

general letter, not under this item. But you can say in a minute.

**SHRI SAMAR GUHA :** I want to draw your attention that the Prime Minister made a statement and it was agreed that a discussion be held on the basis of that. A discussion be held on the basis of that. A discussion was already held in the Rajya Sabha. The Prime Minister has made a bold statement in the Rajya Sabha and we appreciate it and she has made certain observations in the meeting of the Congress Committee...*(Interruptions)* The question is that recently many international developments are taking place in relation to India, Bangla Desh and Pakistan. Naturally it is not proper, though we appreciate it, that a statement be made outside by the Prime Minister. We should not be deprived of a discussion and we shall make our views known to the Prime Minister. I would request you to ask the Minister of Parliamentary Affairs that he may include an item that the statement of the Prime Minister on international affairs be taken into consideration.

**SHRI RAJ BAHADUR :** We shall have to find time for that. We stand committed to it already. We shall find time for it...

**MR. SPEAKER :** I would request the hon. Minister to adjust their request some time, very soon if possible.

**SHRI RAJ BAHADUR :** We shall try to adjust that discussion as best as we can.

**SHRI S. M. BANERJEE :** What is the answer to my points ?

**SHRI RAJ BAHADUR :** I shall communicate it to the Finance Minister and request him to apprise him of the position.

**MR. SPEAKER :** Unless I say 'No', normally it will be communicated.

If there is any objection, then I say it on the spot.

**SHRI S. M. BANERJEE :** If there is a word from you, Sir, they will take it more seriously.

**MR. SPEAKER :** This is also equally good.

**AIR CORPORATIONS (AMENDMENT)  
BILL—Contd.**

**MK. SPEAKER :** The House will now take up further consideration of the following motion moved by Dr. Karan Singh on the 2nd December, 1971, namely :—

“That the Bill further to amend the Air Corporation Act, 1953, as passed by Rajya Sabha, be taken into consideration”.

I would like to inform hon. Members, lest there be any mistake, that there is no lunch hour today, and the House will keep on sitting, because we are going to adjourn at 5 p.m. today; the President is coming to address the Fiftieth Anniversary of the PAC, and the legislators and Members from other States have also come to attend it. I thought I must inform hon. Members about this, because otherwise some Members might go away by mistake during the lunch hour.

**DR. RANEN SEN (Barasat) :** By and large, this Bill contains no objectionable features and the speech made by the hon. Minister also did not contain anything objectionable. But in his introductory speech, the hon. Minister has not explained some of the important features of the Bill.

For instance, under section 2 (1) (a), it is stated that the board of directors shall consist of a chairman. It has also been stated that he would be a functioning or functionary chairman. I want to know what type of people are going to be nominated to this office. At the present moment, Mr. Tata is the head of the Air India and the IAC also had Shri S. Mohan Kumaramangalam as its head and now the IAC has an Air Marshal as its head. If the chairmen are going to be whole-time functionaries, then naturally the working of these corporations will improve much more than at present. So, I would like to know whom Government are going to nominate for this post.

[Dr. Ranen Sen]

Secondly, it has been stated in this Bill that there will be directors instead of members. I am not going into that just now. I would like to know what type of persons are going to be appointed as directors. So far, only men of big business who are opposed to public sector have been nominated as members or as chairman or directors or certain IAS fellows who have no knowledge of these things. So, I would request that Government have to be careful about it.

Under section 3, instead of allowances, salary and allowances are going to be paid. So, it is to be presumed that a fat salary will be given to the heads as is generally given to the heads of the public sector undertakings. But it all depends upon the qualities of the persons who are going to be nominated because on that will depend the industrialisation process which is very important today.

In the original Bill which had been circulated to us there was some provision about industrial relations. But I do not find it here, and I think that perhaps it has been deleted.

As regards industrial relations, it is known that every third month there is trouble either in IA or Air India. The main reason is that industrial relations are in a bad way. I would ask the Minister to go into this matter and to see that such people are nominated who are well-wishers of workers and employees. Many of the workers are, of course, highly paid, but there is a very large number of poorly paid employees also. Therefore, while choosing the directors and chairman, one has to be very careful.

In sec. 4 (1) I find 'any fund established for a benevolent or charitable purpose'. I do not know what it means. This is a public corporation. It should not go into dharmsalas or mandirs like Birla Mandir. This is unintelligible to me. One can understand the proviso banning contributions to any political party. But what is the purpose of mentioning benevolent or charitable trusts. If it was for the purpose of contributing to workers' welfare fund as there is in the railway or may be in

other public undertakings, one can understand it. But I do not understand this.

The Minister told us yesterday that hotels would be built up by these corporations. It is reported in the newspapers that Air India is going to build two hotels in Bombay, may be in some other places too. I would draw attention to the fact that it is opined by Calcutta newspapers that in the absence of a good hotel for transit passengers near Dum Dum, many foreign tourists who could pass through Calcutta air port try to avoid it, with the result that the international terminal of Calcutta airport is suffering very much. This is well known to everybody. What is being done about it? I am here for the last ten years; this is my third term. I saw in 1961-62 that the international air terminal was rebuilt, which was completed two years back. While entering Dum Dum from the city, we find a little signboard 'Proposed Indian Airlines Corporation hotel in Calcutta.' I am seeing this for the last five years. Is this the way to promote tourism? I want to know what has happened. All Calcutta newspapers have said that in the absence of a transit hotel, Calcutta airport is also suffering. It should be remembered that even now the freight earning of Calcutta airport is no less than the freight earning of Palam. Then there are good places like Patna which has tourist spots like Rajgir, Nalanda and so on. Is there programme by IA to build any hotels there? This is a point which the Minister should take up in right earnest.

Then there are one or two points, though minor. Clause 6 of the Bill seeks to amend section 12(2) of the parent Act. It seeks to substitute the word "account" for the words "current account." I do not know why it should be like that.

AN HON. MEMBER : There may be fixed deposits.

DR. RANEN SEN : Why delete the word "current?" I want an explanation for that.

Then, in clause 8, the limit of Rs. 15 lakhs is sought to be raised to Rs. 40 lakhs without any reference to the Central Government. I think this is a bad thing.

This is in relation to section 35 of the parent Act. I say this is a bad thing. From Rs. 15 lakhs to Rs. 40 lakhs is nearly 300 per cent which should not be there. There may be certain increases in the amount, I admit, but, this, I think is too much.

These are some of the main points I wanted to make. In the beginning I have said that there is not much objection to this Bill. In his speech, he has not explained most of the things. I hope he will explain some of the points which I have raised.

SHRI V. MAYAVAN (Chidambaram) : Mr. Speaker, Sir, I rise to support this Bill. Clause 2 of the Bill provides for a Board of Directors with one Chairman and a number of directors, the minimum being eight and the maximum being 14. I see no reason why there should be a provision for 14 directors. I feel that the number of directors should not exceed eight. The greater the number of directors, the greater is the expenditure that is involved. Proportionately there is a decrease in the efficiency of the undertaking. Let us have a slightly enlarged red triangle when fixing the number of directors. There is a saying that too many cooks spoil the broth.

Sub-clause (1A) of clause 2 also provides for the appointment of part-time directors. There should not be any part-time directors in such corporations. Instead of increasing the efficiency in the corporation, this will affect the overall output. The Government should not encourage the tendency of having part-time directors.

Secondly, let us have directors who are whole-time persons who could come and contribute their wholehearted attention and devotion to the successful running of the corporations. Part-time directors may be part-time also in many corporations and undertakings. The loyalties and interests of these people are divided and distracted. I know at least of one person being Chairman of 28 corporations. Practically, his attention will be as a broken mirror. I think that with one managing director having four directors we can run the corporations successfully.

In this connection, I have a suggestion

to offer. Let there be a common managing director for these two corporations and about eight directors for both the corporations. This would enable better co-ordination between the two air corporations and streamline all the internal and external air traffic.

Clause 8 of the Bill enables the corporations to spend up to Rs. 40 lakhs without the Union Government's approval. The original figure of Rs. 15 lakhs is proposed to be increased to Rs. 40 lakhs. I do not know what were the reasons which prompted or justified this increase. Air India covers most of the countries of the world and its service is also quite satisfactory. If money to buy spareparts, they proach the Union Government. I feel that for the facilities of they may be permitted to spend 50 lakhs without the sanction of Government.

While speaking in the Rajya Sabha, the hon. Minister said that "as soon as the International Airport Authority comes into existence, we may be able to do away with the private catering contractors."

This House has passed a Bill during the last session in respect of such an authority. I am awaiting the hon. Minister's reply on this point.

The hon. Minister himself has stated that the Scheduled Castes and Tribes' representation is not adequate in Indian Airlines and Air India. I would be interested in knowing how many of the reserved vacancies have been filled by the Scheduled Castes and Tribes candidates. We do not aspire for the post of directors, engineers or pilots. They should be appointed at least as airmen; there may not be any objection to that.

I have another suggestion to offer. The Government could explore the feasibility of establishing an organisation which can supply the spareparts to both corporations. I think this would be advantageous from many respects.

I have to make a personal request to the hon. Minister. Wherever we go in the airport announcement of the arrival of

[Shri V. Mayavan]

departure of the flights is made in Hindi or English. There are flights which touch regional airports like Minambakkham in Madras. There the announcements will have to be made in Tamil so that the people who are coming there may know and understand the announcements. I request the hon. Minister to issue orders in this regard.

**SHRI P. VENKATASUBBAIAH** (Nandyal) : In his introductory remarks on this Bill which seeks to amend the 1953 Act, the hon. Minister explained the salient features of the Bill and referred to the cut-throat competition that is going in the international sphere and said that this Bill was intended to meet such competition and make the Corporations profitable.

With regard to the increase in the size of the board of management, I am inclined to agree with my hon' friend Shri Mayavan that the increase should not be such as to make the board unwieldy; it should be compact so that the affairs of the Corporation could be conducted efficiently.

13 hrs.

With regard to the appointment of the Chairman, I believe that competent persons who are in public life and who have faith in the public sector undertakings must be chosen carefully. Steps should be taken to see that the managing directors or a few persons do not dominate the proceedings of the board or the affairs of the corporation. It happens that not only in the public sector but even in the private sector the proceedings of the board meetings are held only to fulfil the conditions laid down in the Act. Sufficient information or sufficient involvement of the members concerned is not there, with the result that I can say from my own experience that many of these companies are becoming one-man shows. Proper steps have to be taken to see that the people who are associated with these managements are involved and they contribute their mite for the efficient working of these institutions.

The remuneration has been fixed in the form of salary and allowances. That means the Chairman will be a salaried person.

**THE MINISTER OF TOURISM AND CIVIL AVIATION (DR. KARAN SINGH) :** Can be.

**SHRI P. VENKATASUBBAIAH :** I would say that he should be. That is my suggestion. And he should be made answerable for the working or the running of this Corporation.

Coming to the corporations that are being constituted under this Bill for catering to the passenger public by running hotels and restaurants and rest houses. I would suggest to the hon. Minister that he should take a comprehensive view, not only of the external traffic but also of the internal traffic. By our over-emphasis on external traffic, we are losing sight of the fact that thousands of our people move from place to place and are not provided even elementary facilities. So, I suggest that the internal passengers, as the volume of their traffic is increasing day by day, must also be looked after.

He should also not lose sight of some of the important regional airports. At present only the major airports seem to be engaging the attention of the hon. Minister. There are vast possibilities of tourist development in many places in this country. I remember to have read a news item that a place like Khajuraho, which is going to attract a large volume of tourist traffic, internal and foreign, suffers from lack of amenities. There are many places of interest which, if developed in a careful manner, will bring in a lot of revenue and help our economy.

I want to know whether airports authority is constituted to look after the airports in the various places.

**DR. RANEN SEN :** That is not in this Bill.

**SHRI P. VENKATASUBBAIAH :** I only suggest that proper care should be taken to see that the airports are developed in the various parts of the country. For that he has to take urgent steps. He must also see that the small airports are looked after.

It is provided that the Auditor-General may authorise any person to look in to the

accounts of these Corporations, and they will be sent to him for his comments. The Auditor General's comments also will have to be placed before the general body of this company. I suggest that it should be under the direct supervision of the Auditor General and also under the purview of the Committee on Public Undertakings so that when the report is placed before Parliament, Parliament will be in a position to assess the functioning of the corporations.

Coming to cut-throat competition and efficiency, I am sorry to say that whatever may be the reasons, Air India is not occupying the same position as it did before, when it was the pride of our Government. So, some steps, have to be taken to see that it regains its previous position.

About the chartered services, there are a large number of people abroad who want to come to our country—many students and others who are employed abroad—meet their friends and relatives and go back. I am told that a chartered service has been introduced at a concessional rate. But there are also people here—parents and other relations—who would like to visit their wards and relations abroad. They must be also given the same facility, provided the fare is paid in foreign exchange. My experience is, people working abroad are willing to purchase tickets for their relatives here to come there and visit them and they are willing to pay in foreign exchange. This should be examined. I hope after this Bill is passed, these corporations would work effectively and efficiently. I also hope the corporations that are going to be created under this Bill will complement the tourist promotion efforts in this country.

**SHRI N. SREEKANTAN NAIR** (Quilon): Sir, I consider that there are five aspects which are being amended by this Bill. I do not think raising the limit to Rs. 40 lakhs from Rs. 15 lakhs is one of those important aspects, because articles which could be purchased for Rs. 15 lakhs about three years back, could be purchased only for Rs. 40 lakhs now. So, it is not so much a question of giving more authority for expenditure.

There is going to be an increase in the number of Directors. Who are they?

What is their calibre? How do you intend to appoint them? Is it going to be another avenue for nepotism, bribery and jobbery? If so, it is very dangerous. We have to make these institutions, especially the Indian Airlines, very effective means of serving the nation. But it is the most tragic, despicable sector in the Government of India. As pointed out, there is a strike at least every three months in IA. The Avro dispute is continuing indefinitely. The management is so inefficient that they have not been serving the people of this country or the foreigners properly. Some people at the top echelons are even parochial and they want to fight against the development of far-flung areas.

Trivandrum is the only State capital which has not been connected by a direct flight from Delhi. After great agitation we got a Boeing-737 flight to Trivandrum. The State Government had to raze a three-storey building to facilitate its landing. But we have been given such a timing that an MP from Delhi or a Government official who comes here they are the bulk of passengers—cannot catch the plane which goes to Trivandrum. There is a Boeing-737 flight from Delhi which goes to Bangalore but two hours before that the plane to Trivandrum would have left. What prevents the Boeing-737 flight from Delhi to go straight to Trivandrum? Of course, the Minister is only concerned with the fact that the plane goes to Trivandrum; he is not concerned with how it goes. We have repeatedly brought this matter to his attention and he was very sympathetic but the officials at the top will not allow it, because they want to make the Boeing service to Trivandrum a financial failure and thus cancel the flight. If that is the attitude, certainly it is not going to help either national integration or the finances of India. The officers are very narrow-minded and sectarian in everything and on every question. They say that there is a technical difficulty. What is the technical difficulty if a plane starting from Delhi goes straight to Bangalore and Trivandrum and comes back to Delhi? There is nothing. The feeder flights can be supplied. But they do not want to take any trouble or any proposition from any other source and they follow the narrow pattern that they lay down for themselves.

[Shri N. Sreekantal Nair]

Then, there is the question for benevolent and charitable purposes. It is giving some rivalry to some people. Let it go on; it is not a huge thing and I am not very much worried about it. But about the question of hotels and restaurants, every passenger has complained to the Minister—I have also complained to the hon. Minister—about the poor quality of service in these hotels. I would ask the Minister to see whether it is proper for such an institution, like the Indian Airlines, to take over another line also. There is the Hotel Corporation with the know-how. Let some subsidiary company with the help of the Hotel Corporation or something else be formed to look after this; otherwise, the already inefficient service will become much more inefficient. It is a necessity, but it must be looked after in the proper manner with the proper technical know-how and the proper set-up; otherwise, it will end in a fiasco.

Regarding the subsidiary companies also, when the main company is not running well, what is the good of having subsidiary companies? We have to see that the Indian Airlines Corporation runs profitably and properly, gives service and does not stop services every three months, and does not enter into unnecessary disputes. For all these things if you want to raise the number of directors, put in people who can understand the technical questions and put in other sections of the people who understand the difficulties of passengers. If such people are put in, I have no objection. But if it is a question of jobbery, we are once again going to end in dismal failure.

Regarding the question of terms and conditions of the employees, taking it out of the purview of the directors and the executive of the Corporation may be helping them, but I do not know how you are going to do it. If you allow the Aviation Ministry to handle the terms and conditions of employees, it is once again going to end in a fiasco. Let somebody from the Labour Ministry, a man who understands all these things, be appointed as the Personnel Manager and let one or two other persons from the trade unions

be nominated to the board, so that the terms and conditions of employees can be taken up on the spot at the correct time. If it is left to the bureaucrats of the Civil Aviation Ministry, they will not even consult the Labour Ministry and things will once again reach an impasse.

Finally, I would call the attention of the hon. Minister to the civilian pilots who are being neglected. They have spent lots of money on their training. Recruit these people, give them training and let us have a second line of defence to fall back upon both for the defence sector and for the public sector undertakings.

With these words, I request the hon. Minister once again to look deeply into the working of the Corporation and see that the bureaucrats are brought to book and the aspirations of the people are fulfilled.

SHRI R.V. SWAMINATHAN (Madurai):  
Mr. Speaker, Sir, I would like to say a few words on this Bill

In the statement of Objects and Reasons of the Bill, it has been stated that hotels and restaurants are being considered to be established near the airports. When this kind of a thing is being thought of, I would say that the Government should think of all the airports and give equal treatment to all airports. Whenever they think of providing more facilities, they think of only bigger airports, like, Bombay and Delhi. My hon. friend, Dr. Ranen Sen, was telling us that even Calcutta airport is being neglected. There are only four international airports and these are Bombay, Calcutta, Madras and Delhi. But if you compare the Madras airport with other international airports, the Madras airport is terribly neglected in every respect. One argument put forward by the Department is that passenger traffic in Madras airport is comparatively smaller and therefore, thing should be approached in this way.

When we are having public undertakings like Air Corporations, the profit element should not be the only consideration. But, at the same time, convenience should also be provided to the travelling public. We are only thinking in terms of commercial point of this. Of course, it is a commercial

institution. But we must also think in terms of the convenience of the public. In this respect, as my hon. friend Mr. Srikantan Nair has mentioned, the flight times are not convenient, particularly, to the people of the south. The Boeing service which they have introduced in the South are without connection to major cities in the North...

**MR. SPEAKER :** The scope of the present Bill is very limited. It is just about the constitution of a body. You speak something about the board and other matters which are mentioned in the Bill.

**SHRI R. V. SWAMINATHAN :** They are establishing a Corporation. What is the Corporation going to do? The Corporation should look to the convenience of the people. That is my point.

I may mention here about the engineering section in Madras. Suppose an aircraft is grounded at Madras Airport even for small repairs, they look to Bombay. Even for small spare-parts, they have to wait to get them from Bombay. In other words, the plane will be grounded for 2 or 3 or 4 days in Madras. Why not they create some full-fledged engineering section in Madras with sufficient spare-parts to meet this kind of contingency.

Then, whenever they want to improve the airports, they do not give due consideration to the small airports. The small airports are completely neglected. When there is a large number of passengers and tourists coming to some places of tourist interest they require bigger airport to land a bigger aircraft. If the airport is a small one and a bigger airport cannot land there, they by pass such places and the South gets neglected on account of this. We should have a plan for small airports, say, for 10 years, for their improvement. If they think that a particular airport will achieve importance after 10 years, they should plan now itself to improve it gradually. They should not come forward after 10 years and say that it is not possible to land aircraft as the airport is small.

Regarding Avro dispute, as my hon. friend mentioned, there are two reports about Avro dispute. Still the pilots are not

satisfied as the details of the reports are not known to them. Let the reports not be released in the public interest. But let the hon. Minister and the Department call the pilots and have a discussion with them. If the two reports are contradictory, that should be explained to the pilots and they should get them satisfied.

Finally, I would like to make one submission. I myself coming from Madurai, I say, Madurai should not be neglected. I am not able to come to Delhi if I want to attend the session the same day. If I leave Madurai in the evening, I could reach Delhi only in the next night. I have to wait for 24 hours at Madras. Therefore, connections should be provided for all the bigger towns. We have got a proposal that the Boeing that leaves from Delhi to Madras should be extended to Madurai and Trivandrum. The Boeing coming from Bombay, Bangalore, Trivandrum could be extended to Madurai, Madras and Delhi. The Delhi-Madras Boeing may be extended to Madurai, Trivandrum, Bangalore, Bombay. In this way, they will also get to aircraft surplus.

Again, I request the hon. Minister to see that restaurants should be provided even at small airports. I am not asking for big hotels. Wherever there are no good hotels in the tourist centres, they should start at least good restaurants. Tourists who come to a place in the morning and return in the evening should not find difficult to get good food. So, there should be some good restaurants in these small airports, particularly in the Tourist Centres.

**श्री भारत सिंह चौहान (वार) :** अध्यक्ष महोदय, जो अमेरिका बिल लाया गया है, उसमें कुछ एम्स बतलाए गए हैं। वह बहुत सुन्दर और सराहनीय दिखलाई देते हैं, लेकिन व्यावहारिक रूप में वह किस तरह से अमल में आवेंगे उस पर हम यहाँ चर्चा करेंगे और कुछ इस तरह के सुझाव भी हम देंगे जिनसे जनता को इस एयर सर्विस का कुछ फायदा मिले।

इसमें कोई शक नहीं कि जो अमेरिका बिल लाया गया है वह कुछ अधिक अधिकार प्रदान करने के लिए लाया गया है। इसके सम्बन्ध में जो कुछ

## [श्री भारत्सिंह चौहान]

कनेक्टिंग बिल्ड में कहा गया है उसमें हमारी पूरी सहमति है। समय को देखते हुए और इस बोर्डे ग्रुप में किस तरह से एअर सर्विस की भावना जनता में जागृत हुई है और यह भावना जिस तरह तेजी से से बढ़ रही है उसको देखते हुए अच्छे इन्फ्रामास करने के लिये मीनेजमेंट में, सुपरविजन में सुधार के लिए विशेष रूप से अधिकार मांगे गये हैं वह उचित है। लेकिन जिस तरह के अधिकार मांगे जा रहे हैं उसी के अनुरूप रिटर्न भी मिलें तब ही उसको उचित समझा जायेगा। आज भी हम देखते हैं कि जितनी लोकप्रिय यह सर्विस होनी चाहिए उतनी नहीं है, जितना फायदा इस एअर सर्विस से लोगों को होना चाहिये वह नहीं हो रहा है। और इसके लिये मैं कुछ सुझाव देना चाहता हूँ।

हम अक्सर देखते हैं कि मध्य प्रदेश में रेलों की सुविधा ठीक तरह से नहीं है और बड़े बड़े शहरों को जाने में कई कई दिन लग जाते हैं। कोई इस तरह की योजना बनाई जानी चाहिए जिससे प्रदेशों में भी इस तरह की एअर सर्विसेज कायम की जायें जिसमें लोग एक शहर से दूसरे शहर में आसानी से पहुंच सकें और उसका लाभ उनको मिल सके। कारपोरेशन वाले इस तरह की योजना बनाये कि जिन प्रदेशों में आवागमन की दिक्कतें हैं, रेलों की सुविधा भी पूरी तरह उपलब्ध नहीं है, वहां बड़े बड़े शहरों को राज्य स्तर पर इस तरह से जोड़ा जाय जिस में लोग बंटे, दो बंटे या तीन बंटे में वहाँ पहुंच कर आसानी से उसी दिन अपने स्थान को वापस पहुंच जायें।

इसी तरह से जहां तक दर्शनीय स्थानों का सम्बन्ध है, हम देखते हैं कि मध्य प्रदेश में इस सुविधा का अभाव है। अक्सर यह देखा गया गया है कि बूँक वहां पर आवागमन की सुविधाएँ कम हैं इस लिये वहां के दर्शनीय स्थान टूरिस्टों से बंचित रह जाते हैं। सबसे बड़ा कारण यही है कि जिस द्रुत गति से आवागमन

की सुविधाएँ मिलनी चाहिये वह नहीं मिलती हैं। जहां तक खजुराहो का सवाल है, वहां के लिये दिल्ली से एअर सर्विस है। क्या मध्य प्रदेश के लोग दिल्ली होकर खजुराहो जायेंगे।

अध्यक्ष महोदय : आप जरा मेरी बात सुनिये। आप जो कुछ कह रहे हैं हो सकता है कि वह ठीक हो, लेकिन आप थोड़ा सा रिलेवेंट भी रहें। आपको जो कुछ कहना हो कारपोरेशन के बारे में कहें।

श्री भारत्सिंह चौहान : जो भी अधिकार मांगे जा रहे हैं उनको देने में हमें कोई एतराज नहीं है, लेकिन एअर सर्विसेज में एफिशिएन्सी आनी चाहिए।

लोगों को अक्सर यह भी शिकायत होती है कि भारत के अन्दर जो एअर सर्विसेज हैं उनमें हिन्दी के अखबार पढ़ने को नहीं मिलते हैं। मैं मंत्री महोदय से निवेदन करूंगा कि वह एअर सर्विसेज में देश के गौरव का पूरा ध्यान रखें और लोगों को हिन्दी के अखबार उपलब्ध करायें। यह भी देखा गया है कि भोजन में बीफ सप्लाय किया जाता है। इस पर हमको बड़ा एतराज है। भारत के लोग हमेशा इस बात का विरोध करते आये हैं और आगे भी करेंगे। इस तरह की चीजें यहां नहीं होनी चाहियें और एअर सर्विसेज में बीफ की सप्लाय बन्द होनी चाहिए जो भोजन में दी जाती है। यह भी शिकायत आई है कि वायुयानों में जो भोजन दिया जाता है उसकी मात्रा बहुत कम होती है। इसको और भी मंत्री महोदय को ध्यान देना चाहिए।

13.25 hrs.

MR. DEPUTY-SPEAKER in the Chair

अक्सर यह भी देखने में आया है कि एअर सर्विस को लोकप्रिय बनाने के लिये जो एडवर्टीजमेंट दिये जाते हैं उनसे यह पता नहीं चलता है कि वे रेलों के लिए हैं या वायुयानों के सम्बन्ध में। इसलिए एअर सर्विस को सज्ज बनाने के लिये जहां तक एडवर्टीजमेंट्स का सवाल है,



उनको इस प्रकार से आकर्षक बनाना चाहिये ताकि लोगों के मन में एअर सर्विस के प्रति अच्छी धारणा पैदा हो।

यह देखा गया है कि अगर किसी पैसेन्जर ने हवाई यात्रा का टिकट ले लिया है, लेकिन उसको सीट नहीं मिलती है या दूसरे-तीसरे दिन के लिये मिलती है और वह अपना टिकट कैंसेल करवाना चाहता है, तो बहुत ज्यादा परसेंटेज काटा जाता है जो कि बहुत ही अच्छरता है। मैं चाहूंगा कि मंत्री महोदय इस पर विचार करें। मध्य प्रदेश की ओर उनको विशेषरूप से ध्यान देना चाहिये क्योंकि वह एक बैकवार्ड एरिया है और रेलों द्वारा आने जाने की सुविधा का अभाव है। कस से कम एक आदर्श प्रस्तुत करने के लिये मंत्री महोदय मध्य प्रदेश के बड़े बड़े शहरों को एअर सर्विस द्वारा जोड़ सकते हैं। उनको इस तरह की कोई योजना अवश्य बनानी चाहिए।

श्री मोहम्मद इस्माइल (बैरकपुर) : उपाध्यक्ष महोदय, मंत्री महोदय ने इस कारपोरेशन में सुधार करने के लिये जो बिल रखा है उसमें कारपोरेशन के मेम्बरों की तादाद 8 से बढ़ा कर 15 की गई है, साथ ही उनके पैसे भी बढ़ाये गये हैं। साथ ही उनके अधिकार भी बढ़ाने की बात कही गई है। मैं इस चीज के विरुद्ध नहीं हूँ कि मंत्री महोदय कारपोरेशन के लिये धोर भी पावर लें, अगर पावर बढ़ाने के माने यह नहीं है कि मैनेजमेंट के हाथ में बहुत पावर रहे। जहाँ पर लाखों का स्टाफ काम करता है, जो चलते हैं वह हैं, मैकेनिक हैं, जो वहाँ पर सर्विस में हैं वह लोग भी हैं। उन सबकी झरफ मंत्री महोदय की दृष्टि होनी चाहिये। यह दृष्टि पहले नहीं थी, जिससे हमको बार बार कहना पड़ा वहाँ पर, बहुत सी घटनायें घटीं, स्ट्राइक हुए। यह सब चीजें हमने देखी हैं। आप यह बिल पास करके और भी पावर बढ़ा लें, लेकिन कारपोरेशन के अन्दर कुछ तब्दीली भी आनी चाहिए। जो कुछ हमने पहले देखा है उसके आधार पर हम

तब्दीली लाना चाहते हैं। मैं कहना चाहता हूँ कि आप तब्दीली जरूर लयें और लानी चाहिये, लेकिन जहाँ तक मजदूरों का सवाल है, ड्राइवरों का सवाल है, मैकेनिक का सवाल है, जिन पर एअर सर्विस को चलाने की जिम्मेदारी है, उनके साथ कारपोरेशन के आफिसर्स बहुत दुर्व्यवहार करते हैं। वह लोग न्यूट्रल रह कर ही काम करें तब भी ठीक है, लेकिन वह ऐसा भी नहीं करते हैं। फौरन रूप बनाने शुरू कर देते हैं। इस तरह के लोगों को आपने छा कर वहाँ रख लिया है और ऐसा आपने वहाँ सैट अप कायम कर दिया है। आपको सुन कर ताज्जुब होगा कि पोस्ट्स खाली पड़ी रहती हैं लेकिन आवभियों को भरनी नहीं किया जाता है। लाखों रुपया हर महीने ओवर टाइम का दे दिया जाता है लेकिन पोस्ट्स को भरा नहीं जाता है। दमदम एयरपोर्ट पर पोस्ट्स खाली पड़ी हुई हैं और लोगों को दस-दस और बारह-बारह घंटे काम करना पड़ता है, उनसे काम कराया जाता है लेकिन उन जगहों को भरा नहीं जाता है। कहा जाता है कि सूटबल आदमी नहीं मिलते हैं लेकिन असलियत यह है कि उनको जिस तरह के आदमी चाहिये उस तरह के नहीं मिलते हैं, उनके रूप के जो हों वैसे नहीं मिलते हैं, उनको सलाम करने वाले नहीं मिलते हैं। यह चीज नहीं होनी चाहिये। कम से कम जो जगहें खाली हैं उनको भरा तो जाना चाहिए।

मैं एक छोटी सी मिसाल देना चाहता हूँ। एयरवेज इंडिया के एम्प्लायीज को हटा दिया गया। उसके कर्मचारियों को मिनिस्टर साहब ने बड़ी दिलेरी के साथ कहा था कि उनका टैस्ट होगा और अगर वे उसमें पास हो जायेंगे तो उनको के लिया जायेगा, उनको एग्जाम कर लिया जायेगा। लोगों को बड़ी खुशी हुई, आनन्द हुआ, यह आश्वासन पा कर। लेकिन हुआ क्या? सबका टैस्ट हुआ, बहुत से उसमें पास हो गए। अब उनकी रखने का सवाल पैदा हुआ तो पार्सिलेटी दिखाई गई। तरह तरह के

[श्री मोहम्मद इस्माईल]

सवाध उठाए गए। नतीजा यह हुआ कि 25 या चालीस से ज्यादा आवसी काम पर नहीं रखे गये। बाकी जितने हैं उन सब को हलक अप करके उन्होंने रख छोड़ा है। मैनजर से या अफसरों से इसके बारे में पूछा जाता है तो जबाब मिलता है कि ऊपर से संकमान नहीं आई है। बोर्ड के जो आदमी आये थे उन्होंने सब को टैस्ट किया था। लेकिन फिर भी उनको रख नहीं जा रहा है। मंत्री महोदय ने भी कुछ नहीं किया है। सैकड़ों आदमी के बारे पड़े हुए हैं, उनके बाल-बच्चे भूखों मर रहे हैं। मंत्री महोदय ने आश्वासन दिया था कि कल या परसों हो जायेंगे। लेकिन हुआ कुछ नहीं। इस तरह की पार्सॉलिटी नहीं होनी चाहिए। सिद्दाक के मुताबिक अफसरों को काम करना चाहिए। इसानी हमदर्दी दिखानी चाहिये, इम्पाम्शल होना चाहिये। अगर ऐसा होगा तभी जो मसले हैं वे हल होंगे।

होटलों के बारे में भी आपने कहा है कि एक कम्पनी या कारपोरेशन के सुपुर्द उनको कर दिया जायेगा। मैं आपको बताना चाहता हूँ कि बम्बई में एक होटल का आठ दस लाख रुपया बकाया है लेकिन उसको अभी तक रीय-लाइज नहीं किया गया है। इसके लिये कोई कोशिश नहीं हुई। अगर यही रफ्तार बाद में भी रही तो क्या होगा? तो और भी घाघली मचेगी। ऐसा नहीं होना चाहिये।

कलकत्ता में ग्रांड होटल और ग्रांड इस्टर्न होटल हैं। वहाँ फारेनर्ज आ कर ठहरते हैं। ये दोनों होटल दो महीने से बन्द हैं। मालिक की बजह से नहीं, मजदूरों की बजह से नहीं लेकिन गुंडों की बजह, गुंडागारी की बजह से। मालिक कहता है कि इसको खलना चाहिये, चर्कर कहते हैं कि इसको खलना चाहिये लेकिन फिर भी दो महीने हो गए हैं, वे खले नहीं हैं। जित्तिया मिल कर हार गये हैं लेकिन कुछ नहीं हुआ है। फारेनर्ज जाते हैं और चले जाते हैं लेकिन इनकी खोलने की कोशिश नहीं की जाती

है। गवर्नर से मिला गया है, चीफ सेक्रेटरी से मिला गया है, सबसे मिला गया है लेकिन कुछ नहीं हुआ है। वहाँ झगड़ा क्या है। झगड़ा यह है कि इस यूनियन को खत्म होना चाहिये। जितने यूनियन एक्जिक्टिव के सम्बर हैं, सबको जबदस्ती मार मार कर निकाल दिया गया है। मालिक कहता है कि उनको रखा जाएगा लेकिन पुलिस कहती है कि नहीं रहने देंगे। इस मामले में इंटरवीन करने की प्रार्थना की गई है लेकिन कुछ नहीं किया गया है। आपको चाहिए था कि स्टेट गवर्नमेंट से एक्सप्लेनेशन लेते, मालिक से लेते लेकिन कुछ नहीं किया गया है। इस तरह की बातें अगर बाद में भी चलती रहीं तो जो भविष्य है वह अन्धकारमय होगा।

कलकत्ता से अगरतला जाना हो तो एक के. जी. से ज्यादा सामान ले जाया नहीं जा सकता है। अगर एम० पी० भी जाता है तो कोई चीज नहीं ले जा सकता है, बिस्तर भी नहीं ले जा सकता है। यह जो पाबन्दी है इसमें ढील दी जानी चाहिए।

यह भी देखा गया है कि प्लेन को अगर पांच बजे छूटना होता है तो मुसाफिरों को डेढ़ बजे बुला कर उनसे पैरेड करवाना शुरू कर दी जाती है। सिटी आफिस में जाओ तो कहा जाता है कि दो बजकर चालीस मिनट पर छूटेगा। फिर कहा जाता है कि तीस बजकर चालीस मिनट पर छूटेगा। कोई सरटेंटी नहीं रहती है। दो तीन बार मेरे साथ ऐसा हुआ है। इसके बारे में मैंने अफसरों को कहा है लेकिन कुछ नहीं हुआ। अफसर ऐसे हैं कि वे नए राजा बन बैठे हैं। अब आप तो राजा महाराजा नहीं रहे लेकिन वे नए राजा बन गए हैं।

जहाँ तक बैंकिंग का सम्बन्ध है लम्बे बैंक करने में बहुत ज्यादा समय लगता है। एक एक घंटा लग जाता है। बैंकिंग से जाओ तो एक एक घंटा एयरपोर्ट पर इन्तजार करना पड़ता

है। यह जो देरी होती है यह न हो, इस तरह भी वापकी ध्यान जाना चाहिए। अगर यह कहा जाता है कि हम एम० पी० हैं तो भी कह दिया जाता है कि सब सामान खोसो। जब बक्से आदि सब खोल कर दिखा देते हैं और काफी समय बरबाद कर दिया जाता है, तब जाने दिया जाता है। कम से कम एम० पी० का तो कुछ खयाल होना चाहिए—

श्री नाचूराम शिर्ष (नागौर) : आपकी पार्टी पर डाउट रहता है।

श्री मुहम्मद इस्माइल : हमारी पार्टी के जो लोग हैं उनके सामान का सब तो करें लेकिन कांग्रेस वालों को तो कम से कम छोड़ दें। उनका भी करते हैं।

MR. DEPUTY SPEAKER : These are important things, but they have really nothing to do with the present Bill.

SHRI MOHAMMAD ISMAIL : This is an amendment.

MR. DEPUTY SPEAKER : Settled things only are being amended. We are not discussing the entire working of the Air Corporations. Anyway, try to conclude.

SHRI MOHAMMAD ISMAIL : I am mentioning this for the information of the Minister.

MR. DEPUTY SPEAKER : There is a more appropriate occasion for that. Anyway, please try to conclude.

श्री मुहम्मद इस्माइल : हमारे देश में एयर ट्रेवल ऐसा होना चाहिए ताकि अपर क्लासिस के बजाया मिडल क्लास वाले भी उसमें सत्ता कर सकें। दो तीन, चार ही रुपये जो कमाते हैं वे अगर रेल में जाते हैं तो उनको चार दिन रुक जाते हैं, हवाई जहाज में जाए तो दो बंटे में वे पहुंच सकते हैं। इस बास्ते में लोग भी हवाई यात्रा करने की स्थिति में हो सके, ऐसी वापकी एयर सर्विस की व्यवस्था करनी चाहिए। इस ओर भी वापकी ध्यान देना चाहिए।

PROF. S. L. SAKSENA (Maharajganj) : Mr. Deputy Speaker, I have travelled by the Air India several times and I must congratulate the Government for the fine service that Air India provides, and wherever I have gone, they have spoken very highly of it.

I am glad that they are opening hotels also under their control. One thing that we miss very much is Indian food. I hope that Indian hotels will supply Indian food also in foreign countries hereafter.

Then, I would make one other suggestion. In fact, I had the complaint on a previous occasion also. That is about the service to Calcutta; it does not touch Gorakhpur. I want that after Lucknow, it should touch Gorakhpur and then go to Banaras, Patna and then Calcutta. Formerly, there was a service to Gorakhpur. It was closed. I do not know why. Gorakhpur is an important place; it has got many sugar mills and so many industries have now come up there. When we have to go to Gorakhpur, we have to spend two days now. If there is this air service connection, we can reach it in a few hours. I hope the hon. Minister will see that a halt at Gorakhpur will be provided in the service on its way to Calcutta and back.

I would also like to add my voice to the voice of my hon. friend about the labour conditions in the airlines. Labour conditions in the Indian Airlines and in the Air India should be given more attention. I am sorry that there has been much loss on account of strikes, etc. If the hon. Minister gives his attention—I am sure he is very largehearted—the situation will improve, and I hope he will see that there are no more such quarrels between the workers and the managements.

I support the Bill.

THE MINISTER OF TOURISM AND CIVIL AVIATION (DR. KARAN SINGH) : Mr. Deputy-Speaker, there has been a very wide-ranging and interesting discussion on this Bill and I am grateful to the hon. Members who have evidently taken a great deal of pains to think of various matters. Not all of them, I agree, are directly connected with the Bill. Nevertheless, I shall wish

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your permission try to answer as many questions as possible.

Dr. Ranen Sen and some others also talked about the chairman not being whole-time. The position in the Act is that the general managers, who are now going to be called managing directors, are full time. Chairmen can either be fulltime or part-time. So far the chairmen had been part-time. But it is not true that it is only big industrialists and others who have become chairmen. As the hon. Members know my colleague Shri Mohan Kumaramangalam was Chairman of the Indian Airlines. There is no question of any ideology or bias in favour of businessmen or others. It is true that Mr. Tata has been the Chairman of Air India for many years because of his special contribution to it..... (Interruptions). He came for a shortwhile; then came Mr. Mohan Kumaramangalam and now there is Mr.N.P.Sen who is an administrator. In any case I also feel that we have ultimately to move to a position where we shall have wholetime paid chairman but they are not easy to get. Until such time as the correct person is identified we may have to continue with the present practice whereby the managing director is a fulltime senior Airforce Officer, Air Marshal Chaturvedi for Air India and Air Vice Marshal Hussein for the Indian Airlines and the Chairmen are part-time for the time being. I may clarify one point. The salary provision is only going to be for full-time members. We are going to have a mix. There will be full-time members -the general manager and senior executives of the company, who are already paid; they do not have to be paid in addition. At present there is only one person from the company management; the rest are people from outside. In the concept of the functional director which the Administrative Reforms Commission has suggested, we may appoint two or four senior executives of the company on the board. It is not as if we are going to pay somebody only for being director. There will be no separate payment, except of course the sitting fee for non-official, non-wholetime directors... (An Hon. Member: After retirement?) Obviously the employees will not be there after retirement; they will not be there unless they are renominated in some other

capacity. Many Members have mentioned industrial relations.

It is true that last year we went through a bad phase in the particularly Indian industry but we are now happy to say that the situation has improved and is improving. I share the hope and sentiments expressed by the hon. Members that we will not have any more trouble in a sector which is so vital to the security, progress and integration of the nation. I feel that we should move away from the unhappy past towards a happier future. I can assure you that the Ministry will do whatever it can to help the progress towards better relations.

Dr. Ranen sen also raised the question of donations. This question arises very often, not so much in India, but abroad where Air India sometimes is called upon to make some donation to local functions. Let us say there is a local charity; there are local contacts and the Government has some kind of fete or fair. Air India has been giving these donations; there was no specific provision for it. We thought it was important for goodwill purposes. Air India has offices in 40 or 50 countries all over the world and sometimes it may become necessary for it to make some small donation. Let us say there is a blind relief charity show or something else of this nature. It is for that sort of thing. When an amendment was moved in the Rajya Sabha, there were fears that they might support and give money to political parties. The proviso was added specifically to make it quite clear that there is no question of giving any money to political parties.

With regard to the Dum Dum airport hotel, work has already started. Its total cost is Rs. 120 lakhs. Pile foundations are being laid, and it should be ready sometime in 1973. I agree that there is great necessity in Calcutta for a good airport hotel, and we are hoping that this will fill a long-felt need.

SHRI S. M. BANERJEE (Kanpur) : They want a hotel. we want an airport.

DR. KARAN SINGH : Another point raised by several hon. Members is with regard to increasing the expenditure

hat can be incurred by the Corporations without reference to the Central Government from Rs. 15 to Rs. 40 lakhs. The Administrative Reforms Commission went into this in very great detail, and they laid down a certain formula according to the capital invested in the Corporation. It starts from Rs. 15 lakhs and goes up to Rs. 1 crore. Where the total investment is between Rs. 20 and Rs. 50 crores, it is laid down as Rs. 40 lakhs. Indian Airlines and Air India both come within this limit, the capital of Air India being Rs. 26.82 crores and of Indian Airlines being Rs. 31.96 crores. But I can assure the hon. Members that the Central Government is very well represented even on the Board of Directors. So, there is no question of this being misused. The only point is that because expenses are increasing and because this is a statutory Corporation, I cannot come back to Parliament every time we want to incur more expenditure, and so we are taking broader powers, but we will ensure that there is no question of any misuse of these funds or this provision.

Shri Mayavan asked why we should have so many Directors. As I have explained, we need the whole-time Directors who are going to be senior executives. We also have representatives of the Ministry of Finance, we have a representative from the Ministry of Tourism and Civil Aviation, and would like to have some people who are generally interested in the subject and can make some contribution to it. Therefore, this is an enabling provision, otherwise if we want to raise the number, we have got to come to the House again. We will only appoint as many Directors as we consider necessary.

The International Airport Authority will come into being from 1st April, 1972; the Bill having been passed by this hon. House and by the Rajya Sabha, is awaiting the assent of the President.

With regard to scheduled castes and scheduled tribes, I have said on the floor of the other House that the situation is not satisfactory. I have written personally to the Chairman, and I have been assured that they are making every effort possible. It is true that sometimes we do not get candidates but I can assure the hon. House that I

am particularly anxious about it. In fact, he said something to which I take objection. He said that if we cannot take the scheduled caste man as a pilot, we should take him at least as a leader. A scheduled caste person can become the President and Prime Minister of this country, and so there is no question at all of any sort of animus against them. It is merely question of getting people with the requisite qualifications. In fact, I was delighted the other day to learn that a scheduled caste has qualified as a commercial pilot. I never interfere in matters of appointment, but I did write to the Chairman specifically and said that if this person fulfilled the other conditions, he should be given some special priority.

We have been receiving suggestions from time to time about announcements in the regional languages. We will certainly try to see what we can do. One problem is that the civil Aviation Department is an all-India service, and it is possible that there are not always people available knowing the local language. For instance, in Orissa there may be somebody posted who does not speak Oriya. How is he going to make the announcement? Subject to this difficulty, I agree that more and more people are now beginning to travel by air, and it would therefore be helpful if the announcements on the ground are made in the regional languages also. I will get this matter carefully examined.

Shri Venkatasubbaiah is not here, and I need not go into detail into his points.

He talked about auditing of the company. The annual reports are laid before Parliament, including the statement of audited accounts. The Public Undertakings Committee also looks into the affairs of these corporations. So, there is considerable parliamentary control. Naturally, one does not want to make it so rigid that they cannot function, because in a commercial operation, there must be flexibility and a good deal of leeway to work. But there is always vigilance to see that no mismanagement of funds takes place. He also spoke about chartered services and he made a point that we should concentrate on smaller airports also. Although the international airports authority will deal with the four interna-

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tional airports, I am making special efforts to look to the other airports also. I have laid down the following order of priority, which may not satisfy my friend, Mr. Banerjee : (1) International airports. (2) State capitals. I am going to Hyderabad on Sunday morning to open the airport there. (3) Places of tourist interest like Agra, Khajuraho, etc. (4) Other cities like Kanpur. I have sent a person to Kanpur to look into the land. We are going to acquire the land in the course of this year and we will start construction next year.

Mr. Sreekantan Nair mentioned about labour relations, apart from the raising of the limit to Rs. 40 lakhs from Rs. 15 lakhs. He also mentioned about Trivandrum. From 15th October this year, we have given a jet connection—Boeing 737—to Trivandrum. Apparently there is some genuine difficulty with regard to the timings. They say, they cannot take full advantage of this connection. I have asked my IA officials to look into it. They have assured me that by the 1st January, they will try to make certain adjustments in the schedule. Incidentally, it is not true that Trivandrum is the only State capital which is not directly connected with Delhi. There are many State capitals like Bhubaneswar, for example, in the eastern region, which are not directly connected with Delhi. That apart, we will certainly try to do whatever we can to meet the demands of the various regions. It is sometimes difficult to fit every flight into a schedule which will satisfy everybody, because we have to make the maximum utilisation of the planes. They leave at 6 in the morning and do a number of flights before coming back. In the course of this arrangement, very often one section of people say, "It comes in late in the night; I cannot attend office" or "I have to miss my lunch" or "It comes in the night when it is too cold and very inconvenient" and so on. We have to organise it as best as we can. We cannot satisfy everybody. But certainly genuine difficulties can be looked into. I think Kerala people do have a genuine difficulty about the Boeing flight and we will see what we can do.

The question of food has been raised.

Certainly, food should be improved, hope it will be improved.

About unemployed pilots, IA is going to recruit in the next two to three years upto 100 pilots. I hope some of these boys will be absorbed. In addition, we referred the matter to the Public Service Commission and I have specifically amended the rules of recruitment for aerodrome officers in the Civil Aviation Department—not in the Airlines—to give these people also a chance. We have said, the holders of commercial pilots licence should also get an opportunity to appear for these interviews. I have also taken up the matter with the Ministry of Food and Agriculture for their crop spraying, etc. and other similar organisations. I am aware of this problem of unemployed pilots and we are trying to tackle it urgently.

Mr. Swaminathan said that the Boeing trunk flight from here to Madras should stop at Madurai. The whole point of a trunk flight is firstly, high density of traffic and secondly it involves going from A to B in a certain short period of time. If I am to stop all my trunk flights on the way, the economics of the operation will get completely knocked off. Secondly, it will not be a trunk flight any longer. Some MPs say, "Your plane flies over us; why does it not land?" It is not only a question of landing. We have got to have passengers and traffic. Then, each landing means additional expenditure on fuel and on time. Therefore, when he says that the plane should land at Madurai just because the plane goes over Madurai it does not necessarily mean that a stop at Madurai, is commercially profitable. But we will certainly do what we can in this matter. Madurai is already connected by air.

Shri Bharat Singh has gone away but he made one useful point that there should be feeder services within the States; in other words, he said that, apart from the major all India services, within the State small planes should link people living in different areas. This is an attractive proposition in theory but in practice we simply do not have the small planes that can do this.

SHRI R. V. BADE (Kharagone) : He said about air taxis.

**DR. KARAN SINGH :** I know that. The only small planes we have are the DC-3s, if you can call them small. Even they require over 3,000 feet of landing space. And they are getting very old. Had there been any adequate number of small planes in India for an air taxi service, it would have been all right. But in the absence of those, to buy them—the economics of a small operation are very difficult; the costs are very high—I am afraid, does not seem to be a practical possibility in the near future.

**PROF. S. L. SAKSENA (Maharajganj):** Manufacture them.

**DR. KARAN SINGH :** We have already manufactured one plane and if we start manufacturing small planes, the economy of the thing will completely collapse.

Then, he talked about Madhya Pradesh and Hindi newspapers. I have made a special point that Hindi newspapers should be provided.

श्री भारत सिंह जी ने एक बात कही। अब वह यहाँ हैं नहीं, लेकिन रेकार्ड के लिए यह बात मैं कह दूँ, उन्होंने कहा कि भोजन कम मिलता है, तो उसमें मेरी बिनम प्रार्थना यही है कि जब हवा में ही तो अल्प भोजन ही उत्तम रहता है।

Shri Mohammad Ismail made some two or three points. One general point he made was that the management-labour relations should not be characterised by rigidity, prejudice or a bureaucratic approach on the part of the officers. I entirely agree with him. There is no scope, particularly in this stage of our national development, for a narrow-minded or rigid approach. I can assure him that the instructions to my Ministry always are that these problems should be looked upon with imagination. We have a Personnel Department and, as I said earlier, I hope that the relations will improve.

He mentioned three other points. One was about the employees of Airways India Limited. Many Members—Shri S. M. Banerjee, Shri Indrajit Gupta and others—

have spoken to me about them. The position is clear. They were employees of a private airline. I made it quite clear that Government had no legal responsibility to absorb them. However, in view of the fact that they had a background of aviation, as a special case on humanitarian grounds, we were prepared to look into the matter. We did that and you will be glad to know that out of a total of, I think, 123 or 124 employees, who have been interviewed, 51 have been absorbed. I am frankly not sure whether it will be possible to absorb, all of them. The hon. Member said that they were interviewed. That does not necessarily mean that all of them came up to the standard. I do not have the details with me, but we have stretched the point already; we have already relaxed certain restrictions which we have never done, so that these people may be absorbed.

**SHRI S. M. BANERJEE :** They can be absorbed in posts which require the same experience and qualifications. I do not think to that there could be any objection. They can be on probation for six or eight months.

**DR. KARAN SINGH :** We have gone out of our way to do it. I have received a representation the other day and I have again taken the matter up. We will try and see what we can do.

Then, I was very sorry to learn of the reports that the Calcutta hotels have been out of action, because, as it is, I must admit that the tourist image of Calcutta, if I may say so, is not a good one at present and if the hotels also stop functioning, it will really lead to a very bad situation. I will make inquiries about it, although there is nothing that I can directly do because this is a matter under the jurisdiction of the West Bengal Government. They are private hotels and not Government hotels. I cannot really directly intervene. But as the Minister of Tourism, I will find out what the position is and try to see what can be done.

24 hrs.

On the flight from Calcutta to Agartala, it is true that there is a limitation on



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luggage. But that is because this is a special service and we want to carry as many passengers as possible. मोहम्मद इस्माइल साहब ने विस्तर की बात कही है, विस्तर ले जाने की क्या जरूरत है, वहाँ की एक विस्तर रखिये।

श्री मोहम्मद इस्माइल : एक के० जी० आप ने रखा है।

डा० कर्ण सिंह : इसीलिये एक कीजी रखा है कि आप को कठिनाई न हो। हम चाहते हैं कि अधिक पैसेजर्स ले जाय जाय, बजाय इसके कि सामान जाय।

SHRI BIREN DUTTA (Tripura West) : You have given an assurance in reply to my letter that a Caravelle cargo plane will be put from Calcutta to Agartala. Your letter is with me. You have given an assurance.

DR. KARAN SINGH : That is a separate freight plane. That is a matter also we are looking into. We are very short of planes. One of the reasons why we cannot give all the services that we want to is the shortage of planes.

Then, Shri Ismail said about checking and security. I am afraid, it is just not possible to relax on that. If it makes him feel better, I may tell him, whenever I go to any airport, I insist on going through all the security checks personally along with my luggage. We do not make an exception for Congress Members. Even a Minister is not made an exception. This is a matter on which, I think, if anything, we should err on the side of over-caution.

श्री मोहम्मद इस्माइल : दिले बहुत होती है। एक बंटा बँडे रहना पड़ता है।

डा० कर्ण सिंह : क्या करें, सिम्बोरिटी को डील नहीं किया जा सकता है, बिनाबकर भारत के उस जग में जहाँ की बात जाय कर रहे हैं। इसमें हम डील नहीं कर सकते हैं,

क्योंकि हम रिस्क नहीं लेना चाहते हैं।

SHRI DASARATHA DEB : (Tripura East) : In the VIP room, I have seen a security officer going there and just putting a seal...(Interruption)

DR. KARAN SINGH : In any case, we should be very strict on this.

Shri Sakesena made two or three points. One is that Indian food should be served on flights. Hotels are going to be built in India, not abroad. On Air India flights, Indian food is served and should, quite rightly, as he said, be served.

DR. RANEN SEN : We are told that in spite of the catering arrangement, most of the food served in Delhi-Calcutta flights and other flights is supplied by the contractors at a very high rate. Is that so?

DR. KARAN SINGH : I may also clarify the position with regard to catering in general. So far, we have been relying almost entirely on private contractors. There was no other sources of getting food. Now, Air India has set up a flight kitchen in Bombay and also a flight kitchen in Delhi. There are two types of food. One is food served on flights and the other food is served by hotels at the airports. I want to move into a situation progressively whereby we are not dependent on private caterers and where we can produce food ourselves. For example, I have given instructions that in Bombay, from 1st of January, after the contract expires on 31st December, Air India flight kitchen should take over. In Calcutta, there is no flight kitchen as such. But when Dum Dum Hotel comes up, the I.T.D.C. Hotel, my intention is that Hotel will be asked to make catering arrangements. Gradually, I will have to move into that situation. Meanwhile, we will have to call for tenders, whenever necessary. There is no other way of ensuring food.

Then, Shri Sakesena raised the problem of Gorakhpur. I am well aware that northern U. P. and northern Bihar have been put to tremendous inconvenience because all the airports are on the southern side of the two States.



As far as Northern Bihar is concerned, I have this year been able to cover Muzaffarpur.

Regarding Northern UP, Gorakhpur, I am in touch with the Defence Ministry and if the traffic will justify, then we can certainly consider starting a service. The matter is under careful consideration.

PROF S. L. SAKSENA : There is enough traffic.

DR. KARAN SINGH : This covers, I think, broadly the various points that have been made.

I am very gratified that the hon Members have showed so much constructive interest in the working of the Air Corporations.

In conclusion I would like to say that these two Air Corporations, particularly, the Indian Airlines, have a very very vital role to play in our economic development. I say particularly Indian Airlines because it is a monopoly undertaking within the country and in a country of the size of India, air services can no longer be looked upon as a luxury. It is a sheer necessity for our political integration, for our economic development, for our administrative viability and for any sort of tourist development. Therefore, I have tried in the last four or five years to give very special attention to the Air Corporations and I think, despite difficulties, we are going to make definite progress in this direction.

With these words, I hope that the Bill will receive your approval.

MR. DEPUTY-SPEAKER : Now, the question is :

"That the Bill further to amend the Air Corporations Act, 1953, as passed by Rajya Sabha, be taken into consideration."

*The motion was adopted.*

Moved with the recommendation of the President.

MR. DEPUTY-SPEAKER : Now, we take up clause-by-clause consideration. Clause 2—There are a number of amendments by Mr. Salve, but he is not here. There are no amendments to other clauses. So, I will put them all together.

The question is :

"That Clauses 2 to 13, Clause 1, the Enacting Formula and the Title stand part of the Bill."

*The motion was adopted.*

*Clause 2 to 13, Clause 1, the Enacting Formula and the Title were added to the Bill.*

DR. KARAN SINGH : I beg to move :

"That the Bill be passed."

MR. DEPUTY-SPEAKER : The question is :

"That the Bill be passed."

*The motion was adopted.*

1408 hrs.

JAYANTI SHIPPING COMPANY  
(ACQUISITION OF SHARES)  
BILL

THE MINISTER OF PARLIAMEN-  
TARY AFFAIRS, AND SHIPPING AND  
TRANSPORT (SHRI RAJ BAHADUR) :  
Sir, I beg to move\* :

"That the Bill to provide for the acquisition of the shares of the Jayanti Shipping Company Limited in order to serve better the shipping needs of the nation and to facilitate the promotion and development, in the interests of the general public, of national shipping and for matters connected therewith or incidental thereto, be taken into consideration."