rourkela Calcutta or Calcutta-Rourkela-Bhubaneswar. So, it can help the people as well as the internal traffic of the State and also save a lot of T.A. & D.A. of the Government Servants because they can avail of air facilities. I think the Orissa Government has also written about this matter. I think the Minister will examine this and do whatever is possible.

**THE MINISTER OF STATE IN  
THE MINISTRY OF TOURISM AND  
CIVIL AVIATION (SHRI SUREN-**

**DRA PAL SINGH):** Mr. Deputy-Speaker, Sir, I am very thankful to the hon. Members for their compliments and the good things they have said about the activities of the Ministry of Tourism and Civil Aviation. I am also thankful to those who have made some good suggestions and constructive criticism about the working of the Ministry.

It has been appreciated and realised by one and all that tourism is a very important economic activity and an industry. It is also accepted by the worst sceptics all over the world that this is an important activity by all standards. It is something in which all countries, particularly the developing countries should take more and more interest. Even the world's best economists have now realised that this is an up and coming industry and it has four very important and significant *plus* points in its favour. One is that according to the incremental capital output ratio formula it has been calculated that investment in tourism is the best and the most efficient way of earning foreign exchange as compared to investment in other commodity producing industries. And secondly, tourism gives the maximum return for minimum investment and without any depletion of any of our national resources. The latter fact is more important, because in other export-oriented industries, a great deal of raw material and power is consumed for producing a particular commodity before it is exported and in that way, our national resources are depleted to that extent. In tourism, we do not export anything, our exports are invisible. We have what nature has given us and what our ingenious and very skilful human beings have produced. We show them to the tourists and earn very useful foreign exchange.

Thirdly, the potential of employment in tourism has also been appreciated. It is very very high specially

in regard to our educated unemployed in the country. Fourthly, the "Multiplier Effect" of our tourism on our economy has been calculated to be 3.2 at the lowest and 3.6 at the highest which means that this particular industry generates more business opportunities and more jobs for our citizens than any other industry in the country of the same size and magnitude.

Thus, it has been realised and appreciated that tourism is a very important activity and industry in developing countries because it does solve our balance of payments difficulties and our chronic shortage of foreign exchange.

In the context of our conditions, the opportunities of developing tourism in our country are immense. Ours is a land which has received the choicest gifts from mother nature. As some hon. Members have said, we have high snow-capped mountains; we have deserts; we have tropical forests and every type of scenic beauty that one can really wish for to feast one's eyes on. Man has also lent his hand in enriching our lives. During the past thousands of years our very skilful artists have created some exquisite pieces of art and architecture all over this vast land for foreigners to come and see.

Above all, our ancient culture and civilisation has also given us a unique life style, a unique mental attitude, towards life here and the life hereafter which is an enigma to the people of the occident who are fascinated by our country. They want to come here and see our country. It is now upto us to gear ourselves up and to take full advantage of the assets we possess and attract more and more tourists to our country. This has been appreciated by the Department and we have conducted a number of studies which have been particularly aimed at promoting tourism and finding out ways and means to fill up the gaps in

our infra-structural set-up as early as possible.

There are a lot of deficiencies which should be made up, and we have to keep before ourselves clearly defined targets of annual growth. We have laid down a number of targets of annual growth for ourselves. Also, the Department has kept before itself certain guidelines which can be regarded as basic considerations behind the policy of encouraging foreign tourists to India.

A criticism has recently been made and specially the Estimates Committee of Parliament has referred to this question that the Department does not have a policy, a national policy on tourism. This is a matter which my senior colleague will deal with when he replies to the debate. At this point of time, I would like to mention that while it is true that we do not have a formal policy, nonetheless we are going all along following certain guidelines and plans which were evolved and approved by the Planning Commission. We have achieved considerable success in our efforts and it would not be correct to say that we have been steering a rudderless ship, so-to-speak, for all these years. We have been going all along certain well defined guidelines and they have paid us good dividends.

I am not going into the details of the achievements of our Ministry. They have been exhaustively given in the Annual Report of our Ministry which the hon. Members must have read. I would however like to point out and highlight a few of the most important achievements of the Department. In regard to tourist arrivals, in the '50s, we had only 20,000 tourists coming to our country. In the last 20-25 years, the figure has risen to 4.65 lakhs in 1975, registering an increase of 10 per cent over the previous year. This itself may not appear to be very spectacular and remarkable achievement. But it has to

[Shri Surendra Pal Singh]

be viewed in the overall context of tourism all over the world. In order to appreciate how much we have achieved, what it means, we must take into account the fact that during the last couple of years, because of escalation in prices, the price hike and recession all over the world, the long-haul traffic in the world has gone down by 15 per cent., and the growth of tourism in the world context has gone up by only 2 per cent whereas our growth rate has gone up by 10 per cent. When we compare our growth of 10 per cent with 2 per cent world growth we could really appreciate the significance of our achievement.

Another thing, worth remembering is that the average stay of a tourist in India is 25 days. This is the highest in the world. The world average is only three to four days per tourist whereas, in our country, a tourist spends 25 days or nights—and this 'destination' tourism is far more beneficial...

SHRI VASANT SATHE (Akola): That is because this is not a country but a continent!

SHRI SURENDRA PAL SINGH: That is quite correct. So, we are encouraging this destination tourism because it is more beneficial than 'stop-over' tourism. I am mentioning this only in order to compare it with the figure of tourist arrivals of other countries.

As regards foreign exchange, last year, in 1975 we earned more than Rs. 100 crores in foreign exchange and it has showed an increase of 11.8 per cent over the previous year. If you compare that with the estimated world receipt during the same period, which has only 10 per cent higher than in 1974, our growth is more than the world average. During the period 1969 to 1975 the estimated world receipt from tourism showed a growth rate of

only 12 per cent whereas our growth rate during the same period came to 21 per cent. So, in that regard, our performance has been something about which we can really feel satisfied and proud.

All these things indicate that Tourism is no longer a 'fad' as some people call it or something we have to humour. It is not so; it is a very important economic activity which is beneficial to the economy of our country, and I think a country like India should pay more attention to it and get the maximum benefit out of it.

Now, Shrimati Parvathi Krishnan and one or two other Members had said that our share of world traffic and world tourism is very small and that we do not compare favourably with Yugoslavia, Spain, Mexico etc. It is true that, when compared to the performance of those countries, our performance does not compare creditably. But our achievement has to be seen in the light of our limitations. Our limitations are, first of all, shortage of funds. We do not have as much money as we want for development of tourism. Secondly, we have other important national priorities; tourism is not as important for us as some other things in our country. Our economic and social objectives being what they are, naturally the Government has to spend more money in other sectors.

SHRI VASANT SATHE: How much of the hundred crores you earned was re-invested for promoting tourism?

SHRI SURENDRA PAL SINGH: It will be digressing from the main point, but I may answer that on tourist promotion we spent only 5 per cent of the foreign exchange earned from Tourism. A cost-benefit study has been carried out and it has indicated that this compares favourably with other countries in our neighbourhood. They spent 30 per cent to 40 per cent on Tourism promotion where-

as India spent only 5 per cent. So, in that regard, our performance is really creditable.

Another limitation is our distance from the tourist generating markets. Most of the tourists come from western countries, from America and West European countries which are far away from here and they have to spend a lot of money on air journey etc. This is an inhibiting factor, to that extent.

It is true that out of the 213 million tourists who crossed the borders all over the world in 1975, India received a very meagre share of only 0.22 per cent, and out of the estimated world receipt of foreign exchange of \$ 3.9 billions earned by the world at large, our earnings were only Rs. 104 crores. This, again, is a mere drop in the ocean and very insignificant. But, in order to understand and appreciate our performance, this problem has to be seen in its proper perspective. The fact of the matter is that, whether we like it or not, tourism today is tied to development. It means that the largest number of tourists come from developed and affluent countries and the largest number of tourists goes to developed countries. The House will be interested in knowing that nearly 93.2 per cent of the tourists go to developed countries, and the developing world—including Africa, Asia and Latin America and the rest—which is a vast area in terms of size gets only 6.8 per cent of the world tourist traffic. This is something which has to be appreciated to understand what we are doing and achieving. Again, out of this 6.8 per cent, if we take out countries like Australia, New Zealand and Japan which lie in the Asian region but which are developed countries, then the share of the genuinely developing countries goes down to approximately 4 1/2 or 5 per cent. It will also be relevant to note here that out of the 6.8 per cent tourists who go to developing countries, the share of South Asia is only 10 per cent.

Africa gets 24 per cent, Middle-East gets 20.7 per cent and Pacific and Far-East 44.8 per cent. Very little is left for South Asia in which India lies. India's share in South Asia is of the order of 34.6 per cent and the share of other countries in our neighbourhood is: Pakistan 11 per cent; Nepal 5.3 per cent; Sri Lanka 6.9 per cent; and Iran, which is our nearest rival, it is 33 per cent. In this background our option and our choice is very limited. We have to operate in a very narrow field. It is a fact of life which nobody can wish away. It is a fact that tourism goes to the developed countries. In this background, when we look at the achievement of nearly half a million tourists, I think, it is quite encouraging. But I do not say that we should be complacent about it, and we should not make more efforts in this direction. The fact is that many efforts are being made by the Department. Nonetheless, the 10 per cent growth and so many tourists in this background are quite encouraging.

Shri Sanghi mentioned that the Department has no targets for the future. May I just point out to him and, through you, Sir, to the entire House .

SHRI VASANT SATHE He said that you have low targets.

SHRI SURENDRA PAL SINGH Our targets are realistic, which we may be able to achieve. We do not want to fix higher targets which we cannot achieve. It is no use setting high targets which cannot be achieved. In view of the circumstances prevailing around us, we are properly geared up and are making preparations to see that we are able to receive about 8 lakh tourists per year after the end of the 5th Plan. The Ministry has taken a number of steps to see that this rate of growth continues and the rise is maintained all through and all the infrastructural needs of the country are fulfilled in order to receive this large number of tourists a few years hence.

**SHRI D. P. JADEJA (Jamnagar):**  
What about hotel accommodation?

**SHRI SURENDRA PAL SINGH:** Sir, it is true that in the setting up of infrastructure, hotel accommodation is very basic, and we are short of hotel accommodation, but this is a matter which we are very seriously seized of and we are doing our best to make good the deficiency. The position is that in 1973, we had 10,754 hotel rooms. By the end of 1975, as a result of our efforts and the efforts of the private entrepreneurs, this figure has risen to 15,462. That means, within a period of less than three years, we have increased our hotel accommodation by 50 per cent we are still short of 11,000 rooms which we have to build as early as possible to make ourselves ready for receiving 8 lakh tourists from 1978 onwards. This gap is sought to be filled up through the activities of the private sector organizations as well as ITDC and to a certain extent through the Department of Tourism also. We have approved 79 new hotel projects in the private sector. When they are completed, they will give us 7,200 additional rooms in the next two or three years.

14 hrs.

**SHRIMATI PARVATHI KRISHNAN.** I mean, is the private sector being given loans?

**SHRI SURENDRA PAL SINGH:** I will take a note of that point and come to that later on.

ITDC intends to build hotels and motels also. When their schemes are completed, they will give us an additional accommodation to the extent of 2500 rooms. That comes to about 9700 and the balance, we are hoping would be made up by the activities of the Department of Tourism who are also constructing travel lodges and youth hostels and what we call supplementary accommodation all over the coun-

try. In this way we propose to fill up the gap.

Now, the hon. Member Mr. S athe raised a point whether all will be five-star hotels. Our policy is to go in for more and more two and three-star hotels. As far as ITDC is concerned, they will concentrate on accommodation which will cater to the needs of the middle income group.

As far as the private sector is concerned, we will leave it open to them. It is entirely left to them whether they will put up five-star hotels or two-star hotels or three-star hotels, but as far as we are concerned, we will try and encourage them to go in for cheaper type of accommodation also. They go by market conditions.

As far as the matter of loans, raised by Shrimati Parvathi Krishnan, is concerned, we have a scheme whereby we give loans to private entrepreneurs for constructing hotels. This is being done in order to fill up the gap which I mentioned earlier because a large amount of accommodation is required by the country. We are unable to do it ourselves. We are encouraging private hoteliers to come also and loan and incentives are given for constructing hotels.

Air transport is another bottleneck which creates difficulties in the development of tourism. In that respect also, both our national carriers are taking certain steps. For instance, Air India is going in for more jumbos in future. They are increasing their fleet strength and the Indian Airlines has decided to purchase Air Buses and I think three of them will be coming by the year's end and there will be more to follow later on. They are also going through an exercise for selecting a short-haul plane for regional and feeder routes and once these new airplanes come to the Indian Airlines, I think this problem will be solved.

In the publicity field, a well-coordinated publicity and promotional marketing programme is under way

through our offices abroad as well as by sending promotional teams abroad. Recently we sent a team to Australia, Japan and Middle East where our officers and representatives of the travel trade contacted the local people in order to create interest in India.

As regards new offices, a reference has been made that our tourism is all western-oriented. I think Shrimati Parvathi Krishnan mentioned that. She also said that we are not making any efforts to attract more tourists from South East Asia and the Middle East. That is not so. It is a fact that more tourists come from Western countries. Certainly, I think it is not her intention that we should stop them coming to our country. But what we are doing is that, in addition to that....

SHRIMATI PARVATHI KRISHNAN: I said--African countries also.

SHRI SURENDRA PAL SINGH: We are making every effort possible to tap new sources of tourists. For instance, in the Middle East, we have opened an office in Kuwait....

SHRIMATI PARVATHI KRISHNAN: Only in Kuwait.

SHRI SURENDRA PAL SINGH. It is just a beginning. We have to see the performance of the Kuwait office and if we find that more and more tourists are coming and that we need more offices, certainly we will open more offices. For instance, there is a proposal to open an office in Iran. A large number of Iranians want to come to India. In fact we are mindful of the fact that we have to pay more attention to our neighbours, to South-East Asia, to the Middle-East and try to get more and more people from there. Then, efforts are made to attract Buddhist tourists to India. Many of them are coming from Japan, from Sri Lanka, Thailand, etc. and their number is increasing every year. It is not that we are not paying attention to South-East Asia....

SHRI VASANT SATHE: Do we have an office in Japan?

SHRI SURENDRA PAL SINGH: Yes, we have. There is a proposal to open an office in Osaka and later on, in Hong Kong also.

SHRIMATI PARVATHI KRISHNAN: What about African countries? You do not have any office anywhere?

SHRI SURENDRA PAL SINGH: So far we have not paid attention to Africa, but I have taken a note of what you have said. We will think of that also. We have very good economic as well as political relations with the African countries. We are making a sort of a survey to find out what possibilities there are and to what extent we can go in opening offices there. We will see what can be done to strengthen our relations with the African countries, particularly, with the newly-independent countries of Africa because in the political field as also in the economic field our relations with them are getting closer and closer. In this field also we shall try to come closer.

As regards informative and effective literature, something has been said that our publicity material is not up to the mark. I do not agree with that. We are producing 5 million units of tourist literature in various languages including Arabic and Persian. I think that our productions and our publications have been greatly appreciated all the world over, and our publications have won many international awards.

Special concessional fares have also been offered by Air India from countries like America, Australia, Gulf, Europe and Japan to attract more tourists.

SHRIMATI PARVATHI KRISHNAN: It should be dealt with by the Department of Tourism and not by the ITDC. The Department of Tourism has a much wider expertise. That is the point.

**SHRI SURENDRA PAL SINGH:** Tourist literature is being made by the ITDC on behalf of the Department of Tourism. The suggestion made by the hon. Member will be considered. We are satisfied with their performance and so is the case with the travel agents and travel agencies all over the world.

Indian Air Lines have introduced "Discover India" fares on their services. Indian Air Lines have introduced this 21 day fare. These are all measures to attract more and more tourists.

Something was said about the customs difficulties and formalities. It is true that some foreign tourists had complained about the harassment that was caused to them as also, about the irksome formalities. We took up the matter with the concerned authorities, and I am happy to say that the rules and regulations have been regularised to a certain extent and those rules have been streamlined and there is less harassment now to the tourists at the customs counter.

I would now like to refer to a few specific points raised by the hon. Members.

Shrimati Parvathi Krishnan said something about the postings of our officers to Overseas Offices on an *ad hoc* basis. That is not so. We have a definite policy of selecting officers. The officers are selected on merit and only those officers are posted abroad who have put in more than three years service at headquarters. They are thoroughly trained before they are sent. It is wrong that the rule of thumb is applied.

**SHRIMATI PARVATHI KRISHNAN:** Have you a Selection Committee?

**SHRI SURENDRA PAL SINGH:** Yes. The Minister is also involved. Each and every case of foreign post-

ing is gone into very carefully. The incumbent is chosen with utmost care.

About the loans, I have already answered.

Shrimati Parvathi Krishnan said that our figure of 4,65,000 is not reflecting the correct picture and that the growth rate comparison is illusory. From 1964 to 1974 our tourist arrivals have been rising at an annual compound rate of 11 per cent. We are going up and up every year. It is not a sudden spurt. We have been maintaining a growth rate of 11 per cent right through but in 1975 it was 10 per cent. We expected 15 per cent, but we could not reach that figure.

Shri Koya praised our Kovalam project. But he also said that there are other beautiful places in Kerala which can also be developed by the Central Government. It is true. It is not only in Kerala but all over India there are many places. Our country abounds in these places. The only difficulty is the financial constraints. As and when we come to know about the place which is attracting foreign tourists or has the potential of doing so, we develop it; at Central expense. But it is not possible to go everywhere and develop every place. It is our intention that all beautiful places should be developed at some time or the other.

In the end, may I just make an appeal to the hon Members? It is true that the Ministry and the Department of Tourism is making a great deal of efforts for promotion of tourism but no amount of effort on our part, on the part of the Government machinery will have the desired effect, unless we can have the involvement of the people and the cooperation of the people of this country in this endeavour. Tourism will prosper only when our foreign guests go back from our country happy and contented, taking back with them happy memories of their stay in India, and that, to a very great extent, depends upon how they are treated by our own people, not only by the Government agencies, but by the tax-

drivers, the shop-keepers, the ordinary man in the street, etc. Our people must treat a tourist as an honoured guest. The tourist comes into contact with all sorts of people and a great deal depends on how he is treated by everybody, as I mentioned already. If the people of the country appreciate the importance of tourism and if they treat every foreigner as an honoured guest, we will indeed be very happy and we will achieve great success in this regard. I would therefore appeal to the hon. Members for their cooperation in this regard and impress this upon all those with whom they come into contact that with their cooperation and involvement we can achieve great success and we will be able to create a congenial and friendly climate for the foreigner to come and visit this country.

**SHRI VASANT SATHE:** We will convey this to taxi-drivers, to your officers at the airport, etc. We will convey this to them.

**THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI RAJ BAHADUR):** He is appealing to the people as a whole.

**SHRI SURENDRA PAL SINGH:** At the commencement of South Asian Tourism Year 1975, the hon. Prime Minister gave a very inspiring message to the nation. The gist of that message was that this country of ours should receive every visitor as a friend and should make him feel happy, he is to be treated as our honoured guest. I would therefore appeal to the hon. Members to carry the message of the hon. Prime Minister to every nook and corner of this country so that a congenial climate is created, a climate of friendship, amity, and understanding, so that the foreigner who comes to this country will be happy about his visit and will carry pleasant memories with him. This sort of attitude will also go a long way in bringing more and more tourists into our country.

766 LS—8

**श्री नरेश सिंह बिष्ट (धरमोड़ा) :**  
उपाध्यक्ष महोदय, मैं आप का आभारी हूँ कि आप ने मुझे इन अनुदानों पर बोलने का मौका दिया ।

मैं टूरिज्म और सिविल ऐवियेशन मंत्रालय को मुबारकबाद देता हूँ कि बावजूद इस बात के कि उस को सर्वनॉर्मेट आर्क इंडिया से बहुत कम धनराशि मिली है, उस ने हर दिशा में काफी प्रगति की है । मैं आशा करता हूँ कि भविष्य में इस मंत्रालय के लिए अधिक धनराशि की व्यवस्था की जायेगी, ताकि यह मंत्रालय पर्यटकों के लिए और सुविधायें उपलब्ध कर सकेगा और हमारे देश में इस व्यवसाय की वैसी ही उत्थान होगी, जैसी कि स्विट्जरलैंड तथा अन्य देशों में हुई है ।

मैं सरकार का ध्यान उत्तर प्रदेश की ओर आकर्षित करना चाहता हूँ । सरकार टूरिज्म के लिए राज्यों को मदद के तौर पर जो धनराशि देती है, उत्तर प्रदेश का हिस्सा उस में बहुत कम है । मुझे यह बात देख कर बहुत निराशा हुई, क्योंकि उत्तर प्रदेश में पर्यटन के लिए बहुत पोटेंशल है । अगर उत्तर प्रदेश को ज्यादा धनराशि दी जाये, तो वहाँ भ्रमण व्यवसाय बहुत बढ़ सकता है ।

उत्तर प्रदेश का जो पर्वतीय क्षेत्र है, उस में न तो कोई कुटीर उद्योग है, न वाणिज्य है और न खेती है । वहाँ मिलिटरी में भर्ती होने के सिवा ऐसा कोई भी साधन नहीं है, जिस से वहाँ के लोग जीविकोपार्जन कर सकें । इस लिए उस क्षेत्र के लिए इस मंत्रालय की बहुत अहमियत है । भ्रमण व्यवसाय से उस क्षेत्र की आर्थिक समस्या का हल हो सकता है ।

उत्तर प्रदेश के पर्वतीय क्षेत्र हिमाचल प्रदेश के बराबर है, बल्कि उनकी आबादी और क्षेत्रफल हिमाचल प्रदेश से भी ज्यादा



[श्री नरेश सिंह बिष्ट]

हैं उन का प्राकृतिक सौंदर्य काश्मीर या स्विट्ज़रलैंड आदि दुनिया के किसी भी हिस्से से कम नहीं है। अगर वहां भी इलक्ट्रिसिटी, ट्रांसपोर्ट, रोड, होटल, मोटल, डाक बंगले और टूरिस्ट लाजिज आदि प्राधुनिक सभ्यता की सुविधायें उपलब्ध हो जायें, तो वहां कहीं ज्यादा लोग जा सकेंगे। अभी तो वहां जाने में बहुत तकलीफ होती है लेकिन उस के बावजूद कई लोग हिम्मत करके वहां जाते हैं जो बड़े ऐडवेंचरस स्प्रिट के होते हैं। वहां इन पर्वतीय हिस्सों में कई ग्लेशियर्स हैं जैसे पिडारी ग्लेशियर है और मिल्म ग्लेशियर का नाम तो आपने सुना ही होगा जो दुनिया में सब से बड़ा ग्लेशियर है और 12 हजार फुट की ऊंचाई पर है। इसी तरह 17 ग्लेशियर तो मेरी ही कांस्टीट्यूएंसी में हैं। अगर आवागमन के साधन मिलें, लोगों के रहने के लिए होटल वहां हों और खाने पीने की सुविधा ही तो उस इलाके का उद्धार इस टूरिस्ट व्यवसाय से ही हो सकता है। इसलिए मैं सरकार का विशेष ध्यान इस ओर आकर्षित करना चाहता हूँ कि इस इलाके को जो अब तक बहुत ही तिरस्कृत रहा और जहां के लोग बहुत ही गरीब हैं, इस को आगे बढ़ाना सरकार का कर्तव्य है खास कर इस 20 सूत्री कार्यक्रम में जब सारे काम इसी दिशा में हो रहे हैं। इन आठ जिलों की प्रगति जैसी इस भ्रमण व्यवसाय से हो सकती है वैसी और किसी चीज से नहीं हो सकती। इसलिए विशेष ध्यान, विशेष सुविधा और विशेष किस्म के वहां के लिए साधन बनाने की जरूरत है।

चीन की लड़ाई के बाद बोर्डर लाइन में विदेशी यात्रियों को जाने ही नहीं दिया जाता। मेरा निवेदन है कि अब काफी भरसा हो गया और मैं नहीं समझता कि इस में कोई संस है कि अभी भी वहां कोई ऐसी भड़कने

लोगों के जाने में रुकाई जाय। आज दुनिया के देश बहुत जाने बढ़ गए, सैटेलाइट से वे सारी जगहों के नक्शे बना लेते हैं, और उस एरिया का नक्शा भी ऐसे देशों के पास मौजूद है तो यात्रियों को उन इलाकों को जाकर देखने और वहां भ्रमण करने से रोकना, इस में क्या अर्थ निकलता है, यह मेरी समझ में नहीं आता। इसलिए मेरी प्रार्थना है कि विदेशी यात्रियों को इन बोर्डर लाइन में जाने की सुविधा प्रब देनी चाहिए। इस पर अब एक दफा सोचना चाहिए कि किसलिए यह भड़कने कांटीन्यू की जा रही है। इस से वहां के भ्रमण व्यवसाय को बहुत धक्का पहुंच रहा है। मैं आशा करता हूँ कि बहुत शीघ्र इस ओर आप ध्यान देंगे।

मैंने बहुत पहले भी कहा था कि पर्वतों का भ्रमण व्यवसाय आप को बढ़ाना है तो जो रेलवे लाइन काठगोदाम और रामनगर जैसे स्थानों को जाती है उस को मीटर गेज के बजाय ब्राडगेज में बदलना चाहिए ताकि हिन्दुस्तान की किसी भी हिस्से के आदमी जैसे देहरादून से मधुरी चले जाते हैं ऐसे ही इन क्षेत्रों में भी सारे लोग आ जा सकें। इसी तरह से जैसे शिमला के लिए रेल बनाई गई है उस प्रकार से हमारे इन पर्वतीय प्रदेशों में अग्रेशों के जाने के बाद एक इंच भी रेलवे लाइन नहीं बनाई गई है। मेरा निवेदन है कि जैसे शिमला के लिए आप ने रेलवे लाइन बनाई है ऐसे ही हमारे पहाड़ी हिस्सों के लिए रेलवे लाइन बनाने की व्यवस्था की जाय।

इसी सिलसिले में मुझे यह भी कहना है कि जैसे पठानकोट तक तीन महीने का कंसेशनल टिकट मिलता है काश्मीर

जाने वाले यात्रियों के लिए ऐसे ही काठगोवाय और देहरादून के लिए भी तीन महीने के कंसेशनल टिकट यात्रियों को मिलने चाहिए।

हुवाई जहाज के लिए मेरे मित्र कह रहे थे। इस सम्बन्ध में भी मुझे यह कहना है कि पहले एक हुवाई जहाज की रेगुलर फ्लाइट पंत नगर तक जाती थी। कुछ सालों से वह भी बंद हो गई है। उस को फिर से रिज्यूम करना चाहिये। इतना ही नहीं हेल्थकोण्टर सर्विस अगर इंडीरियर तक चलाये तो उस से काफी इन इलाकों का उत्पादन हो सकता है और काफी लोग इन इलाकों में भ्रमण कर सकते हैं।

हमारे यहाँ पर्वतीय क्षेत्र का जो भ्रमण व्यवसाय चल रहा है वह तीर्थ यात्रियों का चल रहा है बद्रीनाथ, केदारनाथ, गंगोत्री, जमनोत्री और पुष्पागिरि आदि स्थानों के लिए तीर्थयात्री जाते हैं। लेकिन इन इलाकों के लिए ट्रांसपोर्ट की कोई सुविधा नहीं है। सारे हिन्दुस्तान से बड़ी दूर दूर के इलाकों से लोग वहाँ आते हैं। कई दिनों तक उनको रास्ते में ठहरना पड़ता है तब बस ट्रांसपोर्ट मिलती है। वहाँ उनके रहने की कोई सुविधा नहीं है। धर्मशालाओं की हालत बहुत बुरी है। खाने पीने को भी उन को वहाँ कुछ नहीं मिलता है। तो काफी तकलीफ से ही यह सारी यात्रा ये लोग करते हैं एक भ्रम-विश्वास के ऊपर, अन्यथा किसी किस्म की सुविधा इस सरकार की तरफ से या स्टेट की तरफ से उन के लिए नहीं है। कई यात्रियों की तो रास्ते में ही मृत्यु हो जाती है। बसों के ड्राइवर्स की गलती से या तो बसों में खराबी हो जाने की वजह से किलने ही एकसीडेन्ट्स रात दिन होते रहते हैं जिनमें कई लोगों की मृत्यु हो जाती है और तथाम लोग बायल हो जाते हैं। इस बात की ओर भी मैं मंत्री जी का ध्यान आक-षित करना चाहूँगा। मैं चाहूँगा जिस

जिस प्रकार से तिरुपति में टेम्पल कमेटी बनी हुई है जो कि सारे प्रबन्ध करती है वही प्रबन्ध अगर इन मंदिरों और तीर्थों के लिए भी हो जाये तो इस दिशा में काफी उन्नति हो सकती है। इससे न केवल टूरिज्म ही बढ़ेगा बल्कि लोगों को काफी राहत भी मिलेगी और उस इलाके की आर्थिक हालत भी सुधरेगी। मैदानों हिस्से में मथुरा, बुन्दान, प्रयोध्या, हरिद्वार, प्रयाग, बनारस—इन सारी जगहों में भी वैसी व्यवस्था लाने की जरूरत है। तिरुपति की तरह से वहाँ भी टेम्पल कमेटियां कायम होनी चाहिए। अभी जो मीजूदा तरीका है उस में यात्रियों को बहुत ज्यादा तकलीफ होती है। पर्वतीय क्षेत्रों में जो यात्री आते हैं उनका, भ्रमणों के जमाने में नैनीताल और मसूरी दो जगहें जो बनी थीं, उन्हीं जगहों पर आना होता है। यह जगहें बहुत क्राउडेड हो जाती है, लोगों को वहाँ, रहने की जगह नहीं मिलती है। जो गरीब लोग हैं वे इंडीरियर में जाना चाहते हैं लेकिन वहाँ पर उनके लिए कोई सुविधा नहीं है। मैं चाहता हूँ कि इंडीरियर में भी हिल स्टेशन बनाये जाने चाहिए ताकि गरीब लोग भी उनका लाभ उठा सके।

अब चूक समय कम है इसलिए संक्षेप में ही कुछ बातें कहनी चाहता हूँ। पिंजारी ग्लेशियर और मिल्म वगैरह के लिए जो प्रावागमन के साधनों की कमी है उसके लिए मैं पहले ही कह चुका हूँ। अभी तक इस सम्बन्ध में कई विभागों द्वारा जो हो रहा है वह नाकाफी है और उससे यात्रियों को भ्रमण में कोई सुविधा नहीं मिल रही है।

अन्त में मैं कहना चाहता हूँ—जैसे बाइल्ड लाइफ है, बर्ड-गूटिंग है, फिशरीज है, ट्राउट फिशिंग है माउन्टेनियरिज्म है, जिस का उत्तर काशी में स्कूल है—उस के बारे

[श्री नरेन्द्र सिंह बिष्ट]

से वहाँ माउन्टेनियरिंग का काफी काम हो सकता है। जैसे शिमला में बिन्टर स्पोर्ट्स चलते हैं, हमारे वहाँ भी बिन्टर स्पोर्ट्स की व्यवस्था हो सकती है—यदि सरकार इस में मदद दे।

श्री श्रींकार लाल बेरवा (कोटा) :  
उपाध्यक्ष महोदय, इस रिपोर्ट को देखने से मालूम पड़ता है कि जितना रुपया खर्च किया जाता है, उतनी प्रगति नहीं होती है। चार पाच साल पहले भी वही रिपोर्ट थी और आज भी वही रिपोर्ट है। कुछ थोड़ा सा अन्तर जरूर आया है ? लेकिन जितना रुपया खर्च किया गया है, उतनी प्रगति इसमें बिल्कुल नहीं है। मैं राजस्थान के बारे में कुछ कहूँगा। क्योंकि अभी मेरे साथी ने उत्तर प्रदेश के सम्बन्ध में कहा है।

राजस्थान के बारे में उदयपुर, जयपुर जोधपुर—इन सब को मिला दिया गया है। हमारे मंत्री जी कई दफा कोटा जाते हैं लेकिन दुर्भाग्य है रेलगाड़ी का—जो इनको सुबह वहाँ पहुँचा देती है। अगर वे सुबह न पहुँच सकते तो शायद कोटा के लिए हवाई सर्विस की बड़ी जल्दी व्यवस्था हो जाती। वे रात को भरतपुर में बैठ जाते हैं। और सुबह कोटा उतर जाते हैं। उधर से रात को बैठ जाते हैं और सबेरे उधर भरतपुर में उतर जाते हैं। इसलिए इन को समय नहीं लगता। अगर उनका समय इसमें लगता तो जरूर हवाई सर्विस चालू हो जाती। मैं सबसे पहले यह जानना चाहता हूँ—कि आप यह आश्वासन दे कि वहाँ सर्विस चालू करनी है या नहीं? वहाँ पर इतने बड़े-बड़े कारखाने हैं, इतने पर्यटन स्थल हैं। पर्यटकों के ठहरने के लिए एक लाख रुपए की बिस्किंग बनाई जा रही है। लेकिन मेरी समझ

में नहीं आता कि हवाई सर्विस क्यों नहीं चालू करती। आपने पहले एक टूटी फूटी "जॉर्जर" की सर्विस चलाई थी। वे पहले दवा छिड़कते थे न मालूम कैसे उन को कर्कट दे दिया। एक दिन उस का एक्सीडेंट हो गया, तो वह सर्विस भी बन्द हो गई? जो कुछ टूटी फूटी चलनी थी उसको भी बन्द कर दिया गया। तो मेरा निवेदन है उसकी तरफ भी ध्यान दीजिए।

दूसरी बात यह है कि मैंने कई जगह देखा है, कश्मीर वगैरह में कि पर्यटकों के लिए जो हट्टन बनाई जाती है उन पर बड़े बड़े लोग पहले ही काबू कर लेते हैं और फिर उनके एजेंट ब्लैक में उन्हें पर्यटकों को देते। इसके अलावा काश्मीर में मैंने देखा कि 12 आने या एक रुपए के जो टेट लगाए जाते हैं। उनमें जगह मिलती नहीं है। इसके अलावा जो लोग ऊपर जाते हैं उनके लिए मोटर वगैरह के साधन नहीं होते। वह ऐसा समय था जब टायर नहीं मिलते थे, सारी जगह देख भय कही टायर नहीं मिला। एक उजागर सिंह साहब थे जो डायरेक्टर थे उन को वहाँ की कमेटी में से लिया, वे टायर दिलवाने के लिए सारे काश्मीर में फिर गए लेकिन कही टायर नहीं मिला उसके बाद 80 रुपए ब्लैक में देकर जीप का टायर खरीदा खरीदा और जीप चला कर आए। यह ठीक है कि आज टायर के बहुत कारखाने खुल गए हैं लेकिन मेरा कहने का मतलब यह है कि इस तरह की ब्लैक को रोकना जाना चाहिए।

विदेशों से जो पर्यटक हमारे देश में आते हैं, उनको हम हर तरह की सुविधा देते हैं। ऐसी थोड़ी बहुत सुविधा हिन्दुस्तानियों को भी दी जानी चाहिए ताकि वे भी अपने भारत को देख सकें। भारत

भ्रमण कर सकें। आप विदेशियों को 14 दिन या 21 दिन की हवाई सुविधा देते हैं, ऐसी सुविधा हिन्दुस्तानियों को भी दी जायें।

आप की रिपोर्ट को देखने से ऐसा मालूम पड़ता है—क्लास 1 और क्लास 2 नीकरियों में शङ्खल कास्टल् और शङ्खल ड्राइव्स् को पर्याप्त स्थान नहीं दिए गए हैं। क्लास 3 और क्लास 4 में ही कुछ लोग मिलेंगे, लेकिन क्लास 1 और क्लास 2 में बिल्कुल नहीं है। इस तरफ शीघ्र ध्यान दिया जाना चाहिए और उनके कोठे को पूरा करना चाहिए।

अंग्रेजों के जमाने से कुछ ऐसी परिपाटी चली आ रही है कि एअर होस्टेस की जगह पर लड़कियों को ही रखा जाता है, लड़कों को नहीं रखते हैं। हमने एक दफा डा० कर्ण सिंह जी से पूछा तो उन्होंने मुझे बतलाया कि पर्यटक इन से ज्यादा खुश रहते हैं। यह कितनी बुरी चीज है, लड़कों को भी इस काम में मौका दिया जाना चाहिए।

श्री बसंत साठे : क्या आप को लड़कियों से शिकायत है।

श्री श्रीकार लाल बेरवा : शिकायत नहीं है। हमारे नौजवान भी बेकार फिर रहे हैं उनको भी थोड़ा मौका मिले। आपने लड़कियों के लिए कुछ नाप तोल रखे हुए हैं, लड़के भी उसी नाप तोल के मिल सकते हैं।

श्री बसंत साठे : उतने नाप तोल के लड़कों को फ़ौज में जाना चाहिये।

श्री श्रीकार लाल बेरवा : लेकिन लड़के भी बैठे मिल सकते हैं लम्बे बाल वाले बहुत से लड़के फिरसे हैं, पता नहीं लगता कि लड़कत है या लड़की, उनको ही रख लीजिए।

हवाई जहाजों में जो सैकण्ड ईण्ड टायर्स उतरते हैं, उनके लिए आप ने कुछ एजेन्ट्स रखे हुए हैं, उनको ही वे टायर दे दिए जाते हैं, जिसमें आपको काफी कम पैसा मिलता है, फिर वे लोग बहुत महंगे दामों पर उन टायरों को बाजार में बेच देते हैं। आप टेण्डर क्यों नहीं निकालते। जिसका टेण्डर सबसे ज्यादा हो उसको दीजिए...

श्री बसंत साठे : ये टायर किस गाड़ी में काम में आते हैं।

श्री श्रीकार लाल बेरवा : बेलगाड़ी में, बीसा गाड़ी में लगते हैं। दिल्ली में तो ये गाड़ियां चलती नहीं हैं, इसलिए यहाँ तो हवाई जहाज ही दिखाई देते हैं। इन गाड़ियों में ये टायर वर्षों तक चलते हैं। फोकरफ़ेण्डशिप का भ्रगला टायर तो जीप में भी काम में आता है। इसी तरह से कम्बल का मामला है—आप कम्बल खरीदते हैं तीन साल के बाद उन की बदल दिया जाता है। आप की रिपोर्ट इन दोनों चीजों के बारे में कोई जिक्र नहीं है—रिपोर्ट में इस बात का जहर उल्लेख होना चाहिए था कि आपने कितने टायर बेचे, कितने कम्बल नए खरीदे और कितने पुराने कम्बल बेचे।

कुछ पर्यटक जो बाहर से आते हैं—वे गाँजा ख़रीद का ब्लैक मार्केट करते हैं, चोरी से लाकर बेचते हैं और हमारी सी० आई० डी० उनको पकड़ नहीं पाती कई दफा ऐसे लोग पकड़े गए हैं, कभी थोड़ा ही पकड़े गए, कभी दूसरी जगहों पर पकड़े गए। इनके पीछे सी० आई० डी लगाना बहुत जरूरी है।

श्री बसंत साठे : अगर सी० आई० डी० पकड़े नहीं तो क्या कर।

श्री श्रीकार लाल बेरवा : सी० आई० डी०  
 अगर चाहे तो पकड़ सकती है, घर के  
 अन्दर से सामान निकाल कर ले जाती है,  
 लेकिन थोड़ा अधिक सक्रिय होने की जरूरत  
 है। इसी तरह से सोने की तस्करी होती है  
 सोने के बिस्कुट साकर बचे जाते हैं, इन  
 के बारे में कड़ाई होनी चाहिए।

**SHRI BISWANARAYAN SHASTRI**  
 (Lakhimpur): The Ministry is designa-  
 ted as the ministry of tourism and civil  
 aviation from this one can easily pre-  
 sume that more emphasis is laid on  
 tourism and therefore I should like to  
 speak on tourism first.

Ours is a very big country. Its flora  
 and fauna, hills and mountains rivers  
 and lakes and temples and ruins, and  
 what not, could be developed as spots  
 of tourist attraction. Administratively  
 temples and ruins of temples, the De-  
 partment of Archaeology are under the  
 Ministry of Education and Culture and  
 the forest reserves are under the  
 Ministry of Agriculture. It is desirable  
 that, there should be more co-ordina-  
 tion between the ministries concerned  
 in developing those areas into tourist-  
 spots.

Apart from the commercial point of  
 view, from the point of view of nation-  
 al integration also, people from diffe-  
 rent parts of the country should know  
 what is there in other parts of the  
 country. Therefore, there should be a  
 great admixture and exchange of  
 views by way of promoting tourism.  
 It is known to every student of history  
 that since ancient times from the days  
 of Perilus and Megasthenes the travel-  
 lers have introduced India to the rest  
 of the world. It for that reason apart  
 from the commercial point of view and  
 earning revenue the influx of tourist  
 from abroad will help understand the  
 problems and people of this country.  
 I should urge upon the Minister to give  
 serious thought to this point and sell  
 our tourism to the outside world.

The department of tourism has pro-  
 duced some good literature and fine  
 folders. I have seen some of them, I  
 am sorry to say that some of the litera-  
 ture regarding certain regions, on cer-  
 tain aspects, particularly temples and  
 their ruins are erroneous. They are  
 full of factual mistakes and they  
 create a wrong impression in the minds  
 of the people living here and those  
 who come from foreign countries also.  
 I suggest that there should be a com-  
 mittee of experts to give guidelines to  
 the preparation of such literature and  
 to scrutinise them before they are re-  
 leased to the public.

In matters of tourism, the eastern  
 region beyond Calcutta, the five eas-  
 tern states and two union territories,  
 are completely neglected. It is not my  
 accusation, it turns out from the re-  
 port placed before us. The tourism  
 department have constructed hotels;  
 none of them is in the eastern re-  
 gion. The Department has Travellers'  
 Lodges they are not in the eastern re-  
 gion. The departmental Restaurants,  
 none of them is in the eastern region.  
 With regard to transport facilities, they  
 have a total fleet of 202 cars, vehicles  
 and vans and none of them are placcd  
 in the eastern region. Can there be a  
 more glaring instance of neglect than  
 this?

There is some restriction on the en-  
 try of foreign tourists into the eastern  
 region. I do not want that at the risk  
 of the country's safety and security,  
 undesirable tourists should be allowed  
 to go there. But within that frame-  
 work of restriction, the tourism de-  
 partment could do something so that  
 the tourists could visit that area also.

Coming to the airlines, there are  
 two boards of directors, one for AIC  
 and the other for, IAC. In the private  
 organisations we see interlinking of  
 capitals; here there is interlinking of  
 directors; as many as four directors  
 are both on Air India and on Indian  
 Airlines Board. I do not know the  
 benefit of this. But I have some ap-  
 prehension that this creates vested in-  
 terests. Apart from this, as many as

seven retired airmarshals, are directors of those two boards, i.e. one-third of the total strength of the members of the two boards. It seems that it is an extension of the Defence Services and it creates vested interests. If any passenger wants to travel by the EATS coach from Palam Airport to the city, he will just purchase the ticket and board the coach. The conductor of the coach will tell him that the coach will just leave the Airport towards the city but it is always happening that the passengers have to keep on waiting not for minutes but hours. This sort of thing is encouraged by the Directors. This is what I presume. Therefore, I am compelled to say that it is the outcome of the vested interests. The IAC coach has been replaced by the EATS coach.

In Assam, there are six airports and Gauhati is the major airport for the entire Eastern region. That airport is known to everybody. Here what happens is that two Boeing aircraft land at an interval of 10 to 15 minutes and they take off at an interval of 30 minutes. During this period there is a big commotion in the checking counter. These inconveniences to the passengers could have been avoided had there been any imagination in timing the services, even without expanding the airport for the time being. Great difficulties are faced by the passengers in this airport. For instance, there are only two 'public conveniences' for the passengers who disembark from two Boeings almost at a time and the space in the airport is quite inadequate even for standing. So, if the timing of these two Boeing services is properly adjusted, these inconveniences could have been avoided and could be avoided. But that is not done. The services to the Eastern Region are controlled from Delhi or Calcutta. If something happens in Calcutta, say, bad weather, the entire services for the Eastern Region are cancelled and the passengers in Gauhati and their airports are stranded. So, my point is that Gauhati should

have been a base for the Indian Airlines for the Eastern Region. I would urge upon the Minister kindly to consider that Gauhati should be converted into a base airport for the entire eastern region. There are six airports in Assam includes Dimapur, Imphal and the proposed airport in Borapani. The operational H.Q. for these airports should be Gauhati. The plea of lack of finance should not be there and if the Minister seriously considers the development of air traffic in the region, he should take immediate action.

The air travel, after the partition of India, is no more a luxury for the people of the Eastern region. It is absolutely essential. It is an absolute necessity. I come from Lakhimpur where people used to travel by air before they had seen the railway engine or travelling by train. There was no railway line at that time. After that, considering the inconvenience experienced by the people, an airport was established there and people used to travel by air from North Lakhimpur to Jorhat and Gauhati by air since 1945-46. I am sorry to say that presently Gauhati is the capital of Assam and it is not connected by air service with North Lakhimpur though there is an airport at Lilubari. Now, the air service from Lilubari to Jorhat is there and then it connects Calcutta only as if Calcutta is the capital of Assam. Similarly people from Dibrugarh cannot come to Gauhati by air for all the days of the week. There are connecting services for four days a week only. This can be augmented without introducing more services by more adjustment of the time of the air lines services. At present there is one service from Calcutta—Gauhati to Jorhat, i.e. IAC 249 and IAC 250 from Jorhat to Gauhati Calcutta. If there is proper adjustment of timing of these services and that of the Flights Nos. 211 and 212, passengers can alight at Jorhat and catch a plane for Lilabhari or for their return journey to Gauhati. It only requires a re-arrangement of timing and nothing more.

[Shri Biswanarayan Shastri]

So far as Chabua airport is concerned, if any member of this House has ever visited that place, I need not say anything. The passengers there have to get down at the national highway at a distance of 1 KM from the airport and stand there till the airport coach comes to pick them up. When the coach comes, they are taken inside the airport because it is under the Defence Ministry and private vehicles are not allowed.

I put a question whether the Mohanbari civil airport has been abandoned and the reply was, it has not been abandoned. I made a careful study of the report but nowhere could I find any expenditure being provided for any scheme to revive the Mohanbari airport. I do not know the reason. Pending reopening the Mohanbari airport at least there should be the minimum facilities to protect the passengers standing there at the High way from rain and sun. You know, Sir, it is a heavy rainfall area having about 200" of rain a year. People get drenched and there is not even a shed there to give protection to the people who get down from the vehicles and are waiting to board the IAC coach to the airport terminal.

I request the minister to consider these suggestions. With these words, I support the Demands.

श्री कृष्णक बाबूला (लहाब) . सभापति जी, मैं कुछ लहाब के बारे में कहना चाहता हूँ। आपने लहाब में टूरिस्ट्स के आने की इजाजत दे दी, इसके लिए आपका शुक्रिया। लहाब जम्मू-कश्मीर का एक हिस्सा है। लेकिन अभी तक वहाँ टूरिस्ट्स को आने की इजाजत नहीं थी। अब आपने दी है। लेकिन टूरिस्ट्स के आने का वहाँ कोई इन्जाम नहीं है। बहुत से टूरिस्ट्स वहाँ आना चाहते हैं लेकिन सिविल सरविश न होने के कारण उनको वहाँ आने में दिक्कत होती है। सदियों में तो लहाब के रास्ते भी बन्द हो जाते हैं सिर्फ भिन्दिरी प्लेस से ही वहाँ पहुँच सकते हैं। इसलिये मैं मिनिस्टर साहब से निवेदन करूँगा

कि वे लहाब के लिए सिविल प्लेन चलाएँ। बहुत से टूरिस्ट तो एक दिन में ही वहाँ देख कर वापस लौटना चाहते हैं लेकिन सरविश प्लेन न होने की वजह से वे ऐसा नहीं कर सकते। उन्हें चक्कर लगा कर वहाँ पहुँचना पड़ता है। आप लहाब के लिए सिविल प्लेस चलाये ऐसा मेरा आपसे निवेदन है। आपके बड़े सेक्रेटरी एयर मार्शल पी० सी० लाल वहाँ गये थे, उस वक्त मैं वहाँ मौजूद नहीं था। वे वहाँ गये इसके लिए आपका शुक्रिया। मेरा आपको सजेशन है कि वहाँ टूरिस्ट्स आये जाये इसके लिए वहाँ सरविश प्लेन का चलना बहुत जरूरी है।

टूरिस्ट लहाब में जाना चाहते हैं, उनका आप खयाल रखें। वहाँ टूरिस्ट जाए तो लोकल जो आदमी है उनका भी फायदा होगा। बार बार मैंने इसके बारे में आप से निवेदन किया है लेकिन अफसोस है इसका कोई खास असर नहीं हुआ है। पार्लियामेंट के मेंबर, बड़े बड़े अफसर भी जाते हैं, खासकर मिलिटरी अफसर ही ज्यादातर जाते हैं और सभी जानते हैं कि वहाँ कुछ भी डिबेलेपमेंट का काम नहीं हुआ है। इसका खयाल रखते हुए एक सिविल जहाज आप चलाए। मैंने सुना है कि मप्ताह में तीन बार आप चलाएंगे। लेकिन कोई मुझे भरोंसा नहीं होता है। फिर पता नहीं आप यह सर्विस तीन बार जो सप्ताह में देगे वह गमियाँ में ही देगे या सदियों में भी देगे सदियों में भी हवाई जहाज की सर्विस आप वहाँ दे और गमियाँ में भी दे। आप कहते हैं कि आप हर आई जहाज खरीद रहे हैं। इ समे पता नहीं कितना समय लगेगा। मेरी प्रार्थना है कि तब तक आप किराए पर ले कर सर्विस बहा दे ताकि टूरिस्ट को वहाँ जाने में सुविधा हो। टूरिस्ट वहाँ जाना चाहते हैं और ऐसे भी टूरिस्ट हैं जो सुबह जा कर शाम को वापस आ जाना चाहते हैं। इसके लिए जरूरी है कि आप किराए पर हवाई जहाज ले कर वहाँ सर्विस दे ताकि टूरिस्ट्स को भी सुविधा हो और वहाँ के गरीब लोगों को भी कुछ फायदा हो।

हमारे चीफ़ मिनिस्टर ने एलान किया था पिछले सप्ताह श्री रेडियो पर भी कहा था कि जन से इस सविस् को शुरू कर दिया जाएगा। लेकिन मुझे कोई उम्मीद नहीं है कि ऐसा हो सकेगा। यह आज तक का मेरा जो अनुभव है उसके आधार पर कह रहा हूँ। बहा क्या होता है किस तरह से काम होता है, इसको मैं जानता हूँ। यह न कह दिया जाए कि वहाँ जंचाई बहुत ज्यादा है, सर्वो बहुत पड़ती है इस बास्ते वहाँ हवाई जहाज नहीं जा सकता है। आप देखे कि जम्मू में कितने तरक्की के काम हुए हैं, काश्मीर में कितने हुए हैं लेकिन लद्दाख में कुछ नहीं हुए हैं। लद्दाख के एक तरफ चीन है और दूसरी तरफ पाकिस्तान है हम बीच में बैठे हैं। जितनी भी रिपोर्ट्स आती है सब में यही कहा जाता है कि बहा कुछ काम नहीं हुआ है लेकिन फिर भी कोई कदम उठाए नहीं जाते हैं। मैं चाहता हूँ कि इस हवाई सविस् को आप चालू करे और किराये पर ले कर ही आप चालू कर दें।

लद्दाख में धलची चोसखोर का मठ है जो ग्यारहवीं सदी का है। वहाँ पर प्रिटिंग का काम, नक्काशी का काम बहुत अच्छा हुआ है। लोग देशी और विदेशी उसको देखने के लिए जाना चाहते हैं। लेकिन जाने के लिए पुल नहीं है। जो भामुनी सा पुल है उस पर से जीप भी नहीं चल सकती है। मैं प्रार्थना करता हूँ कि आप वहा रास्ता भी बनाए और पुल भी बनाए। जब जीप तक उस पर नहीं जा सकती है तो बस का तो सवाल ही पैदा नहीं होता है। मैंने इसके बारे में बार बार कहा है लेकिन कोई ध्यान नहीं दिया गया है। मैं वहा का नुमाइदा हूँ। लोग मुझे ही वहाँ चूक कोई काम नहीं हुआ है इस बास्ते दोष देते हैं मेरा कोई कसूर नहीं है। मैं 1951 से चुना जाता रहा हूँ। वहाँ भी मेम्बर था। यह जो मंदिर है इसकी और आप खास ध्यान दें।

वहाँ पर राजा का लद्दाख में महल है जो बहुत खस्ता हालत में है। वह गिर रहा है।

वह बहुत सुन्दर बना हुआ है मैं चाहता हूँ कि उसको आपका पुरातत्व विभाग अपने हाथ में ले ले। वहाँ का जो राजा है वह वैसा राजा नहीं जैसा यहाँ होता था। वह धार्मिक राजा है। उसके बास्ते आप पैसा चाहे तो दे सकते हैं ताकि उसका पुनरुद्धार हो सके। या उसको आप खरीद सकते हैं। लेह-मनाली रोड बन चुकी है। उस पर करोड़ों रुपये खर्च हुआ है। उसका जो रख रखाव है वह ठीक नहीं है। रास्ता अच्छा नहीं है। वह भड़क पक्की नहीं है। बस सविस् वहाँ चल नहीं रही है। वह चलनी चाहिये। करोड़ों रुपये में उस सड़क को बनाया गया था। श्री पराशर उसको जानते हैं। हिमाचल से यह सड़क जुड़ी हुई है। पंडित जवाहरलाल नेहरू ने उस वक्त कहा था 1949 में कि इसको हम बनाएंगे। बाद में चीनी हमला हुआ। तब इसको बना दिया गया था। अब वह खराब हो गई है। इसको आपकी पक्का बनाना चाहिये। इस पर आप को बस सविस् चालू करनी चाहिये कुछ लोग श्रीनगर जाना चाहते हैं, लेकिन उनको लेह का चक्कर काट कर के फिर मनाली रोड से आना पड़ता है। रक्षा की दृष्टि से भी वहा कोई खतरा नहीं है। इसलिये इस तरफ ध्यान देना चाहिये। इन शब्दों के साथ मैं इन मार्गों का समर्थन करता हूँ।

श्री जगन्नाथ मिश्र (मधुबनी): उपाध्यक्ष महोदय, मैं मली महोदय, श्री राज बहादुर जी और उन के सहयोगियों का, उनकी कार्यकुशलता और श्रमता के कारण सदा ही प्रशंसक रहा हूँ और आज भी अभ्यर्थना कर रहा हूँ, जिसका कि खास कारण है।

यह व्यावसायिक विषय है। दुनिया में व्यवसाय मंदी की हालत में है और हमारे यहाँ ठीक उस के विपरीत हालत है। हम ने गत वर्ष में 104 करोड़ रुपये के मूल्य के बराबर विदेशी मुद्रा का उपार्जन किया है और 10 परसेंट से ज्यादा सीतानी हमारे



**[श्री जगन्नाथ मिश्र]**

देश में प्राये हैं। सन् 1974 से 4 लाख से ऊपर रैलानी प्राये और 1975 में करीब 5 लाख रैलानी प्राये।

जहाँ तक होटलों का विषय है, इस मामले में हमने प्रगति कर ली है, ऐसा तो नहीं मानना चाहिये लेकिन हम प्रगति की राह पर हैं। हमने 1975-76 में 1520 होटल बनाये हैं और हमारी गति और तीव्र हो रही है। अभी तक 14 यूथ होस्टल और 8 सैलानी बगले बनाये गये हैं।

विदेशी यात्रियों और सैलानियों की सुविधा के लिये इस नालायने फारसी, अरबी, रूसी, जापानी, थाई भाषा में पुस्तिकाएँ निकाली हैं, यह अच्छी बात है। अगर यह और भाषाओं में भी निकलती हैं तो अच्छी बात है, इन्होंने अच्छा काम किया है।

पश्चिम एशिया के सैलानियों की सुविधा के लिये कुवैत में एक केन्द्र खुल रहा है और 1978 में भारत में प्रशान्त क्षेत्र यात्रा सभ का सम्मेलन होने वाला है, जिन में भाषा की जाती है कि 2 हजार से ज्यादा सैलानी प्रायेग।

पाचवी योजना में पर्यटन उद्योग के विकास के सम्बन्ध में अनेक कार्यक्रम तैयार किये जा रहे हैं। हाटलों की संख्या बढ़ाने, अन्य पशुओं को देखने का आकर्षण बढ़ा करने, सांस्कृतिक और समुद्री तटों के विकास करने आदि कार्यक्रमों पर अमल किया जा रहा है।

नागरिक विमानन के क्षेत्र का जहाँ तक प्रश्न है, वहाँ ये सुधार के काम में लग हुए हैं और काफी सुधार हो चुके हैं। 6 हवाई अड्डों पर विमानन के लिये सहायक उपकरण खरीये गये हैं, 3 हवाई अड्डों—इन्दौर, अमरतला, गौहाटी में विमानों की दौड़-पट्टी

पर रोजनी में सुधार व्यवस्था की है। एक बोईंग 707 विमान को बल्कल माल होने के लिये छोड़ दिया गया है। इससे बड़ा फायदा हो गया है कि आज हम 405 टन माल प्रति सप्ताह भेजने की स्थिति में आ गये हैं, जिससे हम काफी विदेशी मुद्रा का उपाजन करने हैं।

इसकी एक योजना है कि जापान के सहयोग से नालन्दा में एक बड़ा एयरकंडीशन्ड होटल बनाया जाये जिस पर करीब 1 करोड़ रुपया खर्च होगा। जापान से इसका नक्शा भी आ गया है, लेकिन यह काम कब हाथ में लिया जायेगा, यह तो मंत्री जी ही जानते होंगे। वे ज़ुद ही बता दें तो अच्छा होगा।

एक विचित्र परेशानी की हानत में मैं काकाई की उड़ान के सम्बन्ध में पूछना चाहता हूँ। मंत्री महोदय इस के सम्बन्ध में नीति बताये कि वह क्या करना चाहते हैं। अपने जबाब में वह बता सकें, तो मैं बहुत आभारी होऊंगा।

हमारे श्री जमी नूरुहमान साहब ने बड़ा अच्छा कहा था कि पर्यटन विदेश के लोग ही करते हैं ऐसी बात नहीं है। हमारा देश ही एक बड़ा विश्व है, यहाँ भिन्न-भिन्न भाषा बोलने वाले हैं। मेरे कहने का मतलब यह है कि अगर देश-वासी समूचे देश को देख पाते हैं तो वे ऐसा अनुमान करते हैं कि सारे विश्व को ही उन्होंने देख लिया है। इसलिए अपने देश के लोगों के लिए सस्ती दर में होटल बनाये जाये, जिससे वे पर्यटन के लिये प्रोत्साहित हो।

इस मन्त्रालय के द्वारा हिन्दी का प्रयोग तो होता है, लेकिन इस सम्बन्ध में स्थिति अभी सतोषजनक नहीं है। इस लिए मंत्री महोदय इस ओर ध्यान दें।

मुम्बईपुर के लिए उड़ान बन्द हो गई है। वह क्यों बन्द हो गई है, इसका

कारण मुझे मालूम नहीं है। वह हड़ताल के समय बन्द हो गई थी। सरकार ने हड़ताल का सामना तो बड़ी दृढ़ता के साथ किया था और उस को तोड़ दिया था। लेकिन मुंबईपुर के लिए उड़ान अभी तक बन्द है। मैं मंत्री महोदय से आग्रह करूंगा कि पटना-मुंबईपुर-दरभंगा-मधुबनी तक विमान सेवा आरम्भ की जाये। इसी तरह कलकत्ता से दरभंगा और दरभंगा से कलकत्ता काठमांडू तक उड़ान की व्यवस्था की जाये।

इस मंत्रालय में जो हिन्दू अनुवादक काम कर रहे हैं उन को स्थायी कर दिया जाये। इसी प्रकार श्रेणी 2, 3 और 4 के जो कर्मचारी तीन वर्ष से काम कर रहे हैं, उन को अस्थायी पदों को भी स्थायी बना दिया जाये। वित्त विभाग के अनुसार इस मंत्रालय में काम करने वाले टेलीफोन अपरेटरो का ठोक वेतन नहीं मिल रहा है। आखिर यह मंत्रालय उन बेचारे टेलीफोन अपरेटरो पर क्यों नाराज है? उन को अपना हक क्या नहीं मिल रहा है?

गत 2 तारीख का पटना हवाई अड्डे पर हवाई जहाज नहीं उतर सका, जिस के कारण सदस्यो और स्वयं स्वीकार महोदय को बड़ी असुविधा हुई। पटना न केवल बिहार को राजधानी है, बल्कि वह एक ऐतिहासिक स्थान भी है। सब तरफ से लोग वहाँ आते जाते हैं। इस लिए ऐसी व्यवस्था की जाये कि पटना हवाई अड्डे पर दिल्ली हवाई अड्डे व समान आधुनिक उपकरण लगाये जायें, ताकि विषय में इस प्रकार की घटना की पुनरावृत्ति नहो।

दरभंगा में एक मिलिटरी एयरपोर्ट है। हम बराबर कहते आ रहे हैं कि उस के एक हिस्से को सिविल एयरपोर्ट बना दिया जाये, ताकि नागरिकों को भी सुविधा हो। मधुबनी

में भी एयरपोर्ट है, लेकिन वह अविकसित हालत में है। उसका विकास किया जाना चाहिए।

लोग कहते हैं कि प्राजकल जनता सरकार पर निभार करती है। मैं इस विचार का खंडन करता हूँ। हमारे क्षेत्र में एक स्थान है बलिराजगढ़, जहाँ राजा बलि हुए थे। लोगों ने अपने इनिशियेटिव पर गढ़ को खोदा है और कई बहुमूल्य चीजें निकाली हैं। मेरा निवेदन है कि मंत्री महोदय अपने एक्सपर्ट्स को वहाँ भेजें और वहाँ एक पर्यटन केन्द्र खोलने की व्यवस्था करें।

उपरोक्त महोदय, आप भी अनुभव करते होंगे कि जब हम एयरपोर्ट पर जाते हैं, तो एनाऊसर की भाषा स्पष्ट न होने व कारण कभी कभी धोखा खा जाते हैं। इस लिए एनाऊसर को कहा जाये कि वे स्पष्ट बोली और स्पष्ट भाषा में एनाऊंसमेंट करें कि कौन जहाज किस समय, वहाँ के लिए रवाना हाने वाला है।

मैं यह भी निवेदन करना चाहता हूँ। पूर्णिया के चूनापुर हवाई अड्डे का चालू किया जाय।

बिहार में पुरातात्विक और सांस्कृतिक स्थलों को खुदाई, पर्यटन की सुविधा, संग्रहालय की स्थापना और भौगोलिक क्षेत्र में बड़ी जन्तुशाला हानी चाहिए। वहाँ विदेशी मुद्रा कमाने को पर्याप्त गुंजायश है। बिहार धर्म, दर्शन, और संस्कृति के क्षेत्र में सदियों से विभूतियों को जन्म देता रहा है। आधुनिक युग में भी महात्मा गांधी और विनोबा प्रभृति विभूतियों ने उस को अपना कार्य-क्षेत्र बनाया है। मंत्री महोदय इन बातों को ध्यान में रख कर अगर बिहार को हिन्दुस्तान के पर्यटन और विमानन के नक्शे में स्थान देंगे, तो हम उन का आभार मानेंगे।

श्री भलचन्द झावा (पाली)  
 उपाध्यक्ष महोदय, प्रधान मंत्री के जिन  
 वाक्य को हम मंत्रालय को रिपोर्ट में प्रकाशित  
 किया गया है, मैं उन को पढ़ कर सुनाना  
 चाहता हूँ :

"Let us give every tourist a warm  
 welcome. Let us share with our  
 guests the warmth of our heart and  
 the rich heritage of our country."

[SHRI P PARTHASARATHY in the Chair]

माननीय सदस्यों के भाषणों, और  
 राज्य मंत्री महोदय के आरम्भित भाषण,  
 को सुनकर मुझे ऐसा मालूम हुआ कि टूरिस्ट  
 महकमा एक ऐसा महकमा है, जिस से  
 केवल घनवान लोग ही लाभ उठा सकते  
 हैं। सारी दुनिया कहती है, और मैं भी  
 कहता हूँ, कि बहुत अच्छा काम हुआ है।  
 इस विभाग के पास जितने भाषन हैं, उनको  
 देखते हुए वह अच्छा काम कर रहा है।  
 विभाग ने यह टारगेट रखा है कि 1980  
 तक दस लाख यात्री यहाँ आयेंगे।  
 लेकिन मवाल यह है कि राहुल साठ्यायन  
 के शब्दों में जो "धूमकड़" हिन्दुस्तान में  
 घूमना चाहता है, उस के लिए क्या सुविधा  
 है।

ये सारी बातें जो कहने हैं हम में टूरिज्म  
 को कामर्च या एक इंडस्ट्री की तरह लेने हैं।  
 हमने देश को एक करने की बात नहीं है। दिल  
 से दिल के मिलने की बात होनी चाहिए।  
 आज बिहार का रहने वाला राजस्थान  
 में आ जाये और यह फील करे कि मैं  
 राजस्थान का बन जाऊँ तो अच्छा है या  
 केरल वाला अगर राजस्थान में चला  
 जाये तो वह भी यह फील करे इस तरह  
 की बात होनी चाहिए। अब जैसे महाराष्ट्र  
 के माठे साहब हैं वे राजस्थान में आएँ  
 तो इन को वह प्यार भरा हुआ मन और  
 अच्छी मुहब्बत मिले जिस से वे खुश हो जाएँ।  
 इस के लिए आप की रिसर्च होनी चाहिए।

मैं माननीय राजबहादुर जी से प्रार्थना करूँगा  
 कि एक रिसर्च डिपार्टमेंट कायम कीजिए।  
 4 लाख 65 हजार यात्रियों से या 10  
 लाख यात्रियों से संतोष नहीं कर लेना है।  
 सारे राज्यों के जिनने टूरिस्ट कारपोरेशंस  
 बने हुए हैं उन का और आप का एक  
 कोऑर्डिनेशन होना चाहिए। आज वे तो  
 भलग जाते हैं और आप का डिपार्टमेंट  
 भलग जाता है। पहला काम यह करना  
 है कि हिन्दुस्तान का साधारण आदमी  
 सब जगह जाए और आराम का अनुभव  
 करे। केवल विदेशी पर्यटक ही नहीं, देश  
 के लोग भी हर जगह आ जा सकें।  
 हम ने अरबों रुपये कमाए और भी कमाएँ  
 लेकिन हमें यह भी करना जरूरी है कि  
 हिन्दुस्तान का एक पक्का लिखा साधारण  
 आदमी प्रकृति की गोद में, पहाड़ों की तराई  
 में, समुद्र के किनारे और धार्मिक स्थानों पर  
 जा सके। वहाँ पर जो का आप की  
 पहले की बनी हुई धर्मशालाएँ हैं जो  
 हिन्दुस्तानियों ने अपने अच्छे अच्छे स्थान  
 बना रखे हैं उन के डेवलपमेंट का क्या  
 तरीका है ? जहाँ जहाँ पद ऐसी परानी  
 धर्मशालाएँ हैं पराने मंदिर है, धार्मिक  
 स्थान है उन स्थानों का विकास होना  
 चाहिए। किसी तरह आप कोऑर्डिनेशन  
 कर के यह काम करें ताकि यात्री वहाँ जा  
 सकें और आराम में रह सकें। आज भी  
 बहुत से ऐसे स्थान हैं जो साधन  
 न होने से बिल्खर गए। राज्यों में टूरिस्ट  
 जाते हैं, वहाँ पर क्या है ? एक डाक बंगला  
 है जिस में साधारण आदमी जा कर ठहर  
 नहीं सकता। आप एक आँकड़ा यह बतलाइए  
 कि एक राज्य में दूसरे राज्य में कितने  
 लोग जाते हैं और एक राज्य से दूसरे राज्य  
 में जाने के लिए क्या साधन हैं, उन के  
 लिए वहाँ क्या सुविधाएँ हैं ?

श्री राज साहब खंडे (राजमहाराज) :  
 इस के लिए कमलापति त्रिपाठी जी बैठे  
 हुए हैं, राजबहादुर जी क्या करेंगे ?

श्री जूल बन्द छाया : कमलाप डिपाठी जी ने जोनल टिकट भी बन्द कर दिए। उन्होंने यह कर दिया कि जो हमें एक एरिया में जोनल टिकट मिलते थे वह अब उपलब्ध नहीं होते। इसलिए साधारण आदमी नहीं आ जा सकता।

सारे पर्यटन विभाग का एक दृष्टिकोण है कि या एक कार्मिनायल डिपार्टमेंट हैं। मैं निवेदन करूंगा कि हम को कामर्स की निगाह से नहीं देखना चाहिए। देश के आदमी सुन्दर सुन्दर स्थानों पर जा कर वहां के सौन्दर्य की अनुभूति कर सकें यह दृष्टिकोण इस में होना चाहिए।

एक बात मैं यह कहना चाहता हूं। आज भी होटल्स के मामले में जैसे अभी साठे साहब ने भी यह प्रश्न किया था और एस्टोमेट्स कमेटी ने भी अपनी रिकमेंडेशन में यह कहा है :

"The Committee note the shifting of emphasis from the 5 star to 3 star hotels in the proposed Fifth Plan. They still feel that much remains to be done for providing accommodation at cheaper rates to cater to the needs of tourists with moderate means."

एक साधारण आदमी जिसकी कोई खास आमदनी नहीं है वह किस तरह से किसी होटल में जाकर रह सकता है। सभापति जी, आपको पढ़कर आश्चर्य होगा, कमेटी आन पब्लिक अंडरटेकिंग ने एक नोट लिखा है जो इस प्रकार है :

"The Committee are surprised to note that in the case of Ashoka Hotel, New Delhi the outstandings as on 31st March, 1973 amount to Rs. 51.73 lakhs out of which a sum of more than Rs. 15 lakhs was stated to be due from Ministries, Government Departments and Embassies."

51 लाख रुपए बकाया हैं। फिर उपरोक्त उन्होंने रिपीट किया। 1976 में कमेटी

ने कहा हमें कुछ है गवर्नमेंट क्या करती है। कमेटी ने कहा है :

"The Committee feel that no serious efforts have been made for prompt realisation of dues from Ministries, Government Departments and Embassies as the recommendations of the Committee have not been implemented."

बिलकुल ठीक है। यह बात मैंने आपसे कही।

दूसरे अगर राजस्थान के बारे में मैं नहीं कहूंगा तो बात झूठी रह जायेगी। मिनिस्टर साहब राजस्थान से ही आते हैं। माऊंट आबू और रानकपुर के बारे में मैंने सवाल किया तो आपका उत्तर आया :

"Mt. Abu and Ranakpur are noted for their exquisite Jain temples built of marble in 11th, 13th and 15th centuries. In the previous Plan periods the Department of Tourism contributed 50 per cent of the cost for the construction of a Tourist Bungalow at Mt Abu, and also met the expenditure on bringing electricity to Ranakpur."

यह आपका जवाब है। माऊंट आबू और रानकपुर जैसे स्थानों के लिए मैंने कई बार सवाल उठाया है। उनका जवाब आया कि बहुत अच्छी जगह है, वहां बड़ा सौंदर्य है और वहां पर काफी पैसा लगना चाहिए लेकिन मैं कहूंगा कि कहीं हिन्दुस्तान में यह बात तो नहीं है कि मिनिस्टर चूक राजस्थान के हैं इसलिए उनको डर लगता है राजस्थान का विकास करने में। राजस्थान में माऊंट आबू और रानकपुर के जैसे टेम्पल सहीं जैसे हिन्दुस्तान में बहुत कम हैं। आम तौर से लोग यही समझते हैं कि राजस्थान तो रेगिस्तान ही है। हमारे राज्य मंत्री मेहरबानी करके वहां जायें और लौट कर बड़े मंत्री जी से कहें

[श्री मूल चन्द डागा]

कि वहां पर पैसा लगाना बहुत जरूरी है। माजंट आबू और रानकपुर के लिए आपन फर्माया था कि टूरिस्ट्स वसेज चलायेंगे लेकिन वह नहीं हुआ। अब आशा है शायद वह हो जायेगा। इसी तरह से जोधपुर के हवाई अड्डे के लिए कितने साल हो गए सवाल करने हुए लेकिन अभी तक वह एरोड्रोम नहीं बना।

“The Civil Aviation Department has formulated plans to construct a civil enclave at Jodhpur aerodrome at an estimated cost of Rs. 13 lakhs. The work on construction of necessary taxi tract and apron is in progress. An expenditure of Rs. 3.03 lakhs has been incurred upto February 1974.”

कब तक वह एरोड्रोम बनेगा इसका कोई पता नहीं है।

इसी तरह से जो दिल्ली का एयरपोर्ट है उसपर कितना कारगो जमा है उसको भी आप देखें। आज भी लोगों की शिकायत है कि वहां पर कितना सामान पड़ा हुआ है। आप मेहरबानी कर के इस का जवाब दें कि वहां पर जो कारगो इकट्ठा हो गया है, उस को आप कैसे क्लियर करेंगे।

मैं चाहता हूं कि आप टूरिज्म के महकमे पर कोई रिसर्च करवाये ताकि साधारण आदमी भी इस का लाभ उठा सके।

SHRI VASANT SATHE (Akola):  
Mr. Chairman, Sir, I rise to support the Demands relating to the Ministry of Tourism and Civil Aviation. While doing so, I would like to make a few points.

Firstly, if you want to develop tourism in a big way, why can't you think in terms of attracting smaller

and middle class people from Western countries? You know the clerks there who have their savings and want to come to India. India has a charm of its own. That attracts people to India. It is not your five-star hotels. The common people want to come and see the real India, the ancient India, the cultural heritage of India. Let our people invite the people from those countries to come and live with them. They will know India better. Their expenses will also be less. Instead of living in these five-star hotels, they will live with the people.

I can tell you from my own personal experience. I had invited a pen-friend of mine. She came here with family, stayed here and she was so much charmed by our daily life, the way our ladies cook, the way they do the things and all that. These are the things that the people from the outside world want to know about India. What is the charm in moving from one air-conditioned room to another air-conditioned room? Therefore, let them come to see the real India and to live with Indians. If you can do this, lakhs and lakhs of people can come to India.

Let your Embassies advertise as to who want to come to India. You can have a list of people in India who are willing to have these people come and stay with them as their guests. Let the people be invited from France, Germany or Latin America. Let us encourage Latin American people to come here. Don't think only of USA, England and all that. Let us encourage our African brothers, our Asian brothers, the people from Japan, Thailand and Indonesia. We have to develop, even from political angle, greater relationship with these developing countries. Therefore, you invite them to come and stay with the people here. You advertise and ask, “Who are the persons who are willing to have guests from outside to stay with them?” I am sure, at least 50 lakh middle-class families in this country will make an offer to keep these people as their guests. That is the way to develop

tourism. We must think of new ways of developing tourism in our country, to attract more and more tourists to our country.

Even if you want to encourage tourism the other way, have small huts. In these places of attraction, Khajuraho and other places that you have, have small huts where they can come and stay. Let them have a glimpse of your cultural life. Arrange folk dances for them. I have seen many tourists who come here and visit these places of interest and who want to know about our cultural life. I had been to Udaipur. They are taken to those typical places, like, Lake Palace, this and that. They ask: What is the cultural life of India? There is no place where they can see that. Therefore, you make these arrangements. These are small things but it is these things that attract the people. There must be an imaginative way of doing it.

India is a big sub-continent. You want to connect only big cities. For 24 days' stay, a person must go quickly from one place to another. You have grounded the Avro. It has been certified that there is nothing wrong with it.

MR CHAIRMAN: They have not been grounded.

SHRI VASANT SATHE: They had. Now, they have certified that they are perfectly all right. Our factory in Kanpur is being under-utilised. Why don't we have more Avros? From some central place, may be Nagpur or Kanpur or some other place, have short-distance flights to these spots of beauty, one hour flight, half an hour flight, like that. Apart from connecting the in-country people and making it possible for them to go from place to place at a faster rate, you will encourage tourism also. Go to Ajanta, Khajuraho, Ellora, etc. Go to these places which are only a short distance away; otherwise the tourist traffic going to Calcutta, Bombay and other

big places have hardly a place or two to see. Therefore, kindly do this.

To come to my last point, Mr. Raj Bahadur, I want to ask you the economics of taking a whole plane to Nagpur and bringing it back half empty. As I had been pleading with you, why can't you touch Nagpur through one of the planes going South to Hyderabad, Bangalore or Madras. Nagpur, today, is not connected with the South at all by any service. None of the planes by which Central India is served is connected with the South they have to go *via* Calcutta or Bombay. This means half an hour more? I have gone by those planes. So, I plead with the Minister to kindly touch Nagpur through some plane going South. I don't understand your present economics of taking a whole plane there and bringing it back.

श्री राज सहाय पांडे (राजनंदगांव)

सभापति जी, पर्यटन और नागर विमानन मंत्रालय की मांग का मैं समर्थन करता हूँ और पर्यटन विभाग के मंत्री श्री राज बहादुर जी तथा श्री सुरेन्द्र पाल सिंह को और सभी कर्मचारियों को मैं बधाई देना चाहता हूँ कि जिस तत्परता के साथ वह हमारे राजदूत का काम अन्तर्राष्ट्रीय क्षेत्र, पर्यटन जगत में करते हैं उन को भी बधाई देता हूँ। जब किसी देश में हमारा वाययान उतरता है तो हमारे यात्री उस धरती पर उतरते हैं, शहर में जाते हैं और जब बाहर से हमारे देश में जहाज उतरना है तो वहाँ के लोग बड़ी आतुरता के साथ हमारे देश में प्रवेश करते हैं। इस समागम के जीवन में हम देखते हैं मानव के स्वभाव को, अपने अंदर संसार को देखने की जिज्ञास और अनुराग की भावना लेकर के वह आता है। जीवन भर मंचित आमदनी से वह देखना चाहता है कि संसार कैसा है, कितना सनातन है, कितना पुरातन है, कितनी प्राकृतिक छटाये हैं, कितना सुरम्य स्थान है, कैसे लोग हैं, कैसा रंग है, कैसा परिधान है, कैसा:

[श्री राम सहाय पांडे]

व्यवहार है, कौसी मुस्कराहट, कौसे धुंघरू है, कौसी ध्वनि है।

श्री राज बाहुदुर जी की दूरदर्शिता की मैं प्रशंसा करता हूँ कि उन्होंने 1980 से यह कहा है कि अन्तर्राष्ट्रीय सैलानियों की संख्या 10 लाख हो जायगी। और 10 लाख के साथ साथ हमारी आमदनी बढ़ेगी, और प्लानिंग कमिशन से उन्होंने 4 करोड़ 18 लाख की स्वीकृति भी ले ली। मैं समझता हूँ यह एक उद्योग है, और उद्योग के अतिरिक्त एक मानव भावना है सत्कार को देखने की। इस का आदर होना चाहिये।

श्रीमन्, मैं कहा से आरम्भ करूँ।

अन्तर्राष्ट्रीय जगत का कोई किसी क्षेत्र और कोने का व्यक्ति भारत में आता है तो सब से पहले हमारी अपेक्षाएँ क्या होनी चाहिये देने की। हमारी प्रवृत्त होनी चाहिये आतिथ्य से उन को भाँडत करने की। सब से पहले मैं कस्टम को लेता हूँ। जो पँलानी और खास तौर से वे सैलानी जो बाहर से हमारे देश में आते हैं, वे करीब करीब उतरती उम्र के होते हैं। वे सब से पहले यह देखना चाहते हैं कि किस प्रकार से कस्टम के लोगो ने उन का सत्कार किया है, किस मुस्कराहट से, किस पीलाइतनम से, किस माधुर्य से, किस आह्लाद के साथ उन का इत्कम किया और स्वागत किया। अगर कस्टम के अफसरों ने उन से यह कहा कि हम आप की क्या सेवा कर सकते हैं और बड़ी जल्दी जल्दी उन को डिस्पोज आफ कर दिया, तो वे बहुत प्रसन्न होते हैं।

उस के बाद जब वे 'टैक्सी पर आने हैं और टैक्सी स्टैड पर खड़ी हुई टैक्सी की शकल को देखते हैं कि वह कौसी है और टैक्सीवाला किस आतिथ्य के साथ उन का इत्कम करता है अगर टैक्सीवाला उन से अच्छी तरह से बात करता है तो वे और भी प्रसन्न हो जाते हैं।

उस के बाद के सड़कों की स्वच्छता को देखते हैं और उस के बाद अपने प्रिविजिट स्नान, जहाँ पर होटल है, पर जाते हैं। आप ने यह सब ठीक किया है और वायुयानों के लिए जो हैंगर हैं उन की व्यवस्था भी मेरे ज्वाल से ठीक है। इस के अलावा अपने देश में जो आप ने हवाई अड्डे बम्बई, मद्रास, कलकत्ता आदि जगहों में बनाए हैं उन को देख कर इच्छा होती है, न इच्छा होती हुए भी इच्छा होती है, कि आप को बधाई दूँ। न इच्छा होने की बात यह है कि सत्कार की तुलना में हम शायद पीछे हैं लेकिन अपने देश की स्थिति को देखते हुए आप बहुत भाग्य बडे हैं क्योंकि हमारे यहाँ बहुत से प्रश्न हैं और बडे बडे प्रश्न हैं जो हिमालय की तरह विशाल हैं। उन का समाधान करते में बहुत कुछ काम करना है।

इस टूरिज्म के विभाग द्वारा आप सत्कार के लोगो को भारत आने के लिए निमन्त्रित करते हैं और अपने प्रचार के द्वारा खुजराहो और कोणार्क की बात करते हैं, हिमालय की बात करते हैं, कन्या कुमारी की बात करते हैं, पुरातत्व की बात करते हैं सनातन मस्कृति की बात करते हैं और परिधान की बात करते हैं और यह कहते हैं कि हमारा देश साहित्य और लिखित कलाओं से भरा पडा है। इन सब को देखने की जिज्ञासा लेकर बाहर से लोग यहाँ पर आते हैं। मेरी आप से यह प्रार्थना है कि जहाँ तक सम्भव हो, उन लोगो की यह जिज्ञासा पूरी होनी चाहिए। अभी मैं ने अक्बर होटल में एक कार्यक्रम देखा था। वहाँ पर भारतीय स्वरूप दिखाई पडता था। हमारी परिचारिकाएँ, वहाँ की गायकाएँ, वहाँ के वादक उन बाहर के लोगो को जिस सास्कृतिक स्वर से आनन्द पहुँचा रहे थे उन से वे झूम झूम कर आनन्द में रहे थे और उन के मुखों को देख कर मैं यह समझ रहा था कि वे अपने नगपन से दूर हो कर इस देख की सम्भ्यता से आनन्दित और आह्लाहित हो रहे थे। वे यहाँ के परिधानों से सुसज्जित नृत्य और धुंघरू के स्वरों से आनन्दित हो रहे थे। मेरा

कहना वह है कि इस को और औरकामिष्ठ किया जाए ।

इस में साथ साथ ही काम करने वाले कलाकारों को भी बर्बाद देना चाहता हूँ । वे कलाकार श्रेष्ठ से श्रेष्ठ और अच्छे से अच्छे व्यक्ति हैं और उन के साथ देश विदेश में उड़ने वाली परिवारिकोशों को भी मैं नहीं बूल सकता हूँ । मेरी एक लड़की खुश भी परिवारिका है । उन्होंने अपने श्वशुर परिवार से, अपने मादर और मादर से देश की संस्कृति को बचाने में बहुत मदद की है । हमारी लड़कियाँ इतनी अच्छी परिवारिकाएँ हैं जोकि बड़े मिठास से और अच्छे व्यवहार से उपस्थित होती हैं और बड़े मादर के साथ बाहर से आए हुए लोगों का स्वागत करती हैं । इन तमाम लोगों के साथ साथ पायलट्स और दूसरे जो कर्मचारी हैं, जिन्होंने अपने बायुयानों द्वारा बड़े परिश्रम के साथ अन्तर्राष्ट्रीय जीवन में भारत को क्याति प्राप्त कराई है, उन को भी बर्बाद देना हूँ । सचमुच, मंत्री जी प्राय और प्राय का मन्त्रालय बर्बाद का पात्र है ।

यह कह कर मैं समाप्त करता हूँ ।

SHRI RANABAHADUR SINGH (Sidhi): Among all the potentialities that this country has to become great, I think, tourism offers the most. Listening to the words of the Minister of State, one is re-assured that this Department is giving all the thought that is due to making tourism an industry which would progressively do a lot for our country. I am aware that what he mentions is that the constraints of finances for this Ministry are, at this moment too, almost insurmountable as regards what we could possibly do. But I would only like to say in this context, as my good friend, Mr. Vasant Sathe, has said, that there are constraints on finances, but constraints on imagination are not there. We as a country, we as a people with culture, do not have constraints on imagination, and if we were to use it, probably we might top the list, in the world, as a

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tourist country. If we take hotel rooms, as Shri Sathe has taken words out of my mouth, imagination would make a hotel rooms far more different than what it is now, almost a curse to the international tourist. He has the same camera, he is taken to the same spot and when they compare their pictures, invariably all the tourists who have visited the place, come back with similar photographs. That is rather a sort of torture for people who spend that much amount of money to take a fresh look at the world.

We, in this country, have the most to offer in wild life. I would plead with the Department to take a fresh look as to how better films on wild life could be procured in this country. It is agreed that making a wild life picture is a very costly proposition, but there are many enthusiasts in this country, and one of them, an hon Member was sitting here, and my good friend and hon. Member Shri Brij Raj Singh, and others, who have a large variety of wild life films with them. I am sure, they would be very glad to lend some of those films to the Tourism Department and which can be profitably shown in other countries and people can be attracted.

In the same context, I think that the live photography of Safari has not been properly organised. Whereas we use the shoot games, it is time that we organise Safari on proper scale, so that people can go out and take photographs.

In Madhya Pradesh, Bandhavgarh sanctuary is something unique in this country, because it offers two things together—wild life and archaeology. There is no other wild life national park in this country which offers combination of these two things. I would plead that a little more effort and a little more help from the Department should be given to Bandhavgarh. It should be put on to the map. There could be an air service which could link Khujraho, Jabalpor, Bandhavgarh, Kandha and Varanasi. It would complete that small extra link to the golden triangle of Delhi, Khujraho, Varanasi and Kathmandu.



[Shri Ranabahadur Singh]

I have been told that there are many people who are willing to put up small huts in Kandha and Bandhavgarh and these huts would compare with the services of Five—Star hotels. They are also willing to run these air services on their own, provided the Ministry would have a look at this scheme and approve.

Then, Sir, there should be more frequency of air service to Bhopal. There is a lot of traffic there. The Boeing that goes from Delhi to Calcutta should also stop at Ranchi which is a very important industrial centre.

THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI RAJ BAHADUR): Mr. Chairman, Sir, I am extremely grateful to the hon. Members who have participated in the debate on the Demands for Grants of this Ministry. I found, as was to be expected, that there was an underlying consensus, almost unanimity, about the need for laying greater emphasis on the promotion and development of tourism and on the services that supplement and support our efforts to develop tourism. My hon. colleague, Shri Surendra Pal Singh, has very fully, and, I think, meticulously and neatly stated the case, what our efforts so far have been and what we plan to do in the coming years. He has also given a convincing sequence of facts and figures by which he has established, how India is not lagging behind in tourism, and that we have some sort of a policy, and are working according to certain broad guidelines that generally and broadly reflect the wishes, the views and the opinions that were voiced in the House to-day from different sections of the House. I am grateful for those views. I would submit just to remove any impression to the contrary, that though we have not adopted a formal policy resolution on tourism a policy has grown and evolved over the years. Further it has not been just by fits and starts that we have been functioning in this Ministry. We have got certain

objectives and we pursue them. We have got certain views of our own that fully recognise the inherent dynamism of the tourism industry. We have not confined ourselves merely to the resources of our own imagination, to use the phrase given by Shri Ranabahadur Singh. We have also involved experts from time to time. We have undertaken studies and surveys. We have held discussions and conferences. In short, we are guided by a general consensus about promotion of tourism in the country. But let it be recognised, as was observed by my colleague, that we have to work in broad framework of our national priorities. Our feeling is, and I also share it to some extent that perhaps a little more and higher priority should have been given to tourism. The Estimates Committee has been kind enough to make a recommendation in the same light, in the same way and I am sure that that will be given the fullest consideration. But, for the time being, we all know that the highest priority must go to irrigation, food, electricity, steel and so many other things and, therefore, we have to take our due place in this context. May I, however, say that within these broad guidelines that I have just now placed before you we have to achieve a growth rate of 15 per cent per annum in our tourist Traffic and we are striving for that, and we hope that we may be able to achieve it. But as it all depends upon so many circumstances beyond our control, we may not achieve this high rate of growth. This is one reason why, I would very respectfully submit, that it may not be practical for us, and at any rate it is not so urgent for us to come up with a formal resolution on policy on tourism. A formal resolution on policy in the matter of industrial policy, or family planning or in some other spheres can be conceived of, but so far as tourism is concerned it is subject to a variety of factors and circumstances and to the exigencies of the situation at a given time. So, in our case, we depend upon certain conditions and factors such as peace and congenial economic conditions. Essentially the tourists who come are

ambassadors of peace and goodwill. Tourism is an industry that promotes international understanding, and therefore it thrives only in peace and harmony in world. So far as we are concerned we promote tourism not merely to earn foreign exchange, although that is an important consideration but much more than that we promote it for fostering amity and goodwill at the international level and national integration at home. When we think of domestic tourism, we want intermingling of our people from the south with the north and of the people of the west with the east and *vice-versa*. In short, we want contacts between the people of one part with those of the other part of the country, what is the desire in our heart? The desire is that people living in Leh or Srinagar or Baramula or Kargill should be able to intermingle with people in Trivandrum and Kanya Kumari and *vice versa*. So, this is something which we want to achieve.

We also have laid down certain targets for ourselves to earn foreign exchange, because we do want that tourism should be of some substantial help to our economy. We cannot merely be idealists. We have to earn some valuable foreign exchange. Therefore, sometimes we feel, as the NCAER (National Council of Applied Economic Research) has said in the course of a study that it has conducted recently, that only 5 per cent of the foreign exchange that tourism earns is being given to us for promotion of tourism. At the same time we do realise that whatever we earn cannot all be allocated to us. It has to fit into the entire broad frame-work of our economy, ...

**SHRI VASANT SATHE:** If you spend 20 per cent more you will earn 40 per cent more. Then probably the government will agree and give you more.

**SHRI RAJ BAHADUR:** I will at once yield to my friend but let me say

that that is exactly what our efforts are the world. We were, fortunately, aimed at, I said that we want to have a 15 per cent growth and we have also set a target that by 1978-79 we should achieve a target of earning at least Rs. 200 crores through tourism.

Then, at the same time there is yet another positive aspect of tourism that we should take note of. To-day our tourism employs about a million people in different trades. A million people means 5 million mouths are being supported by this industry and more can be supported directly and indirectly. But there is a negative aspect also which has to be taken care of while talking about policy-making, and that is that we should not be swept off our feet by the impact of foreign tourists. We must remain true to our culture and cultural heritage; true to our civilisation. We should present our cultural and way of life to foreign tourists.

So far as tourist attractions to our country are concerned, we have five attractions; these are our mountains—the snow-capped peaks; our beaches,—the palm-fringed coastline; our wild life—flora and fauna; our cultural heritage;—our monuments and temples; and above all our life style which is quite different from the life style of the people in the West. This is what we have got to preserve. When we have to preserve that, it is quite apparent that we cannot allow ourselves as I said earlier, to be swept off our feet. We have to avert the unhealthy or unwelcome social effects and repercussions of tourism. How do we do it? Our advantage is that we have got a tremendous population, that cannot be easily swayed. Despite the foreign domination of a century and more, we held our ground. The country has preserved and kept its cultural traditions. While we are not tradition bound, we cherish and value certain traits and features in our heritage and

[Shri Raj Bahadur]

traditions that are good and noble for us, that are immortal for us. Similarly we also know that our cultural heritage is such as cannot be easily swayed or swept off. Therefore, we do take due care to see that through our hotels, through our tourists institutions what people from foreign lands get should be the Indian aspect of life, the Indian style and character.

Shri Jadeja, I see your point. We have got to reconcile the two opposing demands or requirements—on the one hand we have to provide modern amenities as have been made available by the development of modern technology, and on the other hand we have also to see that the decor, the cuisine, the form and style of entertainment is Indian as far as possible and practical. That is exactly what we want to do. That is a part of our policy. Besides, we do not want to slavishly imitate and import some Western styles or Western modes, of entertainment.

SHRI VASANT SATHE: They do not want anything Western except toilet.

SHRI RAJ BAHADUR: They want a neat and clean bed also which does not creak or crack.

We want to ensure and stimulate economic development through our tourism effort and let it be recognised that as a result of this policy that we have pursued, it has been proved that we have achieved considerable success and that too in very difficult conditions. The last two or three years have been extraordinarily difficult for tourism and aviation—the oil crisis, the high prices, the hike in oil prices resulting in inflation, then recession on over head and the costs of all that tourists need going up. All these contributed to pressures which could have easily scotched all our efforts. Whenever economic pressures build up and inflation occurs, they claim tourism and tourist traffic as their first victim and

that is what exactly happened all over the world. We were, fortunately saved because of the help and support given by this House to our policies and programmes. We pursued and with vigour we got results. I would further say that this was largely also due to the growth in productivity in the economic field. In the last one year our productivity has gone up in various sectors of our economy, so has discipline and punctuality in our services. All this has been due to the steps taken by our Government under leadership of our Prime Minister. And this is what has enabled us to achieve our targets.

Just for a moment, kindly think in contrast of the situation that prevailed in Calcutta particularly and in the whole of the Calcutta region generally before 1972. The plight of industries resulting from disturbed law and order conditions that led to some of the foreign airlines to give up their stops at Calcutta. It has been a tremendous task for us to retrieve the situation, after 1972. You will be happy to know that traffic to Calcutta has picked up now. That is in contrast, when law and order broke down, when economy went in doldrums and when peace was not there, you cannot expect that traffic will grow or tourism would prosper.

SHRI VASANT SATHE. Incidentally, what about encord?

SHRI RAJ BAHADUR I will come to that. Since you have raised that point, I will touch that.

But to promote tourism we have recently taken another step. You must have heard of the South Asia tourism year—the year 1975. Recently, there was a meeting of the South Asia Regional Travel Commission, which all our neighbouring countries were represented.

This was presided over or chaired by our Additional Director-General, Tourism, who (Kokrajhar) represented our country at the conference.

**SHRI D. BASUMATARI (Kokrajhar):** After spending a huge amount of more than Rs. 3 crores to build up the Calcutta Airport as an international airport, why has this work been stopped?

**SHRI RAJ BAHADUR:** We have not stopped. The foreign airlines found it to be more profitable to come to Delhi or Bombay for that matter, hence the decline in traffic to Calcutta. That was the reason. But we have been encouraging those airlines to serve Calcutta; we have always been persuading them. We have told them that we do not want all our planes to bunch at midnight at Bombay or Delhi. Therefore they must spread out and they should also serve and come to Calcutta or Madras. In that regard we hope that our efforts will succeed.

But I was referring to the meeting of the SARTC At that conference in Kathmandu a decision has been taken to declare the whole decade as South Asia Tourism Decade. I would appeal to hon. Members to lend their support and extend their blessings to this new effort and programme, with a view to see that we are able to achieve our targets not only from the point of view of earning foreign exchange but also winning the goodwill of our neighbours, working in the closest collaboration with them, because our cultures are very much similar and alike and there are many things which we share with them in common. I also take this opportunity to express the hope that a higher place will be accorded to tourism in national priorities.

I would now like to tell you how difficult the last two years have been for our airlines too and how despite those difficulties our airlines and civil Aviation industry as a whole have done reasonably well. Here is a statement reported in the Press of Knut Hammaskjold, Director, IATA. He says that these two years have been extremely bad. He described the airlines traffic market as being in "shambles," adding that "everyone is losing

his shirt out there". There is the situation on account of the rise in the fuel prices and rise in other costs. He has given reasons how their situation has aggravated. The reasons are, massive overcapacity, cost outpacing revenue, yields being too low, malpractices being rampant, underputting each other, traffic having plunged drastically over the past two years. So, this was the situation, and, in the light of it, what has Air India achieved? I would say, they have been able to secure unprecedented profits since their inception. There has been a net profit of Rs. 5.10 crores for the year 1975-76 and I think that they deserve some credit for this after the great struggle through which they had to pass last year. And this is the highest net profit that the Air India has ever made since its inception. Also noteworthy is the fact that all international airlines have been finding it extremely difficult to make both ends meet and many, if not all, have been losing during these years. Also noteworthy is the fact that the world economic recession and passenger traffic trends made things difficult. Again, this net profit of Rs. 5.10 crores has been achieved after providing Rs. 12.39 crores on account of depreciation and obsolescence. Interest charges to the extent of Rs. 6.04 crores have also been credited and it is after these provisions that this profit has been secured.

I would like to make a few references to what the Air India has done in this particular year. They have increased the number of flights to Gulf area from 7 to 11 flights. Two exclusive 707 freight services have been started, contributing to cargo exports. A fifth 747 plane has been acquired. We are going to start a service to Australia. In fact the flights have been started with effect from 1st April, 1976. We have also added a new station Baghdad for serving the Middle-East, to which our service was started with effect from 6th April.

Then, Sir, a point was made by an hon. Member why, after the lock-out or the strike, there is no 'rapport' between the Unions and the Management?

{Shri Raj Bahadur}

This is not correct. This is a wrong impression, (Interruptions).

If I may now come to the Indian Airlines, the situation was still more difficult for the Indian Airlines during the last 2½ years (Interruptions) So far as the lockout is concerned, although technically it has not been lifted the whole body of 15,000 workers excepting two have joined All members of the ACEU except two, and other sections of the employees have also accepted the compromise and the settlement Why should these two remain stand out? Is it because their noses are bigger than the noses of the management? It should not become a question of prestige or Izzat I would only appeal to them to give us the support and to fall in line with others, we are not shutting them out it is they who are shutting themselves out The responsibility for the lock-out which continues technically falls four square on the shoulders of these two gentlemen of the ACEU who have not seen reason and whom we have not been able to persuade and convince of our bonafides This is what I would like to say about it

As regards Air-India I was going to say that there was some relief provided to the Air-India by us about sales-tax So far Indian Airlines is concerned they asked for a relief in oil prices as they were, after the hike anticipating a loss of Rs 16.5 crores in the year 1974-75 but they were given no relief However because of certain administrative and economic measures taken in the year 1974-75 ended for the IA happily with a net profit of Rs 1.01 crores, In 1975-76, this figure has gone still higher The year 1975-76 had ended with a net profit of Rs 3.38 crores which has been secured after making a provision of Rs 3.28 crores for depreciation and Rs 1.85 crores for obsolescence and another Rs. 1 crore for gratuity reserves That means Rs. 11.13 crores was added to the

Besides this, may I just tell you how much does the Indian Airlines contribute to the national exchequer? It contributed to the tune of Rs 15.56 crores on account of central excise duty and sales tax In 1975-76 the figure comes to Rs 10.25 crores or a little more than that The sales tax which is charged for central excise by the State Governments comes to Rs 5.35 crores That was the reason why we were compelled—the Indian Airlines was compelled—to give up some of their services and, as many as 16 stations had to be given up They did not want to become a burden on the general tax-payer And naturally, it had to be done I am happy to say, however, that Maharashtra Government, has responded magnificently to our request and persuasion and they realised our difficulty and although they want more of services, they have done their bit, to make it possible for the Indian Airlines to run economically and to make it run on sound commercial principles There was a hike in oil price with resultant addition to the sales tax They have responded to our request and have pegged their revenue from sales tax on aviation fuel at the level that obtained before the price hike in oil (Interruptions)

श्री बिभूति मिश्र (मोतीहारी) : मंत्री जी, मैं और जगह की बात नहीं करना लेकिन उत्तर बिहार में तीन लाख तीन करोड़ की पापुलेशन है वहा से प्लेन में बाहर जा नहीं सकते हैं और न घा सकते हैं। ऐसी बात नहीं है कि आप वहा का हाल जानते नहीं हैं, आप वहाँ का सब हाल जानते हैं इसलिए भगवान के नाम पर वहाँ के लिए कुछ कीजिए।

श्री राज बहादुर बिहार और मध्यपुर -दार्जौ से ही सेरे सम्बन्ध कर्तुं नदुर हैं।

श्री वासुदेव प्रसाद साहू (सीतामढ़ी) : मध्यपुर के लिए हम वहाँ से कह रहे हैं लेकिन अभी तक कुछ नहीं हुआ है।

श्री राम सहाय पांडे : मधुर से आपका क्या मतलब है ?

श्री राज बहादुर : एक जगह समझियाना है और नागपुर में मेरी समुल है । मुझे तो दोनों जगहों के लिए साफ्ट कार्नर है ।

श्री वसंत साठे : समुल जाते नहीं हैं इसलिए समुल से शिकायत है ।

SHRI JAGANNATH MISHRA: I would like to know the Government's policy on the Concord? (*Interruptions*)

SHRI RAJ BAHADUR: I was just saying this.

Sir, I was just submitting what has been exactly achieved by the Indian Airlines since the Lock-out. I am happy to say that the Indian Airlines have started a biweekly service to Male. We added two additional 737 boeings in September, 1975. I hope with the procurement and arrival of the three Air Buses that have been ordered around November this year, we shall be able to operate the Air Bus aircraft on quite a few trunk routes. The air Buses will be delivered by the end of November and we hope would start operating from 1st February, 1976. There are five routes, namely, Bombay-Delhi, Bombay-Madras, Bombay-Calcutta, Delhi-Calcutta and Bombay-Bangalore on which they will run.

Meanwhile, I may also say that we do recognise that we should improve the quality of our air services further. Sir as far as Avros are concerned they were not grounded on our volition. They are very good aircrafts. It was mandatory obligation imposed upon us by Hawker Sidley, the manufacturers through the HAL, Kanpur who directed certain checks to be done and we carried them out meticulously and scrupulously.

SHRI KRISHNA CHANDRA HALDER: Sir, I want to know about Panagarh airport which is situated near Durgapur and Burnpore, whether Panagarh will be included in the civil air service?

SHRI RAJ BAHADUR: Sir, at Calcutta airport we have just completed the runway which is good for 747 and we hope by the end of the year or early next year a Boeing 747s will also start touching Calcutta. We hope certain airlines will also start functioning from that airport.

Sir, we are today engaged in a study for the acquisition of short haul jets and we hope a decision will be soon taken in that connection.

At this point however, I would like to say a few words about on-time performance by I.A. Services. In the year 1973 the punctuality of the Indian Airlines Services was of the order of 45.16 per cent. In 1974—after the lock-out—it rose to 67.68 per cent and in 1975 it rose to 68.07 per cent and in the three months of 1976 it is 69.57 per cent. Remember, that we have to take into account the fact that many of these delays are on account of reasons beyond our control. We have worked on that. The delays on account of engineering snags, commercial or transport reasons constitute a small percentage but it does not mean that we want to condone even these delays. However, while we are trying to cut down these delays we cannot take risks with safety of these flights. As far as safety is concerned, I would like rather like a service not to operate at all rather than operate at a risk. Safety first is our target. We will not compromise on this. If there is bad weather, had beyond prescribed minimum or if there is even a slight engineering fault, we would rather not fly than take risks with safety of our flights.

Sir, I would like to impress upon the hon'ble Members not to compare the air services with other modes of transport. Surface transport is much

[Shri Raj Bahadur]

more amenable to rules of safety or to discipline. Out of 6,727 delays, only 360 were primary delays, due to factors within our control, and they amount to 4.5 per cent of the total number of flights. The remaining 27.5 per cent of the flight that were delayed, were for reasons beyond our control.

I would only like to say that so far as the workers' amenities are concerned, I have taken note of the various cut motions. Shri Jagannath Mishra, Shri Unnikrishnan on this side and some other friends on the other side reminded me about these motions. All that I can say is that we shall take note of all those cut motions which relate to our staff in IA, Air India, the Airport Authority and DGCA. We shall examine these, and investigate and do whatever is just, reasonable and desirable. That is exactly what I would like to assure hon. members about.

So far as the standards of safety in civil aviation are concerned, we are taking all possible steps to overcome these engineering defects and other defects.

In regard to the Airport Authority also, I may say that a new passenger cargo terminal complex at Bombay has been approved. This will cost Rs 11 crores, Rs 7.16 crores for the passenger complex and Rs 3.8 crores for a permanent cargo terminal.

**SHRIMATI PARVATHI KRISHNAN** Are you making adequate provision for the increasing traffic from the Gulf Area?

**SHRI RAJ BAHADUR** Yes. That I have already said. Instead of 7 flights now there are 11. We shall certainly bear that in mind.

**SHRIMATI PARVATHI KRISHNAN** Because you mentioned the flights, I am asking whether in the Bombay airport you have taken this into your calculations.

**SHRI RAJ BAHADUR.** It will provide for a peak load traffic of 1400 passengers.

The main runway at Calcutta, as I said earlier, has been strengthened for the Boeing 747. We have appointed Regional Scheduling Committees at the four airports and a National Scheduling Committee for avoiding bunching of the scheduled flights, which is really a curse. Countries in the west, and in the east, that is Japan on one side and the European countries on the other, do not allow any service after 9 or 10 in the night. But all services converge on our country at or after midnight at Delhi or Bombay, round about the same time. So we are considering ways and means of how best to remove or overcome the bunching of aircraft, how to avoid it. We want these services, but we do not want noise pollution, particularly at night that disturbs the peace of our people living around at night. We do not want to be rated as second class citizens of the world. We also want our comforts. So we have appointed a National Committee for that.

So far as the cargo position is concerned, I would say that it has been assessed that at Delhi the demand is 1900 tonnes for garments etc., plus 600 tonnes on items other than garments every month. This was in May. From June 1976 to October 1976, the demand will be as much as 900 tonnes for garments and 600 tonnes for others. From November 1976 to March 1977, this will rise to 1100 tonnes to 1600 tonnes. As a result of various meetings that the DGOA has taken or the Chairman, Airport Authority has taken, a capacity of 1900 tonnes has been provided for by all the airlines including Air India in May and onwards. This would take care of the demand till October—this particular capacity. In Madras and Bombay also, we are having similar meetings and making similar exercises. In Calcutta, we have already provided for a multi-purpose cargo terminal and there we also hope that the storage capacity that has been

provided is adequate. We want that the Customs who have to be there should kindly make room for us because they are occupying our space, but this is an internal matter which we are taking up with them.

I take this opportunity to tell friends who are interested in the export of garments that we find that packaging is extremely unsatisfactory. The exporters should do all that they can do to avoid this unsatisfactory packaging.

I would only say a few words about the Civil Aviation Department. So much was said about Calicut by Shri Keya and Shri Unnikrishnan. I would say that we still stand committed to the construction of an airport at Calicut. But the fact remains that we have got to cut our coat according to the cloth at our disposal.

MR. CHAIRMAN: The complaint is that there is delay it must be abridged.

SHRI RAJ BAHADUR: The delay is for reasons beyond our control. We want that we should be able to do that, but in the scheme of priorities, should we take Bombay first, or should we take other places which require first attention? Cochin for instance. I will just come to that also say what has been our effort.

16 hrs.

In the last two years we have done something to make up for deficiency in safety controls. So far as airports are concerned, the control tower at Delhi was almost non-existent, the control tower at Delhi has been constructed, a control tower at Ahmedabad has been constructed. Then we have done the extension and strengthening of the runway for Boeing 737 at Jaipur and for HS 748 at Jabalpur and Porbander. A new customs block has been added in Trivandrum. The work in progress, are the airport

at Bareilly in Shillong area and civil enclave at Pune and Jodhpur. Somebody said that nothing was being done at Jodhpur. The civil enclave is coming up there. The runway at Keshod is being extended. Shri Vikaria told me that they were not happy about the situation. The work at Keshod, I hope, will be completed soon. The strengthening and extension of the runways at Khajuraho and Udaipur for Boeing 737, are in progress. We are also ensuring that the Trivandrum runway is extended to 8000 feet with LCN 40 as quickly as possible. All those steps have been taken and a number of works have been sanctioned also. Much was said by Shri B. N. Shastri about the Gauhati airport. We have sanctioned an estimate for strengthening of the runway there to 6000 feet along with the apron and the taxi track. At present Gauhati has to receive two Boeings that converge upon it at the same time. This creates confusion so far as handling of passengers is concerned. For the reason that the runway is being strengthened, we have got to provide the maximum time in the day for carrying out the work. I hope this will be completed soon. Lastly, improvements for the runway at Port Blair has been taken up and new civil enclaves have been sanctioned at Srinagar, Jorhat, Goa and Kanpur Terminal buildings at these places have been sanctioned. At Srinagar particularly, the building will be designed to harmonise with the surroundings, it will be a good building; I hope. Extension of terminal building at Amritsar has also been sanctioned. New technical block at Kulu has been sanctioned. With those works, I hope that much of the complaints or inconvenience to the passengers would be removed.

Now I shall come to specific points raised by hon. Members. I should like not to take much time.

श्री बिभूति मिश्र : मुजफ्फरपुर के बारे में आप क्या कर रहे हैं ।



**श्री राज बहादुर :** मुजफ्फरपुर के बारे में आप ने मुझे लिखा है कि वहाँ वारिश में फ्लड की वजह से रेल और सड़क यातायात बंद हो जाता है। तो मैं इंडियन एयर लाइन्स से बहुत जोरों से कहूँगा कि मुजफ्फरपुर को बरनात के मौसम में किसी तरह से प्रैति सप्ताह एक दफा, दो दफा कनेक्ट करने की चेष्टा करे। मैं वायदा नहीं करता हूँ क्योंकि उन के पास फ्लोट कम है।

**एक माननीय सदस्य :** गोरखपुर के बारे में आप क्या कर रहे हैं।

**श्री राज बहादुर :** गोरखपुर के बारे में हम देखेंगे। दिसम्बर में जब एयर वसें आ जायेंगी तो 737 रिलीज हो जायेंगे। उस समय गोरखपुर को जोड़ा जा सकता है या नहीं।

**श्री मुहम्मद जमालुर्रहमान :** पूरनिया के बारे में आप क्या कर रहे हैं।

**श्री राज बहादुर :** पूरनिया को भी देखा जायगा। लेकिन वह उस बहुत स्ट्रांग नहीं है। पर मैं ने इंकार भी नहीं किया है।

**श्री नगेन्द्र प्रसाद यादव :** मुजफ्फरपुर के बारे में कब तक करेंगे।

**श्री राज बहादुर :** कोशिश करूँगा मैं। और मैं कोई वायदा नहीं कर रहा हूँ।

**SHRI PARIPOORNANAND PAINULI (Tehri-Garhwal):** The hon. Minister was good enough to say that tourism was a labour-oriented industry and as you know the hill areas provide all the resources, mountains, rivers valleys, weather, scenic beauty, etc. I should like to know from the hon. Minister whether he has some plans for the development of the hill areas.

**SHRI RAJ BAHADUR:** Most of us are in love with the Himalayas and particularly your constituency.

**SHRI PARIPOORNANAND PAINULI:** We do not want love, we want practical things, love from a distance does not do anything.

**SHRI RAJ BAHADUR:** Before I deal with hon. Members' questions, let me add that we have also sanctioned an estimate amounting to Rs. 70.05 lakhs for strengthening and extension of the runway at the existing Naval aerodrome at Cochin to make it suitable for Boeing 737 operations. Then necessary expenditure sanction has been given for the construction of a Civil Enclave at Jorhat aerodrome also and as well as extension of the terminal building at Amritsar.

Now, reports had appeared in the press in the U.K. that India was demanding major civil aviation concessions before they allowed supersonic flights of Concorde aircraft over their territory. It was also reported that the U.K. Government's attitude was hardening towards India due to India's reluctance to allow Concorde to overfly Indian territory. These statements are completely unfounded. Our refusal to allow supersonic Concorde flights through India are based mainly on the grounds of injurious and harmful effects of such flights over areas off a particularly thickly populated country like ours. Although this aspect has not been conclusively proved so far, one way or the other, the fact remains that Concorde flights will only fly will subsonic over Europe. While they will fly subsonic over Europe they propose to fly supersonic over us. Now, we are prepared, as member of the World community, to share the experience of a new

**MR. CHAIRMAN:** Ask a question, do not make a speech.

**SHRI PARIPOORNANAND PAINULI:** The hill areas provide all the resources for the tourist industry,

scientific enterprise in the field of aviation and we are prepared to pay the price for such experience in common with others but on reasonable terms. But if they want to fly subsonic on Europe and supersonic over our country, that would not be reasonable and cannot be allowed. We are not prepared to be treated as second class citizens of the world. That is one of the main reasons why we have not allowed them. Even otherwise we should be convinced that supersonic flights would not be injurious to our people in any way. It is so because we have also seen that when we allowed one such flight there was a lot of protest from the people on the route of the flight. Therefore Government's decision not to allow supersonic Concorde flights over India is based on certain important factors. In any case, there is absolutely no intention of squeezing out any commercial civil aviation benefits from the Government of U.K. on this account. It is unfortunate that such a motive is attributed to us. It is very unfair that a friendly country should have been accused of such intention or motive when we have no such intention at all.

Now, about student concession, an hon. Member said that it was only for going to the home towns that 50 per cent discount is given. As far as my knowledge goes, 50 per cent discount is given for sight-seeing journeys also.

Now, for the recruitment of Air Hostess, special consideration is given to the candidates coming from the Eastern region. The complaint was that they were not allowed to become Air Hostess. Interviews were held at Gauhati. Special reservation for Air Hostesses belonging to Scheduled Castes and Scheduled Tribes is also made. In this connection, I would like to refer to the tabular statement on page 29 of the Report. It has been stated by an hon. Member that appointments to Class IEP and Class IV posts, for which reservation has been made for SC/ST have not been up to

the mark. I would read out the relevant figures from the report. The total number of recruitments made in class I to class IV during 1974-75, was 382. The number of vacancies reserved for SC was 71 and for ST it was 27. Against these the number of SC & ST candidates appointed was 74 against 71 for SC and 9 against 27 for S.T. Scheduled Tribes candidates are not available and that was why only 9 could be appointed.

Now, about Calcutt I have already said. Then somebody asked me about the total income in foreign exchange, earned as a result of the introduction of "Discovery of India Fare". Up to 31st March 1975, this Fare has brought in US \$ 462,772, that is in terms of rupees, it is Rs. 37.6 lakhs. There is little doubt that it has given a tremendous fillip to tourist traffic. That is why we have been able to catch up, despite the adverse effect of inflation and rising costs elsewhere.

**SHRI R. S. PANDEY:** In so far as foreign exchange revenue is concerned, do the Government contemplate to give the benefit to the Civil Aviation Department?

**SHRI RAJ BAHADUR:** Whatever foreign exchange is earned by the hotels, at least 10 per cent of that is allowed to them to meet the cost of purchasing equipment which may involve imports, and so payments in foreign exchange. So far as Calcutta is concerned at present, the British Airways, Scandinavian Airline System Royal Nepal Airline Corporation, Bangladesh Biman, Burma Airways Corporation and Thai International—these are six airlines that touch Calcutta airport. Besides that, we have also the Aeroflot service which we hope will operate one service per week via Calcutta. It is understood that this service will start very soon. It was said that we are not checking the influx of unauthorised persons into the airports. That is not correct. We have got the local airport security committee which is looking after that aspect of the matter. It was also urged that facilities for onward flights

[Shri Raj Bahadur]

and reservations should be improved. We hope very soon we will have a Real-time computer for taking care of the reservations both.

A question was asked whether cheaper meals will be made available at the ITDC hotels. We took that step some time back and the rates for vegetarian thali meals were scaled down. These are Rs. 8.50 in Ranjit, Rs. 13.50 in Janpath, Rs. 18 in Ashoka and Rs 15 at Kutab. We know that even now it does not come within the reach of the common men, but we have to have cafeterias for that. I think both the private sector and public sector have got to take care of that. In this connection, a point was made by Mrs. Parvathi Krishnan as to why we are giving loans to hotels in private sector. May I tell her that we have got hardly 2000 rooms in the public sector whereas the total rooms required in the country number 15,000. So, we have got to see that whatever capital resources can be mobilised for that purpose both in the private and public sectors should be so mobilised. For that we have to give certain incentives. We give them loans on certain terms and conditions. The loans are secured if they do not fulfil those conditions, we can take action.

SHRIMATI PARVATHI KRISHNAN: When you give them loans, why don't you see that the prices charged by them are kept low, so that they are comparable to the ITDC hotel charges?

SHRI RAJ BAHADUR: That question requires further examination.

It was said that in the eastern region, there is no transport unit set up by the ITDC. This is again incorrect. We have transport units at Calcutta and Bhubaneswar. When the hotels at Siliguri and Gauhati come up, such units can be set up there too.

We have made a comparative analysis as to how the public sector hotels in ITDC and the private hotels fare so

far as returns on investments are concerned. I have figures for two years. In 1973-74, the percentage of sales to capital employed was 68.22 for ITDC hotels and 39.36 for the private sector. The percentage of gross profits to capital employed was 8.73 for private sector and 12 for ITDC hotels. In 1974-75, the percentage of sales to capital employed was 49.65 for the private sector and 82.64 for ITDC hotels. The percentage of gross profits to capital employed was 12.68 for private sector and 15.50 for ITDC hotels.

For improving tourist facilities in the south, we have taken some steps. We are going to take one important step for promotion of tourism in the south. In case where there is a pre-determined itinerary the proposal is to allow some concessions for 7 days on that itinerary. 30 per cent discount is already being given for the itinerary Madras-Bangalore-Trivandrum and back, I hope similar itineraries will be evolved to avail of these concessions elsewhere also.

SHRI K. P. UNNIKRISHNAN (Badagara): What about connecting Vijawada by air?

SHRI RAJ BAHADUR: We have taken a decision that Vijawada should be connected as soon as possible. We will get an additional Avro very soon and we will do that.

PROF NARAIN CHAND PARASHAR (Hamirpur): What about Simala? That is the only State capital not connected by air.

SHRI RAJ BAHADUR: Your State has got an airport at Kulu. I think, it is not correct to say that we have no policy for airports. We have a policy for airports.

About fire tenders, I would say that the party that had tendered the lowest acceptable terms has backed out and they wanted a high price on the plea of escalation of costs. We did not allow that and we have gone to invite global tenders. Meanwhile, we have made improvised arrangements and I can as-

sure the Members that there will be no dearth, of the safety measures.

**SHRI VASANT SATHE :** You do not want tourists to go to Nagpur, your *asural*.

**SHRI RAJ BAHADUR :** When the airbus comes, I will take care of Nagpur.

I will certainly accept the point of Mr. Sanghi has made that accommodation chart should be available at the airports and something should be done about it.

So far as Andaman & Nicobar is concerned, we are very much for developing tourism there. In other areas too in the North, we have succeeded, to some extent, in allowing tourists to go to places which were so far restricted. Now the demand is that the inner line should be pushed further. That depends upon the exigencies of the security requirements.

**SHRI VASANT SATHE :** What is the point in taking the whole plane half empty to Nagpur and bring it back? What is the economics in it? Why don't you allow any southward going plane to touch Nagpur. It will mean half-an-hour delay to go to Bangalore and nobody will have any grievance.

**SHRI RAJ BAHADUR :** I have promised that I will certainly send you a full note about it.

**SHRI VASANT SATHE :** Do not send me the note, send me the plane.

**SHRI RAJ BAHADUR :** When the airbus comes, I will certainly try to do whatever is possible.

I am grateful to the House for hearing me with patience. About Leh, we are very anxious to connect Leh with air service. We require a special type to aircraft for that purpose. Boeing 737 cannot serve that purpose. Aversos also cannot serve the purpose because

of the high altitude, atmosphere pressure and other reasons. Therefore, we will require a plane that can go and land or take off at that height. A short haul jet will serve that purpose. It will serve the purpose of port Blair and many more areas also.

**SHRI K. P. UNNIKRISHNAN :** Lacadives also.

**SHRI RAJ BAHADUR :** No. There you require a much smaller aircraft.

About accommodation, we will certainly take care to do whatever best can be done in conjunction with the efforts made by the State Governments.

**श्री कृष्णक बाबुला :** कब से शुरू होगी ।

**श्री राज बहादुर :** पसन्द करना है, चुनना है कि कौन सा हवाई जहाज लेना है । यहाँ उसके बारे में कुछ नहीं कह सकता हूँ । यह बताना मुनासिब नहीं होगा कि कौन कौन सा एयरक्राफ्ट लेंगे, पर विचार हो रहा है; कब लेंगे, कैसे लेंगे । लेकिन यह निश्चित बात है कि लेना जरूर है । और लेने के बाद हम लेह को और पोर्ट बलेयर को भूलेगे नहीं । लेह की खातिर बहुत कुछ किया जा रहा है । हम यह भी चाहते हैं कि हमारे पास शाट हाल जेट्स हों जो उसी स्पीड से चल सकते हैं जिस से बोईंग 707 या 737 चलते हैं । उनसे टूरिज्म को भी बढ़ावा मिलता है और मन फा भी होगा । जहाँ तक उन्होंने पुराने मोन्यूमेंट्स के रिपेयर की बात कही है मैंने आर्क्योलोजिकल सर्वे ग्रफ इंडिया को कहा है और वह इसको देखेंगे, इसकी व्यवस्था करेंगे । यह मेरी आशा है उन्होंने लेह मनाली रोड के बारे में भी कहा है । मैं इसको सिक्कीरिटी एंगल से एग्जमिन कराऊंगा कि इस सड़क को खोला जा सकता है या नहीं इस सड़क पर खुद चला तो नहीं हूँ लेकिन हेलीकाप्टर से उसके ऊपर उड़ा जरूर हूँ । बेहतरीन से बेहतरीन जो प्रकृति का नजारा मिल सकता है और हिमालय का, पर्वतों का

[श्री राजबाहादुर]

वह इस सड़क पर मिलता है, इस में जरा भी संदेह नहीं है। मेरा भी विश्वास है कि जिस दिन यह सड़क खुल जाएगी उस दिन बहुत बड़ी संख्या हमारे और बाहर के टूरिस्ट इस सड़क के द्वारा जाएंगे और इसके लिए मेरी पूरी-पूरी कोशिश भी होगी कि यह खुले।

श्री जगन्नाथ, मिश्र ने कन्फरमेशन ग्राफ एम्पलाइज के बारे में कहा, सो उस बारे में मैं कहूंगा कि उनमें से काफी का कन्फरमेशन हां चुका है, जो नहीं हुए हैं, उनके बारे में देखेंगे, यही मैं कह सकता हूँ।

श्री डाया ने दिलवाडा और रनकपुर के बारे में कहा। मैं वहाँ की खूबसूरती का जानता हूँ, कोशिश होगी कि किस तरह से वहाँ पर काम किया जाये, मुश्किल यह है कि कोई हवाई ब्रह्मा पास में नहीं है। घर्मशालाओं के बारे में इंडस्ट्रियल टूरिज्म के बारे में मैं कहना चाहता हूँ—

Domestic tourism is also an article of faith with us. We would like to promote it; but the question is, what should be the division of areas of responsibility. We have got to see that while we concentrate on such tourist places which attract a large number of foreign tourists or have the potential to attract foreign tourists, domestic tourists are better looked after by the State Government; and there, we want to collaborate with them and cooperate with them to the extent possible. We assist them in many ways; and we will not shirk our responsibility at all, even in regard to those places—if they become popular with international tourists. (*Interruptions*).

**SHRIMATI PARVATHI KRISHNAN:** Why don't you give concessions where you have your own ITDC tourist complexes, in a season which is not the rush season? You can do that, without the State Governments coming into it. Don't put everything on the States. It will delay matters.

**SHRI RAJBAHADUR:** We are not putting everything on the States; but we will like them to do their work, at least. On the one hand I have explained to you about the limitations of finance resources and the financial provisions; on the other hand, you want me to undertake the responsibility on behalf of the State Governments wholesale for undertaking works that fall within the sphere of their responsibility. Should we then take over a sort of blanket responsibility even for those places which do not at present attract foreign tourists? No; Sir, I would not be able to do that. I would only say that where ITDC's bungalows are there, they will also be open for use by domestic tourists; but there, the prices are not within the reach of our common man or even of our middle classes. The main question is: shall we have the type of hotels and facilities which are within the reach of the common man? This has to be provided either by the State Government, or by us. We are ill-equipped for this. I would say this: when you go abroad, you have to pay through your nose for your hotels and restaurants. When the foreigners come here, are we to have one rate for the use of the hotel by the foreigner, and another rate for use by Indians? That would be frowned upon by many. About off-season, we shall certainly examine the position.

**SHRI PARVATHI KRISHNAN:** I am talking about off-season concessions.

**SHRI RAJ BAHADUR :** We will examine it. Even regard to the cost of meals etc. (*Interruptions*). There is need for examination. Sir, shall I reply to all the questions? Let me get the air-bus, let the capacity of the Boeings be released. Let me then see whether we can connect Bhubaneswar. (*Interruptions*)

**SHRI KRISHNA CHANDRA HALDER (Ausgram):** On 4th May, one extra passenger was carried by flight No. 401 from Delhi to Calcutta; and

he was standing all the way from Delhi to Calcutta. How was it possible?

श्री राजभद्रपुरी : हय दखय ।-

I will have it looked into

श्री नटवर झाल फ़्लेल (मेहसाना) : मेरी मंत्री महोदय से एक प्रार्थना है। मुझे महसूस होता है कि वह अपने नेबर के साथियों को भूल गये हैं। हम उनसे मिलने भी गये थे। मेरा कहना यह है कि दिल्ली से ग्रहमदाबाद के लिये सबेरे सिर्फ एक ही फ्लाइट जाती है। बम्बई के लिये शाम को तीन फ्लाइट जाती हैं। इनमें से एक फ्लाइट को वाया ग्रहमदाबाद डाइवर्ट किया जाये तां बहुत सुविधा उधर के लोगों को हो सकती है। यह वहाँ की बहुत आवश्यकता है। मेरा निवेदन है कि मंत्री महोदय स्पर्सिक जबाब दे।

SHRIMATI PARVATHI KRISHNAN: The Minister was not here when I was speaking. He made a reference in his speech—and I am very happy to hear it that he would consider the various demands of and issues affecting the workers and employees, raised in the Cut Motions. I would request that he should not confine his replies on'y to the Cut Motions, because some of these issues have also been made in the speeches that have been made here. I would request him to examine all the problems raised in the speeches.

SHRI RAJ BHADUR: I will examine all these questions. I will certainly make a note of these points. The time is not propitious at the moment. It is now 4.20.

श्री नाबेन्द्र प्रसाद यादव : सभापति महोदय, आप ने मुझे बोलने का अवसर नहीं दिया, ती कम से कम दो प्रश्न तो पूछने दीजिए मैं मंत्री महोदय का ध्यान मधुवनी जिले में स्थित बलराजगढ़ की ओर आकर्षित करना चाहता हूँ। माननीय सदस्य, श्री जयन्नाथ

मिश्र, ने वहाँ टूरिस्ट सेंटर बनाने के बारे में कहा है। मंत्री महोदय ने इस विषय में कुछ नहीं कहा है।

मैं मंत्री महोदय का ध्यान सीतामढी की ओर भी ले जाना चाहता हूँ, जो सीता माता की जन्मभूमि है, जिस के बगल में बरगनिया में वह बराबर जाते रहे हैं। हम लोग वर्षों से निवेदन करते आ रहे हैं कि कलकत्ता-पटना-मुजफ्फरपुर-सीतामढी-काठमांडू तक वाययान की सेवा हो। मंत्री महोदय प्रकाश डालें कि सीतामढी के बारे में उन का क्या विचार है।

SHRI D. P. JADEJA: I have put a lot of questions. The Minister of State stated that the senior Minister will reply. But, unfortunately, the Senior Minister was not here when I was speaking. So, he has not referred to any of the points mentioned by me. I do not want take the time of the House by repeating them. Can I take it that I will get the answers in the next consultative Committee?

SHRI D. D. Desai (Kaira): Even though you had provided funds for good aerodrome for Ahmedabad, everyone connected with Ahmedabad knows that it is a most primitive one. Even States capitals of a smaller size in India do not have such a small airport. Though Government had promised in the previous years that it will reconstruct that airport, nothing has been done so far except some make-shift arrangements. I want the hon. Minister to tell me when he will make Ahmedabad airport on par, if not with the international airports, at least with some of the other major sized airports.

PROF. NARAIN CHAND PARASHAR: I would request the hon. Minister not to deal with the question of an airport at Simla as a jest, because the State Government has taken up the matter very seriously with the hon. Minister and a site was also selected on the Bilaspur-

[Prof. Narain Chand Parashar]

Mandi road for the construction of the aerodrome. Since Himachal Pradesh happens to be the only State where the capital is not connected by air, we face a lot of difficulties. So far as Kulu is concerned, I may say for the information of the hon. Minister that it is 220 km away from Simla. Therefore, it will not serve that purpose.

**SHRI PARIPOORNANAND PAI-NULI:** The hon. Minister, Shri Raj Bahadur, expressed his verbal love for the hills. But I was sorry to see that he has not done anything tangible for the development of tourism as an industry in the hilly areas all over the country. I would like to know whether the hon. Minister has any concrete plan, any separate plan, for the development of tourism as an industry in the hilly areas, because it is a labour-oriented scheme, which can absorb the educated unemployed who are now going from the hills to the plains in search of employment. Secondly, is he going to put Dehra Dun and Mussorie on the tourist map?

**SHRI K. P. UNNIKRISHNAN:** Charming as he is, the hon. Minister has tried to soothe our countrymen by saying that he is trying to look into the question of Calicut airport.

**MR CHAIRMAN:** He is committed to it I have also pleaded for it.

**SHRI K. P. UNNIKRISHNAN:** He is committed to it, because the whole House was informed 25 years ago in the Provisional Parliament, that it will be taken up. Nobody can run away from that commitment. All his predecessors have said so. This is a matter which I was raising, in every forum, including the Committee on Assurances. So, I want to know what concrete steps he proposes to take in this connection as also regarding the expansion of the Cochin airport.

**MR. CHAIRMAN:** Rs. 75 lakhs have been committed.

श्री श्रीधरदास जयसूरदास : मैं माननीय मंत्री महोदय का ध्यान इस तरह खींचना चाहता हूँ कि चूनापुर जिलेट्टी एयरपोर्ट जो बना जा वह अभी एबंडन कर दिया गया है, उस को घाइ ए सी को ले लेना चाहिए क्योंकि इस वक्त ; अगर नहीं लेंगे तो श्री बाराब हालत उस की हो जायगी । फिर जब हम मांग करेंगे कि वहाँ पर हवाई जहाज उतारे जाय तो आप कहेंगे कि वह एयर पोर्ट इस लायक नहीं है कि हवाई जहाज वहाँ उतार सके । तो उस को अभी ले लेना चाहिए और पूणिया को हवाई सचि से कनेक्ट कर के उस को एयर मैप पर ले आना चाहिए । इस के बारे में मंत्री जी से मैं जानना चाहता हूँ ।

**SHRI SOMNATH CHATTERJEE:** (Bardwan): May I know from the hon. Minister whether there is any proposal on the part of Indian Airlines for improvement of meals, the so-called food that is given, because it is having very serious gastronomic effects? Are you going to wait for the air bus for that also, because every answer is now put on the air bus?

श्री रामावतार शास्त्री (पटना) : मैं एक ही सवाल पूछना चाहता हूँ । क्या पिछले कुछ वर्षों में इस तरह की बातें चलती रही हैं कि आईटी डी सी के जो सब से बड़े अधिकारी हैं उन के विरुद्ध झण्टाचार और दुरुपयोग के मामले सदन में बार बार उठाए जाते रहे हैं और क्या यह बात भी सही है कि सी बी आई ने उन के मामलों में एन्कवायरी भी की है । अगर यह बात सही है तो इस संबंध में सरकार ने कौन सा निर्णय लिया ? वह सही साबित हुआ या नहीं भी साबित हुआ तो कम से कम हिन्दूस्तान की जनता को तो मालूम होना चाहिए, उस विभाग में काम करने वाले कर्मचारियों को तो मालूम होना चाहिए कि वस्तुस्थिति क्या है ?

[SHRI BHAGWAT JHA AZAD in the Chair.]

SHRI CHAPALENDU BHATTACHARYYA (Giridih): I had occasion to tell the hon. Minister about the disruption of the air service between Patna and Ranchi because of the wrong timings. Passengers have to wait at Patna airport for four to five hours. This can only be solved if instead of having two night flights from Calcutta to Delhi, we have two flights in the morning as was done previously. One of the flights, the Boeing flight, could go via Ranchi Patna and Lucknow to Delhi.

SHRI RAJ BAHADUR: I will send detailed replies to the questions which have been put, but let me say first of all that we shall take note of the points made by the Members in their speeches about workers' demands. We shall certainly examine them and see what best can be done about them in a just and reasonable manner.

About Ahmedabad, I would say that we have already spent a lot of money on modification and expansion. Even then, we are very seriously considering the question of putting up a new terminal complex and also a new technical block at Ahmedabad.

We are doing likewise in respect of other ports, about Patna, etc. So far as connection for Sitamarhi is concerned, it depends upon the fleet position. About Simla, we have selected Jabbarhati, a place where we could build an airport good enough for the Avro. Now, this is a proposal—pending consideration of sister Ministries. Mr. Painuli is speaking about the development of the hills. I said, from Srinagar to Jammu, Manali and Dharamshala, Dalhousie, Kufu, Manali, Simla, Dehra Dun, Mussoorie, Nainital and Darjeeling, some way or the other, we have tried to help them and we have also tried to develop facilities for them. We have also publicised all of

these and have made our best possible efforts for publicity. .... (Interruptions)

But what exactly is the proposal? (Interruptions)

Mussoorie is also there. I myself went to Mussoorie. We have tried to help Mussoorie.

Then comes the question of Calicut. I have already said that we have taken it up with the Planning Commission, but you have also to wait for the total picture of the nation's resources.

About meals, I am absolutely sure.

(Interruptions) We have said that we stand committed to Calicut but we shall build it depending upon the availability of the finances. As you know, for two years, we were not allowed to build any hotel because of the economic situation.

About Cochin, Rs. 70.5 lakhs have been sanctioned for the extension and strengthening of the runway for Boeing 737.

Then comes Purnea. We will get the new proposal, that you have made examined. If we really can run a service profitable with it, we shall certainly see whether the proposal is otherwise feasible.

About meals, I am absolutely sure on seeing the beautiful and robust health of my friend, Mr. Somnath Chatterjee, that he has had no gastrointestinal disorder at all, on account of the food served to him. (Interruptions) The Indian Airlines has done a good job. Apart from that a committee of both the Houses has been set up to go into the whole question.

SHRI VASANT SATHE: It is only because of the good air hostesses that we will feel like eating. They only make it tolerable.



**Tourism & Civil Aviation**

**SHRI RAJ BAHADUR:** I see your preference.

**SHRI VASANT SATHE:** There is no question of preference; there is no choice.

**MR. CHAIRMAN:** No supplementaries.

**SHRI NATWARLAL PATEL:** I am not putting supplementaries.

*(Interruptions)*

**MR. CHAIRMAN:** No supplementaries, please. It cannot be a running commentary. I am on my legs. Please sit down. You have finished Mr. Minister.

*(Interruptions)*

**SHRI RAJ BAHADUR:** Yes.

**MR. CHAIRMAN:** Now, there are cut motions by Shri S. M. Banerjee, Shrimati Parvathi Krishnan and Shri C. H. Mohammad Koya.

*(Interruptions)*

**SHRI RAMAVATAR SHASTRI:** What is this?

*(Interruptions)*

**MR. CHAIRMAN:** Please sit down. Now, there are cut motions by Shri S. M. Banerjee, Shrimati Parvathi Krishnan and Shri C. H. Mohammad Koya. Since none of them is here in the House, I put them to vote together. I have to put them to the House.

Now, I shall put all the cut motions to the vote of the House.

All the Cut Motions were put and negatived.

**MR. CHAIRMAN:** The question is:

"That the respective sums not exceeding the amounts on Revenue Account and Capital Account shown in the fourth column of the Order Paper be granted to the President to complete the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1977, in respect of the heads of demands entered in the second column thereof against Demands Nos. 80—82 relating to the Ministry of Tourism and Civil Aviation."

*The motion was adopted.*

16.40 hrs.

**MINISTRY OF STEEL AND MINES**

**MR. CHAIRMAN:** The House will now take up discussions and voting of demand Nos. 83 to 85 relating to the Ministry of Steel and Mines for which four hours have been allotted.

Prof. S. L. Saksena and Shri Bhogendra Jha have tabled cut motions to the Demands relating to the Ministry of Steel and Mines. I would like to know if they are present in the House. They are not present. So, the cut motions are not being moved.

Motion moved:

"That the respective sums not exceeding the amounts on Revenue Account and Capital Account shown in the fourth column of the Order Paper be granted to the President to complete the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1977, in respect of the heads of demands entered in the second column thereof against Demands Nos. 83—85 relating to the Ministry of Steel and Mines."