

[श्री आई. के. गुजराल]

सौर पर ऐसे आदमी हमें मिल जायें जिनको 10 साल का कानून का नजुर्बा हो, यह मुश्किल बात होगी।

जहाँ तक कमिटेमंट का ताल्लुक है, कमिटेमंट तो मैं कर सकता हूँ और वह मैंने की है कि यह कानून गरीबों की मदद के लिए इस्तमाल किया जाएगा उनके खिलाफ इस्तेमाल नहीं किया जाएगा। मुझे उम्मीद है, मेरी कमिटेमंट को श.भूषण जी मान लेंगे।

श्री शशि भूषण : बहुत से अफसर वेस्टेड इंटरैस्ट के आ जाते हैं।

श्री आई. के. गुजराल : इस कानून में कोई वेस्टेड इंटरैस्ट आने की खास बात नहीं है। जो आदमी भी ऐसी जगह बैठेगा जिसको कानून की दृष्टि से वहाँ से हटाना चाहिए, वह हटाया जाएगा। इसलिए कमिटेमंट इस बात का होना चाहिए कि जो आदमी ऐसी जगह बैठेगा है जिस पर उसका हक नहीं है, उसे हटाया जाय। इस किसम की कमिटेमंट उन अफिसर की होती है जो कानून को डिस्टॉस-विद करता है। उसकी कमिटेमंट कानून के साथ होगी, कानून की स्पिरिट के साथ होगी और दूसरे न्याय के साथ होगी। न्याय देने की कमिटेमंट बहुत जरूरी है इस क्षेत्र में।

MR. CHAIRMAN : Has he the leave of the House to withdraw his amendment ?

HON. MEMBERS : Yes.

Amendment No. 4 was, by leave, withdrawn.

MR. CHAIRMAN : The question is :

"That clause 1 stand part of the Bill."

The motion was adopted.

Clause 1 was added to the Bill.

The Enacting Formula and the Title were added to the Bill.

SHRI I. K. GUJRAL : I move:

"That the Bill be passed".

MR. CHAIRMAN : The question is :

"That the Bill be passed".

The motion was adopted.

16.26 hrs.

INTERNATIONAL AIRPORTS
AUTHORITY BILL

THE MINISTER OF TOURISM AND
CIVIL AVIATION (DR. KARAN SINGH):
Sir, I beg to move :

"That the Bill to provide for the constitution of an authority for the management of certain aerodromes whereat international air transport services are operated or are intended to be operated and for matters connected therewith, be taken into consideration."

Sir, I submitted the hon'ble Members of the House when I was replying to the debate on my demands that civil aviation is rapidly becoming one of mankind's pre-dominant activities, and in the last two decades there has been a breath-taking revolution in air technology as a result of which, whereas previously civil aviation was used only by a very very small section of humanity, today more and more people are flying. In fact, the number of passengers who fly every year, I think, is as high as three to four crores throughout the world, and more and more international tourism is developing through the medium of civil aviation. India is on one of the crucial geographical cross-roads of the world and a nation of our size and importance must have international airports that are truly upto the highest international norms.

Sir, the problem of airports keeping pace with aviation developments is not only one with which we are faced in India, but indeed is a global problem. I myself over the last so many years have travelled extensively and found that this problem is there with each country. I do not think any country, however, rich, is today fully prepared to meet the new requirements of aviation because with the introduction of

so-called jumbo jets and with supersonic aviation round the corner the numbers involved are becoming so vast that airports find it very difficult to keep pace with the requirements. It was for these reasons, Sir, that as soon as I took over in 1967 I appointed international airports committee a high-level committee which went into the entire gamut of the problem connected with the international airports and made a series of extremely valuable recommendations. These recommendations fall into various categories. There are the financial recommendations, There are the technical recommendations with regard to the runways and with regard to the terminals, and there are the administrative recommendations. The problem before us is as to what form of administration is best suited to run these international airports, and the Committee felt and we in Government agreed that a Government department with all the restrictions which necessarily flow from a Government department is not really the best mode for this. We would require some special organisation which has flexibility and the capacity to deal with the constantly changing problems of aviation without being cabined and confined all the time by rigid rules and regulations. After thoroughly studying the recommendations of the Committee we came to the conclusion that a statutory authority to man our four international airports would be the best form of organisation for this purpose.

After doing that we studied very carefully the experience in other countries. Many other countries where airports where airports have developed recently, have also gone in for special autonomous structures in order to manage them. I can quote some example, if that is necessary.

We have, therefore, after carefully considering all aspects, come forward with a comprehensive piece of legislation which I would commend to the House. As you know, Sir, we are planning a major investment international airports. The provision for the current Plan is Rs. 37 crores and for the Fifth Plan it is likely to be very much bigger, because I want the international airports in India to be as good as, if not better than, any airports elsewhere in the world. For this reason we feel that this very progressive and useful

piece of legislation that we are bringing forward will help considerably to make the organisational structure upon which the new airports can be developed.

With these words I would like to commend the Bill for consideration by the House

MR CHAIRMAN : Motion moved :

"That the Bill to provide for the constitution of an authority for the management of certain aerodromes whereas international air transport services are operated or are intended to be operated and for matters connected therewith, be taken into consideration."

SHRI SHIVNATH SINGH (Jhunjhunu): Sir, I move :

"That the Bill be circulated for the purpose of eliciting opinion thereon by the 29th October, 1971." (1)

SHRI DASARATHA DEB (Tripura East) : Mr. Chairman, since we are developing this industry and in course of time the international civil aviation industry is bound to develop in our country, we must have some separate arrangement for running civil aviation at the international level. With this view I generally appreciate this Bill but I want to make certain remarks and raise certain objections to some of the clauses. I think, the Minister should consider them.

In clause 3 it is said that this International Airports Authority of India is to be appointed by the Government. I want it to more democratic. This should be appointed or elected by Parliament ; it should not be left to the Government alone. If the entire thing is left in the hands of the Government, some people who are their like-minded people may be appointed and the same bureaucracy will continue there. The functioning of this corporate body may not develop then.

3 Then, why should the Chairman be appointed by the Central Government? After the constitution of that corporate body, the Chairman must be elected by the members of that corporate body. We are

[Shri Dasratha Deb]

following this principle at least in other organisations. Why should the same principle not be followed here ?

Thirdly, clause 6 say that if the permanent Chairman is temporarily absent, some other person may be appointed to function on behalf of the Chairman. This is a very bad thing. Why should we not be specific and fix up a certain person here, call him Deputy Chairman or something like that ? In that case, it will be convenient to conduct this Committee. Otherwise, you have to wait for some time and all sorts of things are there. One should be very specific about it.

Regarding salary and other things, I think there should be certain rules and regulations to fix up these things. Whether this Bill provides that I do not know. If it is there, then it is all right. The people who will be employed there, these employees, must enjoy certain guarantees and other things in regard to promotions, etc. There must be a specific service conduct rules for those employees.

Another point is that clause 12 (4) does not provide any guarantee about the trade union right. You are taking away their trade union right. You do not have any provision for their being and conduct rules and, thereby, you are taking out their trade union right.

Lastly, clause 17(b) and (c) read :

- “(b) for the amenities given to the passengers and visitors at any port, heliport or airstrip ;
- (c) for the use and enjoyment by persons of facilities and other services provided by the Authority at any airport, heliport or airstrip.”

You are trying to charge them extra. Why are you charging these fees ? The passenger's fare is there. You are charging the fare. Now, for food and other things, you are going to charge fees. I think, it is an additional burden on passengers. This should be deleted.

DR. KAILAS (Bombay South) : Mr. Chairman, Sir, I welcome and support the International Airports Authority Bill.

There can be no two opinions that India should shine on the international map of aviation. Specially, with the vast scientific development in the construction and size of the aeroplanes which are moving with faster and faster speed, it is but natural that India should have modern and comfortable air terminals and there should be maintained very well. More so, today we have got 90 airports in India and 4 international airports at Delhi, Bombay, Calcutta and Madras. I was thinking or dreaming that there should be one more international airport either at Nagpur or Hyderabad. We are, perhaps, going to have one more international airport. Hence it is but natural that Dr. Karan Singh who is a competent Minister for Tourism and Civil Aviation has thought of creating a statutory body to be known as the International Airport Authority.

We are having so many statutory bodies and they are under the control of the Government or run by the Government. But when this Authority is being created to determine and advise the Government on the action required to be taken to provide these international airports with buildings, equipment and facilities to cater to the needs of passengers and goods traffic and such other related matters, if we are going to have a Chairman without sufficient knowledge of running this Authority or without the knowledge of financial matters or a Chairman who has no faith in running this Authority in such a manner as to become a model or a prize for this country, the whole purpose of creating such an Authority will be defeated. I have got some experience of appointing person without much considerations. I do not want to cast aspersions on any Chairman of other statutory bodies but I can say that they have not been able to deliver the goods because the Government has appointed either an IAS or an ICS officers. He must be a person who has complete faith in the development of our international airports.

I want to draw the attention of the Minister that in clause (3) of sub-section 3, you have said that the membership shall be 13. I do not want to have this top-heavy

administration. Instead of 13, it should be 9 only. For the minimum, we are going to have 6. I am proposing that the numbers should be 9 and not 13.

Another thing I want to draw the attention of the Minister to is that it has been mentioned to have part-time members also. My experience has been very very sad. In the name of part-time members, the Secretary of the Department goes and sits and bosses over the Board of Directors or even on the Chairman and disturbs the whole work of the institution. Hence, this clause providing for a part-time officer or a part-time members should be deleted. But, I can understand the difficulty of the Minister. When we are starting this Authority, to begin with, he may not find a person with some experience and knowledge to man it. So he may like to put on it somebody from the Air India who is experienced and who will be able to deliver the goods. But I want a categorical assurance from the Minister that such an officer should not be kept in that Authority which we are creating for more than the period necessary, so that this authority is made to stand on its legs soon when these persons are sent back and no more part-time members are created.

Before I sit down, I would like to draw the attention of the Minister to one thing more I read in this Bill. In clause 3 sub-clause (6) it has been stated.

"During the temporary absence of the Chairman, the Central Government may appoint another person, being a whole-timer to act as the Chairman."

It is not necessary that a person who is a whole-timer in the authority should be named as chairman. If these words are deleted, Government will be free to choose a person who can act as Chairman till they appoint another Chairman or during the absence of the Chairman. With these words I support the Bill and I thank you for allowing me some more time.

SHRI S. M. BANERJEE (Karnapur) : The Minister may reply on Monday. This is a long Bill containing 49 clauses. It can't be passed today.

MR. CHAIRMAN : No. He will reply today. You may please speak, if you want.

SHRI S. M. BANERJEE : I support the Bill. Let me congratulate the Minister for changing the complexion of the airports at Delhi and Dum-Dum. When we go to Delhi and Dum-Dum it gives the feeling that we are heading towards more air services in India. It gives glimpses of Indian culture which attracts tourists as they go round the country. This particular Bill is brought forward in accordance with the recommendation of the committee headed by Shri JRD Tata. According to the Statement of Objects and Reasons, the recommendations of the Committee would involve an estimated total expenditure of Rs. 106.12 crores—Rs. 63.56 crores to be spent in the Fourth Plan (1969-74), Rs. 35.54 crores in the Fifth Plan (1974-79) and the balance of Rs. 7.02 crores to spill over to the Sixth Plan. So, Sir, we are passing a legislation which will go to the Sixth plan. I do not know what is going to happen in the Sixth plan. Anyway, I support the Bill.

The Corporation should not become a white elephant, and I am sure, under the supervision of our able hon. Minister, this Corporation will look to the welfare of the general passengers and their conveniences. Shri Deb brought to the attention of the hon. Minister a particular clause. This is Clause 12 (4) which says :

Notwithstanding anything contained in the Industrial Disputes Act, 1947 or in any other law for the time being in force, the absorption of any employee by the Authority in its regular service under this section shall not entitle such employee to any compensation under that Act or other law and no such claim shall be entertained by any court, tribunal or other authority.

That means he shall not have any particular claim because of this clause. We are trying to make the employees happy and we are trying to work this like a joint family between Government and employees, and so this clause which is pernicious in nature should be done away with. I would request the Minister to give a second thought to it and see that such clauses are withdrawn.

[Shri S. M. Banerjee]

I agree with Mr. Deb and also with my hon. friend opposite who spoke in regard to vacancies of Chairman. His absence should not be filled by any one. That will be something wrong. The board of directors should be authorised to elect the chairman. Otherwise, there is already a whispering campaign going on throughout that the Government may bring in some defeated politician as the Chairman of the corporation. I am not against defeated politicians; some of them were very excellent, in fact, better than those who had won elections. But the general trend should not be to bring in those persons. Once the board is properly elected and properly constituted, it should be left to the board to elect a chairman of their choice. I am sure that the board in its wisdom will elect the correct man and that man who can deliver the goods.

As regards the other clauses, I would like to speak on them when they are taken up. But I would like to have one assurance from the hon. Minister. What will be the position of the Authority in regard to the other airports? What is the hon. Minister going to do with the other airports? For instance, take the case of Madras. I think it is not being done in the case of Madras at present.....

DR. KARAN SINGH: It is being done.

SHRI S. M. BANERJEE: I am happy to know that. Apart from that, there are some other airports.

SHRI ATAL BIHARI VAJPAYEE (Gwalior): For instance, Kanpur

SHRI S. M. BANERJEE: I know that Kanpur cannot be an international airport. It is not even a national airport. Only one plane is going there, and even the plane which is going from Delhi to Calcutta does not stop there. So, I do not speak of Kanpur at present. I shall take up that issue later on.

But the point is that there are certain airports which can be developed as international airports. I would like to know from the hon. Minister, while giving my full support to this measure, what he proposes

to do in regard to those airports which can be developed as international airports. I know that he would like to convert every airport into a beautiful airport, into an airport of attraction for the tourists so that they would like to visit this country again and again and this will definitely give us more foreign exchange. I wish him all success in this direction.

श्री शशि भूषण (दक्षिण दिल्ली): सभापति जी, मैं माननीय मंत्री जी को मुबारकबाद देता हूँ, खासतौर से इसलिये कि उन्होंने ने राज महलो से ज़्यादा अधिक सुन्दर इन एयरपोर्ट्स को बनाया है। आप तो ब्राह्म्यात्मिक राजा है, लेकिन जो आप ने रंगीले राजा का सैम्पल बनाया है वह बहुत पौपुठर सारी दुनिया में हो रहा है।

जो बोर्ड बना है उस से एक फायदा तो यह है कि इस में बयूरोक्रेसी ज़्यादा दबल नहीं देगी। अभी क्या होना है कि जैसे दिल्ली एयरपोर्ट का जो इंचार्ज है जिम ने बड़ी मेहनत से काम किया उस को कही ओर भेज देंगे और जूनियर को उठा कर ऊपर रख देंगे। तो दो, तीन एयरपोर्ट्स में जो सीनियर लोग रहेंगे उन की कद्र रहेगी।

जब नया संस्थान बनाते हैं तो एक दिक्कत हो जाती है कि टैकनीशियन्स, इंजीनियर्स नये लाये, और जो पुराने काम करने वाले हैं वे पीछे रहा जाते हैं। पिछली बार रेडियो प्रोपेटर के सिलसिले में जो दो हाज़ार मील तक की खबर रखता है उस को बन्द कमरे में रखा जाता है और जो 200 मील की खबर रखता है उस को इंजीनियर होना चाहिये, इस के कारण नये नये लोग आ गये। तो जो पुराने ऐक्सपीरियेंस्ड लोग हैं लॉग हैं और टेक्नीकली किसी से कम नहीं हैं उन को पीछे न रखा जाय।

जो डायरेक्टर्स हों, मैं तो हमेशा ही कहता हूँ कि वे पब्लिक फौज के लिये फ्रिटेड हों।

यह ब हो कि उन को एक नई बादशाहत मिल जाय । ऐसा न हो कि जो रिटायर होने वाला हो उस को भेजे । और अगर कोई सरकारी कर्मचारी जाना भी चाहता है तो कम से कम कौट कर जल्दी न आये । वहा पाच, दस साल काम करे, ताकि भारत के नाम को ऊचा कर सके क्यों कि आजकल जो अंतर्राष्ट्रीय मेगाड्राम हैं वह एक खिडकी होते है मारे देश की एक बिडो होते है और मारे देश की स्थिति को बता सकते है । कई लोग आपके देश मे नही आने है, ऊपर से गुजर जाते है , वे भाके ते उन्हें पता लगेगा कि हिन्दुस्तान एक महान राष्ट्र है और इमन का इतना अच्छा एयर - पोर्ट है ।

दूसरे जो एगोडूम है, जो वहा सरकारी कर्मचारी काम करते है, उनकी यूनियन को मान्यता देने को हमेशा महत्व देते है । अगर उनके भी प्रतिनिधि एकाध आप बोर्ड मे ले सके तो बहुत अच्छा होगा । जो पाइनेट्स और इजीनियर्स के प्रतिनिधि हे उनको भी बोर्ड मे लिय जा सके तो अच्छा होगा । इसका समर्थन करते हुए मैं आपका धन्यवाद देता हू ।

श्री अटल बिहारी वाजपेयी सभापति जी, यह विधेयक काफी महत्वपूर्ण है किन्तु उसके अनुसार चर्चा के लिए समय पर्याप्त नहीं है । हमारे अंतर्राष्ट्रीय विमान पत्तन नया रू, रंग, साज-सज्जा धारण कर रहे हैं । इसके लिए तो हमारे मंत्री बर्खाई के अधिकारी हैं । लेकिन इस अधिकरण के गठन के बाद इस बात की आवश्यकता रहेगी कि उसे ससद् के नियंत्रण मे, ससद् की देखभाल मे किस तरह से प्रभावी किया जा सके । हम बड़े पैमाने पर स्वायत्त अधिकरणों का गठन करते जा रहे है और ससद् के लिए सम्भव नहीं है कि उनके दिन प्रति दिन के प्रशासन मे दखल दे । किन्तु इसके दुष्परिणाम भी सामने आ रहे है कि वे ससद् के नियंत्रण के

संबंधा मुक्त हो रहे है और और उन के बारे मे प्रश्न, उनका प्रतिवेदन ससद् के सामने आना, उसे चर्चा के लिए उपस्थित किया जाना, उसके लिए ससद् पर्याप्त समय पाये, इस बात की कठिनाई अधिकाधिक बढ़नी जा रही है मे चाहूंगा कि श्रौटोनीमी और पार्लियामेन्ट के लिए टेकाउन्टेबिलिटी इनमे कोई सामञ्जस्य निकाला जाय । इस तरह की थियरिटी या अधिकरण के गठन से किसी का मतभेद नहीं हो सकता । लेकिन मुझे लगता है कि यह विधेयक बनाते समय पता नहीं हमारे विधि मंत्रालय ने किसी पिटी लक्षीर पर चलने का प्रयत्न क्यों किया । उदाहरण के लिए मारे सदस्य सरकार द्वारा मनोनीत होने वाले है । फिर भी क्वाज 4 मे कहा गया है—

“A person shall be disqualified for being appointed as a member if he— (a) has been convicted and sentenced to imprisonment for an offence which, in the opinion of the Central Government, involves moral turpitude, or (b) is an undischarged insolvent ”

क्या सरकार के बारे आशंका है कि इस तरह के व्यक्ति नियुक्त करेंगी ?

डा कर्ण सिंह : नियुक्ति के बाद अगर उनका दिवाला पिट जाये तो ?

श्री अटल बिहारी वाजपेयी क्या आप ऐसे सदस्य नियुक्त करने वाले हैं कि नियुक्ति के बाद उनका दिवाला पिट जाये ? यह तो अधिकरण के लिये अच्छी शुरुआत नहीं होगी । मे सम्झता हूँ कि भविष्य के लिए ऐसा प्रबन्ध करना ठीक है कि इसे विधेयक मे लाने की आवश्यकता नहीं थी ।

• एक बात मे और कहना चाहूंगा कि अन्तर्राष्ट्रीय परिवहन जिन गति से बढ़ रहा है, हम भी अपने यहा जम्बो-जेट ले आये है,

[श्री अटल बिहारी वाजपेयी]

मगर अन्तर्राष्ट्रीय हवाई अड्डों पर सामान उतारने की अभी पुरानी पद्धति है, उसमें अभी तक परिवर्तन नहीं हुआ है। बम्बई से दिल्ली आना, यह कम समय खाता है बजाय इसके कि हवाई अड्डों से सामान लेकर अपने घर पहुंचे। यद्यपि दिल्ली के हवाई अड्डों पर कुछ घूमने वाली एक चरखी लगाई गई है, मगर वह बहुत समय लेती है। रंगाई, पुनाई, सजावट, इसके साथ ही साथ कुछ फुर्ती, कुछ चुस्ती, जिस गति से हवाई जहाज चलते हैं उन्हीं गति से सारा काम हों और सामान के लिए लोगो को अधिक प्रवृत्त न करनी पड़े, इस दृष्टि से काम से कम अन्तर्राष्ट्रीय हवाई अड्डों पर तो सुधार करने की आवश्यकता है। हमारे मित्र श्री बनर्जी ने ता कानपुर की बात नहीं कही— शायद वह शर्मा गये, लज्जा—मगर कानपुर का हवाई अड्डा तो मुझे लगता है हमारी भारतीय विमान सेवा के नाम पर धब्बा है।

आप को सुना कर मुझे खेद हुआ कि जो इमारत बनी है उस पर 70 हजार रुपये खर्च किया गया है।

17 hrs.

सभापति महोदय मैंने देखा है।

श्री एस. एम. बनर्जी : आप ने देखा है, फिर भी कहा नहीं।

श्री अटल बिहारी वाजपेयी : आप अन्तर्राष्ट्रीय हवाई अड्डों के लिए प्रयत्न कर रहे हैं यह बहुत अच्छा है। दिल्ली का हवाई अड्डा देखने लायक है। मैंने क्वालालम्पुर का हवाई अड्डा देखा है। हमारे हवाई अड्डे सचमुच अच्छे होने चाहिये। अगर इस के लिए कुछ खर्च करना पड़े तो मैं नहीं समझता कि संसद किसी तरह का परहेज करेगी और आपको पन देने में और सुरक्षितपूर्ण काम के लिए कम से कम सभी तारीफ करेंगे।

श्री शशि भूषण : ग्वालियर के हवाई अड्डे

के बारे में तो कुछ कहिये।

श्री अटल बिहारी वाजपेयी : ग्वालियर से आप भी आते हैं और मैं भी आता हूँ। ग्वालियर का हवाई अड्डा इतना बुरा नहीं है जितना कानपुर का है। मैं चाहूंगा कि यह अधिकरण ठीक तरह से काम करे और सफल हो, तथा जब उस की पहली रिपोर्ट आये तब के सामने और हम उस का लेवा-जोवा मिलायें तो हम कह सकें कि अधिकरण के गठन का प्रयोग सफल हुआ है और अधिकरण अपने हवाई अड्डों की देख-भाल करने में पूरी तौर से सफल हो सकेगा। इस प्रार्थना के साथ मैं इस विधेयक का समर्थन करता हूँ।

श्री नवल किशोर सिंह : (मुजफ्फरनगर) सभापति महोदय, मैं डग विधेयक का समर्थन करने के लिए खटा हुआ हूँ। यह खुशी की बात है कि हमारे देश के चार विमान पत्तन अन्तर्राष्ट्रीय विमान पत्तन के रूप में घोषित हैं और निरन्तर उनके उत्पन्न के लिए कोशिश की जा रही है। कुछ दिनों पूर्व तक तो प्रवन्धा यह थी कि दिल्ली और दमदम हवाई अड्डों पर भी ग्टायरिंग रूम नहीं थे। अब मुझे विश्वास है कि मंत्री महोदय की देख-रेख में, इन चार विमान पत्तनों की उन्नति होगी और तरक्की होगी।

यह भी विचार उत्तम है कि इस के लिए एक स्वशासी निकाय बनाया जाये। इस तरह के कार्यों में सरकार के रोज ब रोज के हस्तक्षेप से मुक्त करना बड़ा आवश्यक है, मैं जानता हूँ कि इस सरकार के नियम इस प्रकार के हैं, वित्तीय नियम, विभागीय नियम, जिन के कारण बहुत से काम जिन समय पर होने चाहिये वह उस समय नहीं हो पाते हैं। यही नहीं, हम मानते हैं कि व्यावसायिक बुद्धि, प्रबन्ध-कुशलता एवं प्रतिभा संसद् और नौकरशाही के संघर्ष के बाहर भी मौजूद है। हमें उनका उपयोग करना चाहिए।

जहाँ स्वशासी निकाय बन जाते हैं और वे बहुत हद तक कार्य करने की स्वतन्त्रता रखते हैं और विशेषकर व्यापारिक क्षेत्रों में, बहुत सफल होते हैं, अगर उन का प्रबन्ध ठीक हो।

13.11 hrs.

[DR. SARADISH ROY in the Chair]

संसद् से इन स्वशासी निकायों का क्या सम्बन्ध हो, यह प्रश्न विशेषज्ञापी है, और संसार के किसी भी देश में आजतक पूरी तरह से इसका निपटारा नहीं हो सफा कि संसद् और यह स्वशासी निकाय का आपस में क्या सम्बन्ध हो। लेकिन एक अन्तर्राष्ट्रीय निष्कर्ष, इंटरनेशनल कॉमेन्स इस मामले में हो गया है जो इस प्रकार है कि जहाँ तक नीति और बड़ी बड़ी बातों का प्रश्न है, वहाँ संसद् की देख-रेख होनी चाहिए, लेकिन जहाँ तक दिनानुदिन कार्यों का सम्बन्ध है, उसमें संसद् का हस्तक्षेप कम से कम होना चाहिए। लेकिन यह दुःख की बात है कि हमारे देश में संसद् का हस्तक्षेप न होने के कारण भी कुछ बुराइयाँ आती हैं। लेकिन जब मैं यह सोचता हूँ कि कहीं संसद् का हस्तक्षेप इतना न बढ़ जाय कि स्वशासी निकाय का कोई अर्थ ही नहीं रह जाय तो मुझे थोड़ी चिन्ता होती है। क्योंकि इसमें कोई शक नहीं कि कई दृष्टियों से यह स्वशासी निकाय बड़े उपयोगी होते हैं। जब मैं इस दृष्टि से इस विषय पर विचार करता हूँ तो देखता हूँ कि इस में ऐसे प्रावधान हैं, दुर्भाग्यवश, जो स्वशासी निकाय को उद्देश्य को असफल करते हैं।

अगर आप इस विषयक को पढ़ें तो मेरी गिनती से चौदह या पन्द्रह जगहों पर सेंट्रल गवर्नमेंट आती है। सिलिल ऐविएशन डिपार्टमेंट ही नहीं है, जहाँ जहाँ सेंट्रल गवर्नमेंट है वहाँ वित्त विभाग भी है और मंत्रिमंडल भी है। अगर सभी नलाज में वित्त विभाग और मंत्रिमंडल ही तो मुझे इस प्राधिकार के अस्तित्व रूप से कार्य

करने में कुछ शक है। मैं मंत्री महोदय से अनुरोध करूँगा कि वह इसके सम्बन्ध में सोच लें। मुझसे ज्यादा तजुर्बा उनका है। एक प्राधिकार का सभापतित्व एक बार मैंने भी किया है अपने राज्य में। उसका कुछ अनुभव मुझको हुआ है। स्वशासी निकाय स्वतन्त्रतापूर्वक कैसे काम कर सकेगा यदि कदम कदम पर सरकारी हस्तक्षेप होगा। वह कितना असहाय अनुभव करेगा जब सेंट्रल गवर्नमेंट का ही सारा अधिकार रहेगा। उसके क्या अर्थ होंगे और क्या कमिक्वेंसिस होंगे, इस पर अगर चाहें तो मंत्री महोदय एक बार फिर विचार कर लें। क्या स्वशासी निकाय बनाने का सारा उद्देश्य ही विफल नहीं हो जायगा।

श्री एम. एम. बनर्जी ने एक बात कलाज 12(4) के सम्बन्ध में कही है। इसी के किसी सब-नलाज में यह प्रावधान है कि कोई सरकारी कर्मचारी अगर नहीं रहना चाहे इस प्राधिकरण के अन्दर तो उसको जबर्दस्ती नहीं भेजा जा सकता है। उसको कोई दूसरी जगह दी जा सकती है। लेकिन जो कर्मचारी प्राधिकार के लिए आउट करता है तो उसको दंड नहीं दिया जाना चाहिए। इस तरह का कि उसको इंडस्ट्रियल डिसप्यूट एक्ट के अन्दर सुविधायें मिलने वाली है उसे उनसे वंचित कर दिया जाय। श्री बनर्जी और श्री देव की बातों में मुझे कुछ तथ्य दिखाई देता है। इसके सम्बन्ध में मंत्री महोदय चाहें तो पुनर्विचार कर सकते हैं।

दो एक बड़े मजदूर सुक्राव आ गये हैं। एक यह है कि आयोगिटी के सदस्यों को संसद् चुने और दूसरा यह कि जो सदस्य सरकार द्वारा चुने जायें, वही अपना अध्यक्ष चुनें। योगियों को साधना के मार्ग में एक हद तक पहुँचने पर ब्रह्म और माया में कोई फर्क नहीं मालूम होता है जैसे ही कभी-कभी संसद् सदस्य सोचते-सोचते

[श्री नवल विशोर सिंह]

एक ऐसी जगह पहुँच जाते हैं जहाँ उन्हें लोक तन्त्र और तानाशाही में कोई फर्क मालूम नहीं होता है। जिस आर्थोक्रैटी के सरकार के द्वारा सदस्य मनोनीत होंगे उसको यह अधिकार दिया जाए कि वे अपना अध्यक्ष चुनें, इसके बोर्ड माने नहीं हों हैं। इसलिए मैं इसका विरोध करता हूँ। मैंने जो कुछ सुझाव दिए हैं अगर मंत्री जी चाहे तो उन पर विचार कर सकते हैं।

क्लाज 3 में सब क्लज 3(सी) में बड़ा गया है

“not less than six and not more than thirteen”

नोट्स आन क्लॉजिज में यह कहा गया है

“not less than seven and not more than fourteen”

यह एक ऐसी बात है जो मेरी समझ में नहीं आई है। मुश्किल है मैं इसको समझ नहीं पाया हूँ। यह भी हो सकता है कि कुछ और ही। इसको भी मंत्री महादय देख ले तो अच्छा होगा।

DR MFLKOTI (Hyderabad) I stand to congratulate the Minister and to support the Bill that he has moved today. Many persons have already spoken about the Bill and I have not very much to say except to mention two or three points.

Members have already mentioned that it is quicker to travel by air from place to place than to get the goods out at any of our airports and reach home. It is one of the greatest difficulties that we are experiencing. It takes more time than from going from place to another from one airport to another. This has to be avoided at all place, whether it is a small airport or an international airport. After all people pay through their nose and they travel by air with a view to cut short their travel time. If the air-port-delays negative this objective,

there is no purpose in travelling by air at all. I trust that the hon. Minister will take this into consideration and install conveyor belts as in other places so that goods may be taken out as quickly as possible.

Under clause 3 sub clause 3 (c) Government has to appoint 6 to 13 persons as members. It has not been stated who those members would be. I will only plead with him that there should be at least two members from Parliament elected to this body so that they may have a say in the whole matter and be able to help the Government in this matter.

The third thing that I would like to place before him is this. In the short period that the hon. Minister has been in charge of this Department we have seen a tremendous improvement not merely in the type of aircraft that we are getting but also in the convenience that he has created in many of these airport buildings, particularly in Delhi. But even so it is not sufficient. I am aware that the hon. Minister has travelled widely. The first time that I travelled by air was in 1941 during the World War when Tatas were running a mail service from Bombay to Madras and on to Singapore. That was exactly 30 years ago in November 1941. Since then the type of aircraft that we are getting and the type of convenience that has been created are simply tremendous. Even so in my travels to many parts of the world in 1953, 1955, 1965 and 1968 which took me to distant countries like Germany, Russia, Yugoslavia etc. and to cities like Frankfurt, Berlin, Geneva, Zurich, Brussels, Moscow etc., I have felt that those airports were simply superb. The days when Maharajas built palaces are gone. We are today building palaces for the benefit of the common people to help them in every possible manner. If one sees the airport in Berlin or Brussels, one would be struck by its magnificence and the type of conveniences that have been provided. I would therefore, say that though the Delhi airport is very much better than what it was before, it falls very much short of what one would expect from international standards. If money is spent and spent properly and buildings are put up with a view to create this kind of convenience for international travelling, I am quite sure that many more tourists from foreign

countries will come to India for sight seeing, that the tourist traffic will increase and that the foreign exchange that we earn will also increase.

I do not have very much to say except again to congratulate the hon. Minister and support the Bill that he has brought forward.

SHRI JADEJA (Jamnagar) I rise to support the Bill and also to congratulate the hon. Minister and his able Deputy who have brought forward this Bill.

The earlier Committee which was set up and very few members. It made several good recommendations, but Government took a long time to take a decision after the recommendations were made, and they implemented only some of the recommendations. In this jet age we cannot afford to delay matters where we have to be businesslike and compete with other airlines and other countries also. I would only request the hon. Minister to consider some of the proposals which have been laid before him by several members today. I also support them that the number of members on this Committee should be more than in the previous Committee. The Committee should include people from the Immigration Department, Health Department, Police Department and Customs tourist Department.

SHRI SHASHI BHUSHAN : From the tourist Department also.

SHRI JADEJA : From the Tourist Department also, in fact from all the Departments with which the travellers and those concerned with airlines are directly or indirectly connected.

In the Bill it is mentioned that four airports are to be taken over by the corporation. But in a country like ours, which has tremendous potentialities for tourist development, which has a very wide area, considering areas like Gujarat where the inflow of passengers coming from Africa and the Middle-East is so much that instead of Bombay being the only airport at which they can call, an alternative site either at Ahmedabad or Jamnagar should be con-

sidered, which I am sure will lessen the burden at Bombay as well as allow us to have an alternative airport, which we have lost at Karachi.

I would disagree with those who have advocated that the members of the committees and also the Chairman should be elected by the Board, because this is a body which will have to be more businesslike. It will be the competence that will have to be considered, not the number of votes. One may be more popular and get the votes, but may not be competent. If the ministry can appoint competent people, it will be better. We should not bring in a democratic attitude everywhere because in a businesslike body, one should have a friendly feeling, not a competitive feeling with the others.

I congratulate the ministry and request them that this organisation which is to take over these four airports in the beginning should expedite their work and also reconsider the earlier proposals of the former committee and try to see that interference from outside quarters is avoided, so that the work may be quickened.

MR. CHAIRMAN : The Minister.

SHRI SHIVNATH SINGH : I have given amendments. I want to speak.

MR. CHAIRMAN : Your name is not here. You may speak.

श्री शिव नाथ सिंह माननीय सभापति जी, मुझे आज इस बात की खुशी है कि सदन के नये रूल का मुझे ज्ञान कराया गया है कि जो अमेण्डमेंट भूव करता है, उस का आन्विर मे जब कोई बोलने वाला नहीं हो, तब अवसर दिया जाता है। इस नये सिद्धन्त की जानकारी के लिये मैं आप का आभार मानता हूँ।

माननीय सभापति जी, इस इन्टरनेश्नल एयर पोर्ट अथारिटी बिल को पास कर के हम अपने देश मे जितनी अथारिटीज प्राप्त तक बनी हैं, उन मे एक नया नाम एक करने जा रहे हैं। इन अथारिटीज के बारे मे आज तक हमारा

[श्री शिवनाथ मिश्र]

जैसा एक्सपीरियेन्स रहा है, उस को सभी सदस्य जानते हैं। हम चाहते हैं कि जाटो-नामस-बाडीज् बने और अच्छी तरह फंक्शन करें, लेकिन अब तक का हमारा जो एक्सपीरियेंस रहा है, वह उन के विपरीत रहा है। मैं माननीय मंत्री जी से निवेदन करूंगा कि आप एथारिटी जरूर बनाइये, हम उस बिज का स्वागत करत है, जितनी अटानमी मिले, वह ठीक है, मैं हम को पसन्द करता हूँ, लेकिन इन के ऊपर कोई रेस्ट्रिक्शन भी होनी चाहिए, चाहे इस सदन की हो या सरकार की हो। वे मनमाने ढंग से काम न कर सकें। हम आज यह देखते आ रहे हैं कि अटानमी नाम से वे जो चाहे करती है और उन पर कोई रेस्ट्रिक्शन नहीं है। यह बड़ी गलत बात है।

जहां तक इस बिल का सम्बन्ध है, सदन के सभी माननीय सदस्यों ने कहा है कि नेशनल ही नहीं, इंटरनेशनल इम्पोर्ट्स भी इस में आनी है। इसी भावना में मैंने यह अमेडमेन्ट पेश किया था कि इस बिल को आज ही पास करने की कोई जल्दी नहीं है बल्कि सोच समझ कर बाद से भी हम इसको पास कर सकते हैं—पहले हम इसपर पब्लिक ओपनियन ले ले, अलग-अलग बाडीज् की ओपीनियन ले ले और फिर बाद में शर्तों से सोच समझ कर पास करें। आज के बजाय अगर एक महीने बाद भी इस बिल को हम पास करते हैं तो कोई फर्क नहीं पड़ने वाला है। मंत्री जी इस बात को मान लें तो अच्छा, न मानें तो भी अच्छा।

इस बिल के मातहत जो आप एथारिटी बना रहे है उस के संबंध में मैं दो तीन बातें निवेदन करना चाहता हूँ। इस बिल की जो क्लॉज् तीन है उस में आपने एथारिटी का

कास्टीड्यूशन बताया है कि एक चेयरमैन होगा, एक सिविल एविएशन का अफसर भी होगा और 6 से लेकर 13 तक दूसरे मेम्बर्स होंगे लेकिन इसमें आपने कहीं पर भी एम्प्लाइज् का रिप्रजेन्टेशन नहीं रखा है। मैं आपसे निवेदन करना चाहता हूँ कि सिविल एविएशन में जो हमारे एम्प्लाइज् नाम करत हैं उनको भी काफी एक्सपीरियेन्स हाता है और हमारे इस बिल के मसमद को पूरा करने की दिशा में वे बहुत अच्छे मुभाव दे सकते हैं। इस सम्बन्ध में मुझ से कई रिप्रजेन्टेटिव्ज् भी मिले हैं और उन्होंने यह मुभाव रखा है। इसलिए मैं मसभता हूँ अगर उनको भी हममें रखते हैं तो उससे आपको फायदा ही होगा, कोई नुकसान होने वाला नहीं है। हमारी यह पालिसी भी है कि मैनेजमेन्ट में हम एम्प्लाइज् को रिप्रजेन्टेशन देना चाहते हैं और उनको हम बेसिक चीज मसभते हैं। ऐसी स्थिति में मैं निवेदन करना चाहता हूँ कि जहां आप 6 से 13 तक मेम्बर्स रख रहे हैं उनमें अगर आप एम्प्लाइज् का रिप्रजेन्टेशन भी रख लेते हैं तो जो भी उनकी तरफ से वहां पर आयेगा वह इस मसबा के बेटरमेन्ट के लिए ही मुभाव देगा क्योंकि उनको भी इस सम्बन्ध में काफी एम्पीरियेन्स प्राप्त है।

दूसरे—क्लॉस 23 (1) और (2) मैं आपने एथारिटी को पूरी वूट दे दी है। आप एथारिटी बनाये और वह अच्छा काम करे यह बात सही है लेकिन कन आज हम इंडियन ऐयर लाइन्स का जो हाथ देखते हैं कि पहले जब वह प्राइवेट इंडस में होती थी ता मुनाफा कमाती थी लेकिन आज वह घाटे में चल रही है और इसका कारण यह है कि जो लोग चलाने वाले हैं उनको कामशियल बेसिस का अम्दाज् नहीं है। वे एक्सपेंडीचर बढ़ाते जाते हैं। एक्सपेंडीचर बढ़ना चाहिए, आप एरोड्रोम्स को सुन्दर बनायें और वहां पर सारी सहुलियतें पैदा करें लेकिन यह नहीं होना चाहिए कि पब्लिक मनी पर जीज

उठाई जाये और उसको कामशियल वेसिस पर न चलाया जाये। आपने इस क्लोज के जरिए से उनको बारी करने का अधिकार दिया है और इसके दूसरे सब क्लोज में सरकार ने उस पैसे की सारी जिम्मेदारी अपने ऊपर ले ली है— मैं समझता हूँ यह बात ठीक नहीं है। आप एक बार उनको सफीशिएण्ट मनी दे दे, उनके डेवलपमेंट के लिए पैसे दे दें लेकिन आप जो रुपया दे उसपर वे अपनी अनिगज़ से प्राफिट दिखायें और उसमें घाटे की जिम्मेदारी सरकार पर नहीं होनी चाहिए।

एक बात और निवेदन करना चाहता हूँ। एयारिटी में ऐसे आदमियों को रखा जाये, जैसा कि अभी मेरे पूर्ववक्ता महोदय ने कहा कि जिनको सोशलिज्म पर विश्वास हो और जोकि पब्लिक के लिए कमिटेड हों। आज हम देखते हैं कि बड़े-बड़े आइ सी एस को रखा दिया जाता है। यह व्यूरोक्रेसी मैं समझता हूँ इस काम को आगे चलने नहीं देगी। इसलिए यदि आप एयारिटी में ऐसे आदमियों को रखेंगे जिनका एक्सपीरिएन्स हो और जोकि पब्लिक के लिए कमिटेड हों तो उससे इस सन्धा को लाभ पहुँचेगा।

अन्त में मुझे एक बात और निवेदन करनी है। एरोड्रोम में काम करने वाले एम्प्लॉईज के लिए जो बस्तियाँ बनती हैं वह बहुत दूरी पर बनती हैं जिससे उनको आने जाने में बड़ी असुविधा होती है। इसलिए मैं चाहता हूँ कि पुनिस के या जो भी एम्प्लॉई एरोड्रोम पर काम करते हैं उनके लिए नजदीक ही कोलोनीज बनाई जाए और उनके आवागमन के साधन होने चाहिए क्योंकि इससे उनमें एफिशिएन्सी बढ़ेगी और बर्किंग भी अच्छी रहेगी।

एक बात और कह कर समाप्त करूँगा कि आपने एयारिटी को कुछ पावर्स दे दी हैं—जो भी

चाहे वे करें लेकिन मैं समझता हूँ एयारिटी के डिभिजन्स को गवर्नमेंट रिबाइज कर सके—इस प्रकार का प्राविजन हममें होना चाहिए। उनको पूर्ण एटानोमी न देकर सरकार के नियंत्रण में रखना चाहिए और पार्लमेंट के प्रति सारी जिम्मेदारी हानी चाहिए और पार्लमेंट डायरेक्टिव दे सके इस प्रकार का प्राविजन हममें जरूर होना चाहिए ताकि उनपर पूरा कंट्रोल रखा जा सके।

अन्त में मैं एक बार पुन निवेदन करना चाहता हूँ कि सभी माननीय सदस्यों ने यहाँ पर ऐसी राय जाहिर की है और दूसरे रिप्रेजेन्टेटिवज के मुझसे मेरे पास आये हैं इस लिए इसमें बहुत जल्दी न करके अगर उचित समझें तो हमको पब्लिक ओपिनियन के लिए सकुलेंट कर दे और फिर आगे आने वाले समय में इसको पाम कर दिया जायेगा।

DR KARAN SINGH Sir, may I at the outset say how grateful I am to hon Members for the very generous remarks that they have made with regard to the work of this Ministry? I think they have been particularly indulgent because in the four years since this Ministry came into being, this is the first Bill that I am bringing before the Lok Sabha. In any case, I can assure the House that I am deeply encouraged by the generous remarks that they have made, because there is nothing more encouraging for somebody who is trying to serve the public interest than some appreciation.

Some very valuable points have been made in the course of this debate. I have noted them down and will go into them one by one as far as I can with your permission.

Shri Deb suggested that the Board be elected by Parliament. I do not think it is possible. After all, the whole Government is responsible to Parliament and if Parliament in any way decides that the Government does not any longer have its confidence naturally the Government itself cannot continue. Therefore, it is not really a practicable proposition.

[Dr. Karan Singh]

Also, I may point out that aviation is a Central subject. Several other Members also asked why the Central Government was all the time coming into the picture. It is because this is a direct responsibility of the Government of India under the Constitution. Therefore the Government of India must retain its authority to give whatever directions and to make whatever key appointments that may be necessary.

I think this question which the hon. Member Shri Atal Bihari Vajpayee has raised, of a balance between autonomy and accountability, is to my mind one of the most important questions which we have to face. If the balance is upset, if for example there is too much accountability, then also the free functioning of these public sector corporations gets completely restricted and inhibited. On the other hand, it is obvious that there cannot be irresponsibility. Parliament is ultimately sovereign and, therefore, the Government and the public sector corporations must be accountable to Parliament. It is for this reason that we have laid down that although it is going to be an autonomous corporation, the reports will be laid before Parliament and the Government will have power to sanction the budget. We have tried to bring about a proper correlation between the two. But, as I say, this is a matter which we have got constantly to keep in mind.

One point has been raised with regard to clause 12(4). I would like to clarify the point. At present these employees are members of the Civil Aviation Department. Obviously, it is from among the present employees that the employees of the Corporation will mostly be chosen. Nobody is going to be forced to go to this Corporation against his will. We have specifically provided that it is only after they agree voluntarily to be absorbed in the Corporation that they will be absorbed. But we have got to safeguard that, when they are absorbed, they do not become liable to get any gratuity under the old Act. In other words, once they voluntarily agree to be absorbed, they will get all the advantages of the new terms and conditions and all the protection which will be available to them.

SHRI S. M. BANERJEE : May I remind that in regard to the employees transferred to the Food Corporation of India when it was constituted, a Bill was purposely brought to see that their interests are safeguarded ?

DR. KARAN SINGH : We will certainly make sure that their interests are safeguarded. There is no question of their interests being adversely affected. Once they go to the Corporation, they will get all the trade union rights that are due to them and they will get full protection of the laws of the land as far as trade union activities are concerned. This is merely a formality, so that when they cease to be employees of the Department and move on to the Corporation, there will not be overlapping and duplication. I can assure the House, there is no question whatsoever of the rights of the employees in any way being adversely affected ; in fact, if anything, I feel that this will open the path for a large number of employees to better their prospects in the new Corporation.

My hon. friend, Shri Dasaratha Deb, also mentioned about the question of charges which the Authority may make. I may point out to him that in fact, these charges are a major source of income all over the world. The passenger ticket goes to the airline. That has got nothing to do with the Authority. Therefore, the Authority charges landing fees and various other fees and the whole complex, the book shops, the barber shops, taxi stands, etc., is going to be run on a commercial basis. This is the practice all over the world. In fact one of the points of this legislation is that these airports should become commercially viable. That is not really possible in the normal set-up of a Government department. Therefore, they will certainly have these charges. But these charges will be in no way unusual charges, and will be paid by any person whenever he travels anywhere in the world. Throughout the world, the international airports have certain charges.

Dr. Kailas and others mentioned as to why additional international airports could not be added in addition to these four. The honourable House will see that clause 11 itself says, it applies "in the first instance", to these four. This has not been brought out in the debate, but you may recall that

there are other airports in India where international flights are there. For example, Amritsar—there is the Kabul flight ; Varanasi and Patna—there is the Nepal flight ; Trivandrum and Trichy—there is the Ceylon flight. There are airports where international flights are there. But we felt because these four major airports really required immediate attention, for the time being, these four will be there. If later on we feel that this pattern is very successful and there is a real demand or a justifiable case for adding some other airports, we can certainly do so in due course.

As regards the choice of the Chairman and the Members, this matter has been raised by the hon. Member, Shri S. N. Singh, Dr. Kailas and others. Certainly, we have got to be very careful in the choice of our Chairman, particularly for a new Corporation which is going to lay down, as it were, the pattern of functioning for the future. I can assure the House that we will be extremely careful in the choice of the fair to say that all persons belonging to the IAS will not act in the interest of the public sector. After all, the IAS people are also recruited from amongst our own boys. They are young people like ourselves who can work. Therefore, I do not think it would be fair to rule out any particular category.

I may clarify there is no question that Secretaries to Government are to be appointed on the Board. That is a clear-cut decision that we have taken that Secretaries to Government will not be appointed on the Board.

One hon. Member raised the question as to why there should be so many Members on the Board. There will probably be the four heads of these four international airports. Then, there will have to be the representatives of the Indian Airlines, the Air India, the Air force, the D. G. C. A. who is an ex-officio Member, the Finance Ministry and also Tourism. So you will see that we require a little flexibility, because we want that all necessary interests involved should be represented. It is for this reasons that we have said, not less than 6 and not more than 13 which would make a maximum of 14, including a Chairman. Many of them will be naturally part-time people. After all, we know we are not go-

ing to get full-time men from the Indian Airlines, the Air India and so on. So, we have kept a mix of part-time and full-time people. I can assure the House that in the formation and appointment of the Chairman and Members of the Board, we will certainly keep in mind very carefully all the factors that have been mentioned in this debate.

SHRI S. M. BANERJEE : What about workers' representative ?

DR. KARAN SINGH : The question of works' representative was raised by hon. Members, Shri S. M. Banerjee, Shri Shashi Bhushan and others. This matter has been under the consideration of the Government. Certain norms have been worked out and, certainly, we will fall in line with those norms. If it is a practicable proposition and if it falls within those norms which have been accepted between Government and labour, I personally would be very happy to have a representative of the employees on it. I do not want to give an assurance. I am not sure whether it does fulfil.....

श्री शशि भूषण : एल. आई. सी. ने यूनिन का प्रतिनिधित्व किया है, हिन्दुस्तान स्टील मजदूरों के संगठन का प्रतिनिधित्व करने जा रहा है ; हमारी सरकार की कमिटेड पालिसी है, आप एग्जॉरेश भी नहीं दे सकते ?

DR. KARAN SINGH : That is why I say, I will certainly examine this matter very carefully and if it can be done without any difficulty, I for one am in favour of it. As a part of the Government policy, we shall certainly keep this suggestion also in mind.

श्री शिवनाथ सिंह : अगर सोलह मेम्बरो में से एक प्रतिनिधि एम्प्लायोज का कर दें तो कोई फर्क नहीं पड़ता है, रुपये के सोलह आनों में से एक आना ही तो फर्क पड़ता है ।

डा. कर्ण सिंह : कोई फर्क नहीं पड़ता ।

As regards the point raised by Shri S. M. Banerjee about voluntary absorption and all that, I have already mentioned that

[Dr. Karan Singh]

a Chairman will have to be there for legal purpose also, not merely for presiding over a certain meeting. That is why there is a clause in this Bill, clause 3(6) which says that due to the temporary absence of the Chairman, we may have to appoint somebody. Later, with your permission, I would like to move a small amendment in this merely to say that we may appoint another Member to act as Chairman, not necessarily another whole-time member. The man we may appoint may be a part-time member who may be fairly senior. I feel we will have to have this because if there is no Chairman, there may be some legal lacuna.

In the context of international airports Kanpur has put in an unexpected appearance and it has come in for adverse comments both by the Shri S. M. Banerjee and Shri Atal Bihari Vajpayee. I must admit to a sense of embarrassment in this. My understanding is that improvement works in Kanpur are going to start, and in any case immediately after this debate is over, I will go and see what top priority can be given to Kanpur.

SHRI S. M. BANERJEE : By my constant request I got the Rajdhani Express stopped at Kanpur and also got 10 seats reserved for Kanpur. Why not you do something for the Kanpur airport ?

DR. KARAN SINGH : Shashi Bhushanji talked about the question of Directors. I have already covered that, that the Directors should be those committed to the policy of the Government. That really goes without saying. It is very important that this should be done.

Hon. Shri Vajpayee raised, as I said, the very basic problem of the co-relation between autonomy and accountability. It is in fact for this reason that I may point out that the Tata Committee had recommended that it should be a joint stock company which would not have needed an Act of Parliament. But the Government specifically said that this would not be correct because this is such an important matter. We, have therefore, come up specifically for a statutory authority for the

very purpose that the Parliament will get the opportunity to debate the working of the organization, to ask questions with regard to the organization and to question the Minister and hold the Ministry fully responsible for the work of this autonomous Corporation. It was for this reason that we went against the recommendation of the Tata Committee for a joint stock company which we could have done without coming to Parliament.

A question Atalji, Dr. Melkote and others raised is the question of delay in baggage delivery. What is happening is that baggage delivery has not slowed down, but the planes have been speeded up considerably. Because previously the planes took considerable time to cover the distances but the baggage was delivered quickly. Now the planes cover the distances in no time and it looks as if there is delay in delivery of baggage. But the irritation is certainly there, and I entirely agree that this is something where something should be done. We are introducing faster and faster planes now. So the demand for quick delivery of baggage will grow. One point Dr. Melkote mentioned is about conveyor belts. Not only the conveyor belts, it is really the design of the whole airport that matters. Although the interim modifications we have done in Delhi, in Bombay and in Madras are only interim in the existing terminals, we intend to build completely new terminals in these airports. And I may point out also that Dr. Melkote has said that there are palatial buildings in Europe and in North America. What has happened to these palatial airport buildings? They have become marble and glass mausoleums, because they were built for prestige and they were built in such a massive manner that by the time they were completed they have become completely out of date and, therefore, you will find that in all these great airports in Europe even before they were completed, they have to start modifications. We do not want to make the same mistake. Not only do I want to move on the principle of maximum flexibility, but we want really to have a break-through in airport architecture. This is a matter on which I do not want to take very much time of the House unless the Members are interested. The point is that the average age of a generation of planes is about 10 years. Every ten years a new

generation of planes comes in. And yet, buildings are designed for 100 years. The result is, there is a tremendous lag and buildings, which today may look very beautiful and very attractive but within 5 or 7 years, get completely out of date. As a developing country we do not have the resources to waste upon these so-called prestige buildings which become out of date after some years. We will try to get the best minds in India and abroad for this work of airport designing. I want to make a break-through in airport architecture which will be significant not only for India but for the whole world, because, I know in many other countries a lot of money is wasted. We cannot afford to waste money; we are a poor country where millions still live below subsistence level. It is criminal on my part if I waste money, throw away money on prestige buildings. I can assure the honourable House that when we take up the design of these buildings we will always keep in mind the concept of maximum flexibility so that with each new development our airports can adjust themselves to the new requirements and I hope, with the blessings and good wishes of the House and of the hon. Members, we will realise this objective. Just as we, for the first time, made a break-through in city architecture in Chandigarh, here also we will be able to achieve a break-through in airport architecture.

Shri Singh raised the point that this may be circulated for eliciting public opinion. I am sorry this will not be acceptable for many reasons. Shri Jadeja mentioned that we are already behind schedule. And, between the time this Bill is passed and the Airport Authority comes into being, a lot of work will have to be done, particularly on personnel. Because what is involved is virtually bifurcation of the Department of Civil Aviation. A certain percentage—I am not sure whether it may be 20 per cent or 25 per cent.—of the civil aviation employees will have to go to the new Corporation. Naturally this involves a large number of problems which closely affect the interest of the workers and the employees. I will need about 6 or 8 months to work out all the details.

I hope the New Authority should come into being by the 1st of January, 1972, or at the very latest, by the 1st of April, from the

beginning of the financial year. After this Bill is passed here, I hope this will be passed in Rajya Sabha in this session, and there will be hardly 6 or 7 months to work out all the various details. I do not therefore see the point of circulating it for opinion. It will have to go to State Governments, it will have to go to Select Committee and all that. It is a matter where the Government of India and Parliament are directly involved. I do not think it will be really advantageous if this matter is postponed because we have already lost much time and I do not want to waste any more time in this regard.

SHRI S. M. BANERJEE : we represent public opinion.

DR. KARAN SINGH : I am thankful for hon. Members for the views expressed in this House. Between now and until the new Authority is set up, if any of the Hon. Members have any idea to give or any suggestions to offer, I would be very grateful if they would take the trouble of writing to me and letting me have their suggestions in this regard. We are breaking new ground and we will require all the suggestions which may be available.

Mr. Singh said unfortunately that all public sector corporations were making loss all the time. This is not true. Air India, from 1953 from its inception, for 18 years, has made continuous profits. I don't think any other Airlines in the world has got this record. Even Indian Airlines have made substantial profits. For the year ending 31st March, 1971 it has lost, but it has made profits for two years before that. In those two financial years, it has made profit.

Then, some other hon. Members raised the question of residential accommodation. The employees of the Civil Aviation Department have often spoken with me about this.

I must admit that the situation is not satisfactory, because the civil aviation employees, whether they are of the department or the Authority, have got to work at the airports, and, therefore, there are certain special difficulties which they have to face. Of course, the international airports will probably have less difficulties, but the domestic airport employees have a lot of difficulties. We are behind our schedule in

[Dr. Karan Singh]

the construction of residential accommodation. I am looking into that general matter, as far as the international airports are concerned I have already said to my officers that we must give special consideration to residential accommodation. The noise problem have been mentioned, but I think that it is better for them to have accommodation with noise than to have no accommodation at all and to be in very great difficulty.

श्री शशि भूषण : पुलिम विभाग के, सिक्यूरिटी तथा कस्टम्स के, जो कर्मचारी यहाँ पर रात-दिन ड्यूटी पर रहते हैं, उनको भी मकान की सुविधा दी जानी चाहिए। वे बहुत दूर दूर में आते हैं।

डा. कर्ण सिंह : हम यत्न करेंगे कि ऐसे जितने भी कर्मचारी हैं, जिनका हमारे हवाई पत्तन से सम्बन्ध है, हम उनके लिए कुछ प्रबन्ध करें। शायद यह सम्भव न हो कि हम हर एक को स्थान दे सकें, लेकिन हम सम्बन्ध में हम अवश्य विचार करेंगे और जहाँ तक सम्भव हो सकेगा, हम उनकी तकलीफ और कष्ट को, जिसको मैं भी समझता हूँ, दूर करने की कोशिश करेंगे।

With these words, I would again commend my motion for the acceptance of the House.

MR CHAIRMAN : Is Shri Shivnath Singh pressing his amendment ?

SHRI SHIVNATH SINGH : No, I beg leave of the House to withdraw my amendment. The hon Minister has accepted the principle of it but because of shortage of time he is not accepting it.

*Amendment No. 1 was, by leave,
withdrawn.*

MR. CHAIRMAN : The question is :—

“That the Bill to provide for the constitution of an authority for the

management of certain aerodromes whereat international air transport services are operated or are intended to be operated and for matters connected therewith, be taken into consideration”.

The motion was adopted.

Clause 2—(Definitions)

MR. CHAIRMAN : There are no amendments to clause 2. I shall put clause 2 to vote.

The question is :

“That Clause 2 stand part of the Bill”

The motion was adopted.

Clause 2 was added to the Bill.

Clause 3—(Constitution and *exco* poration of the Authority)

MR CHAIRMAN : There are three amendments to this clause, but all the three were not received in time. However, as a special case, these are being allowed.

DR KARAN SINGH : I beg to move :

Page 3, line 4,—

for “another person, being a whole-time member,” *substitute*—

“another member”. (2)

As I mentioned in the course of my reply to the general discussion, this is a very small amendment. This is an amendment to sub-clause (6) of clause 3. It reads at present :

“During the temporary absence of the Chairman, the Central Government may appoint another person...”.

I am suggesting that instead of another person being a whole-time member, we shall merely say ‘another member to act as chairman’. It is a small amendment. I am sorry I did not think of this earlier, but I was a little late.

MR. CHAIRMAN The question is .

Page 3, line 4,—

for "another person, being a whole-time member," substitute

"another member" (2)

The motion was adopted

MR CHAIRMAN The question is

"That Clause 3, as amended, stand part of the Bill "

The motion was adopted,

Clause 3 as amended was added to the Bill

Clauses 4 to 41

MR CHAIRMAN There are no amendments to clauses 4 to 41

SHRI SHIVANATH SINGH I wanted to ask for some clarification on clause 23

DR KARAN SINGH I am sorry I forgot to cover that point This is with regard to the powers of borrowing mentioned in clause 23 As I have said, this is essentially a Government of India undertaking and with the representation on the board in the way in which it is done there is no danger of the board doing anything or borrowing anything which would be outside the approval of the Government of India This is a technicality which is essential, because very often, all these undertakings

have got to go to banks and various other agencies for loans So, this is a pure formality There is no question of giving any licence to the Authority Our members will be there, and if anything at all is done, which is not proper, we will take immediate action So there need be no fear on that account

MR CHAIRMAN The question is

"That clauses 4 to 41 stand part of the Bill"

The motion was adopted

Clauses 4 to 41 were added to the Bill

Clause 1 the Enacting Formula and the Title were added to the Bill

DR KARAN SINGH I beg to move :

' That the Bill, as amended, be passed "

MR CHAIRMAN question is

' That the Bill, as amended, be passed "

The motion was adopted

17 51 hrs

The Lok Sabha then adjourned till Eleven of the Clock on Monday, August 2, 1971|Sravana 11, 1893 (Saka)