

[Prof. D. P. Chattopadhyaya]

We are doing our best about the matter. We have strengthened the Central Drug Laboratories and we have also asked the concerned State Governments to strengthen their drug control machinery. About cases of adulteration of foodstuffs and drugs, it may be pointed out that their number is going down. In 1965 it was 31 per cent. It came down to 24 per cent in 1968 and to 20 per cent in 1970. Perhaps we may humbly claim that although the problem of adulteration of food and drugs is there, it is declining.

My friend Shri Narendra Singh said that because of the corrupt practices associated with family planning, it should be scrapped altogether. I am prepared to throw away the bath-water but not the baby therewith. I would request him to listen to Prof. Mahajan who speaking just after him suggested that people who do not plan their families should be punished. The ministry is put into a slight difficulty because of some friends suggesting the scrapping of family planning and others suggesting that people who do not plan their families should be punished. We are following a via media, the golden mean.

SHRI MADHURYA HALDER : 5 per cent of seats in the medical colleges are to be reserved for students from other States. Has that decision been shelved or is it going to be implemented ?

PROF. D. P. CHATTOPADHYAYA : We have written to the State Government about this matter.

MR. DEPUTY-SPEAKER : A number of cut motions have been moved by Dr. Laxmi Narayan Pandey, Shri Ramavatar Shastri, Shri Dasaratha Deb and Shrimati Bhargavi Thankappan. I will put all these cut motions to the House.

All the cut motions were put and negatived.

MR. DEPUTY-SPEAKER : The question is :

"That the respective sums not exceeding the amounts shown in the fourth column of the Order paper be granted to the President to complete the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March,

1973, in respect of the heads of demands entered in the second column thereof against Demands Nos. 35, 36, and 117 relating to the Ministry of Health and Family Planning."

The motion was adopted

[The motions for Demands for Grants which were adopted by the Lok Sabha, are reproduced below—Ed]

DEMAND NO. 35—MINISTRY OF HEALTH AND FAMILY PLANNING

"That a sum not exceeding Rs. 1,31,43,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Ministry of Health and Family Planning'."

DEMAND NO 36—MEDICAL AND PUBLIC HEALTH

"That a sum not exceeding Rs.26,02,73,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Medical and Public Health.'"

DEMAND NO.117—CAPITAL OUTLAY OF THE MINISTRY OF HEALTH AND FAMILY PLANNING

"That a sum not exceeding Rs. 21,40,95,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973. in respect of 'Capital Outlay of the Ministry of Health and Family Planning'."

14-34 hrs

MINISTRY OF TOURISM AND CIVIL AVIATION

MR. DEPUTY-SPEAKER : The House will now take up discussion and voting on Demand Nos 78 to 81, 130 and 131 relating to the Ministry of Tourism and Civil Aviation for which 3 hours have been allotted.

Hon. Members present in the House who are desirous of moving their cut motions may send slips to the Table within 15 minutes indicating the serial numbers of the cut motions they would like to move.

DEMAND NO. 78—MINISTRY OF TOURISM AND CIVIL AVIATION

MR. DEPUTY-SPEAKER : Motion moved :

“That a sum not exceeding Rs 24,30,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of ‘Ministry of Tourism and Civil Aviation’.”

DEMAND NO. 79—METEOROLOGY

MR. DEPUTY-SPEAKER : Motion moved :

“That a sum not exceeding Rs. 5,37,18,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of ‘Meteorology’.”

DEMAND NO. 80—AVIATION

MR. DEPUTY-SPEAKER : Motion moved :

“That a sum not exceeding Rs. 12,97,68,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of ‘Aviation’.”

DEMAND NO 81—TOURISM

MR. DEPUTY-SPEAKER : Motion moved :

“That a sum not exceeding Rs. 2,61,00,000 be granted to the president *to complete* the sum necessary to defray the charges which will come in course of payment

during the year ending the 31st day of March, 1973, in respect of ‘Tourism’.”

DEMAND NO 130—CAPITAL OUTLAY ON AVIATION

MR. DEPUTY-SPEAKER : Motion moved :

“That a sum not exceeding Rs. 4,72,33,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of ‘Capital Outlay on Aviation’.”

DEMAND NO. 131—OTHER CAPITAL OUTLAY OF THE MINISTRY OF TOURISM AND CIVIL AVIATION

MR. DEPUTY-SPEAKER : Motion moved :

“That a sum not exceeding Rs. 9,95,72,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of ‘Other Capital Outlay of the Ministry of Tourism and Civil Aviation’.”

SHRI BIREN DUTTA (Tripura West) : Sir while rising to speak on the Demand for Grants of this Ministry, I want to draw the attention of the hon. Minister to what he said last year while replying to the discussion on the demands for Grants :

“.....I look upon Indian Airlines not at all as one of the hon Members said, as a luxury only for the very rich, but as a dire necessity in a country like ours which is now poised for economic development and administrative and political intergration.”

After expressing this fair desire, what has been done during the year under review ? When the pointed attention of the Minister was drawn to this aspect last year he said :

“There was a very good suggestion made that we might consider..... that there

[Shri Biren Dutta]

should be an Indian Airlines base at Gauhati so that the operation in the Eastern sector can be more flexible and more effective."

We are passing through a difficult time in the north eastern zone. Our transport position has not at all improved. During the last one year we have not seen any improvement in the direction of lowering of the fair charges so that the common people can utilize these services as a necessity.

The Ministry has not looked into the problems of this area, which needs air service as an ordinary service for movement of people and goods to and from this area. One schedule service was started from Agartala to Silcher. We do not know why it has been discontinued. I want to know specifically from the Minister whether he is thinking of introducing a Janta service from Agartala to Silcher and then, later on, extend it to other areas.

You cannot make air travel within the reach of the common people by raising the fares. But in the name of fair charges you have raised the rates in all the routes. So, it will be seen that practical action is something quite different from what is said on the floor of the House. The air fare chagrined by the Indian Airlines being what it is, how many people, belonging to the middle class, not to speak of the common people, can afford to travel by air? Only very few people could do it. Although the hon. Minister has said that he will make air travel available to the common people, I am not very hopeful and I do not think it will come true.

Since the hon. Minister has said that he is interested in the welfare of the common people I will draw his attention to the condition of the class 3 and class 4 employees. Coming to the Indian Tourism Development Corporation, though the Corporation was formed about seven years ago, no service rules have been framed so far. The draft service rules prepared by the Corporation through a private organisation are still lying in cold storage. They are not taking any action on this as this will affect their interests.

The Corporation paid the interim relief, as recommended by the Third Pay Commission, after the lapse of five months. When the

second interim relief was recommended by the Third Pay Commission, the Corporation did not pay it to the employees.

About house rent allowance, at present the Corporation is paying 25 per cent house rent allowance to its employees in Delhi, Madras and Calcutta and 30 per cent in Bombay, provided the employees produce a certificate or receipt to that effect; otherwise, only 15 per cent is being paid. In cases of undertaking such as, the State Trading Corporation, Minerals and Metals Trading Corporation, Food Corporation, Indian Oil Corporation etc., they are paying 30 per cent house rent allowance in Delhi and other A class cities. But this Corporation is not paying this to its employees.

MR. DEPUTY-SPEAKER: All the time is exhausted in reading out from the report instead of making your point.

SHRI BIREN DUTTA: My point is that at least the Ministry should do this for the poorer section of its employees.

They have failed to give quasi-permanent status to their employees. The DGCA has not yet made quasi-permanent employees who have served for seven to ten years. In many cases Class IV employees have not got confirmation of their services. They remain temporary for a long time.

Even in the Department of Tourism there are employees who have served for more than ten years but they have not yet been made quasi-permanent.

I think, if the Minister cannot do good to the people and lower the fare charges, at least he must try to help those poor people who have been employed by his department. Let them, first of all, be benefited at least. After that we will be looking to the day when the common people, as he has said, will be benefited by this.

SHRI N. K. SANGHI (Jalore): Mr Deputy-Speaker, Sir, tourism has become a very important industry all over the world. Today every country is running for more and more tourists to come to their country. India being such a large country, we have everything that any other country in the world has to offer for tourism. We have cultural, historical and natural facilities here. We have climates right

from the snow-capped mountains of Mouth Everest to Cape Comorin in the south. We have the tropical climate of the Havalian Islands and we have the deserts of Las Vegas. We have in India everything that one possibly wants to see in the world.

SHRI R. S. PANDEY : We have also got Khajuraho.

SHRI N. K. SANGHI : We have many other things. What I want to say is that anything that the world has, whether in Switzerland or in Spain or in Italy or in Southeast Asia or in Japan, we have in India. But, unfortunately, our tourism has not developed.

We have a dynamic Minister for tourism but possibly financial outlays on tourism are not there and today our whole tourism is being throttled.

What does the tourist want when he comes to India? He wants transport facilities so that he can travel from one place to another. He wants good hotels to suit his pocket so that he can at least stay in a clean and wholesome place. He wants reasonably good food and some entertainment to keep him busy and he wants to go round sight seeing. This is what he wants. But today we find that the foreign tourist is more allergic to come to India than he was in previous years. We have done quite a lot to develop tourism in India. There is no doubt about it. But we have to re-examine the whole structure to see what has gone wrong because of which our aspirations and targets have not been fulfilled.

If we go into the background of the Indian Airlines Corporation and Air-India, we find that against the anticipated profit of Rs. 175 crores to accrue to us during 1971-72, the Indian Airlines have already lost Rs. 4 crores up to December and our loss may reach up to Rs. 6 crores. There has been repeated disruption in the services due to labour unrest and so many new things which crop up, and the Indian Airlines is not able to get out of the morass. The other day there was dislocation due to the pilots strike and now we find that the engineers have gone a 'go slow'. Any one who wants to go by Indian Airlines is struck up at the Airport for hours together. Today we look to the Ministry, to the Indian Airlines management. We ask them what is wrong, why

not settle the matter, but we find that there is no answer. I possibly feel that management, labour management, has been taken up in a particular manner.

When it was a matter of Indian Airlines pilots settlement, the whole thing was done into and something was given which may not have been warranted financially. Today when we find that the other services are wanting, there is so much thinking about it, but we are not able to do anything. All the more, we cannot lose sight of the basic fact that the Indian Airlines Corporation is going to lose heavily and the people are going to be put to lot of difficulties and inconveniences in the coming time.

One really wonders in the background of these financial losses what is the reason for the Air India operating in some of the internal routes. Is it that Air India has surplus capacity and that the Indian Airlines is wanting in capacity? The Indian Airlines used to fly a service to Kabul some days ago and used to earn foreign exchange. That has been given up. I have a statement by which I find that today Air India is operating in internal routes—Bombay-Calcutta, Bombay-Madras and Bombay-Bangalore. There should be some reason. It would be much better if we keep Air India separate as an international airliner and the Indian Airlines to work as an internal airliner. In this respect I would certainly feel that there should be two separate boards for Air India and Indian Airlines so that there is a new outlook for both the services—one as the international service to catch up with the standards of international competition and the other as the internal service giving service to the local population at a reasonable fare.

Today much has been wanting in the service and efficiency of Indian Airlines. If you want reservation for a connecting service, it is not available for days together. We do not have Telex services. They must have Telex services as early as possible covering practically all the aerodromes, so that wherever reservations are to be done, these services can be made available. Otherwise, so much time is wasted.

They are already running under loss and should not come up for another fare rise. May I, therefore, suggest this for consideration? Wherever we have two hours flight, possibly

[Shri N. K. Sanghi]

we should not have a meal there. It is not necessary that we should have a meal there. We may suggest that we can have it on payment of charges. Or, one may get some coffee and pay for it rather than making it a ritual that every one must have it. It would save considerable expenses. The expenses on the Indian Airlines catering is much too heavy and the belly satisfaction is very little. *(Interruption)*

Peculiar difficulties have come to my notice. Foreigners wanted to exchange their international air tickets from Calcutta to Delhi via Banaras and Khajuraho and they were willing to pay the excess fare. But I was told that in Calcutta such tickets were refused to be exchanged by the Indian Airlines. It is a serious matter to be looked into.

Another problem is that we have possibly issued a circular by which we expect the foreigner, when he wants to buy an Indian Airlines ticket, to show some proof of his having exchanged foreign exchange or to pay in foreign exchange. This means that the foreigners have to carry the vouchers and also show the Passport and all those things. If a foreigner who comes here has to undergo all these formalities, really he will go and tell his friends there that this is the situation in India, 'you are being watched by the Customs; you have to go through all the formalities; if you want to buy an Indian Airlines ticket or a railway ticket, you have to show your currency book, Passport and all those things'. This really creates some difficulties for the foreigners. We should remove these small things. I do not want to bother the hon. Minister with big matters. But these small matters really matter.

Another thing is this. If you go to Calcutta for booking a ticket, nobody can get a ticket within less than an hour; it may be 1½ hours and provided a seat is available. What can we do to bring some efficiency? Can we not give some bonus for issue of more tickets? Can we not give them some efficiency bonus? The customer should be able to get his ticket in about ten minutes from the Airlines.

I would also like to draw the attention of the Minister about the Avro aircraft. The controversy has been going on for very long. We had many committees to look into it

Ramamurthi Committee, Arya Committee and so on. We would like to know why the Air Vice Marshal Mehra Committee's report has not been put on the Table of the House. I am told that in Bombay to-day they carry a maximum load of 40,000 lbs as against permissible load of 44,000 lbs. In Madras, the Avros are carrying a load of 44,000 lbs whereas in Bombay the maximum load that the pilots are flying is 40,000 lbs. The matter should be really looked into and if there is anything wrong with the air worthiness and climb of this aircraft, necessary remedial action should be taken.

Regarding the question of new aircraft, we have been told that due to paucity of foreign exchange, we may not go in for Boeing 737 aircraft. We would like to really know what the Minister is going to do. We have to come to some conclusion soon for the purchase of these new aircraft. Unless we have the full complement that we need of the aircraft, we shall not be able to run these air services efficiently.

I have to say a word about the Meteorological Department. On the 16th October, the Meteorological Observatory at Poona had relayed a message of the incoming cyclone but it did not come. It was diverted. But when the cyclone did actually come on the 28-29th October, no such message was given and it was also not relayed by the All India Radio station, Cuttack with the result that people were taken by surprise and many lives were lost. Sir, cyclone causes a big human disaster and the meteorological observatories reports should be promptly relayed so that people can be forewarned of the incoming calamities,

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

SHRI N. K. SANGHI : I will not take much time of the House.

Thank you very much for giving me a chance. With these words, I hope the Demands of the Ministry will be passed.

MR. DEPUTY SPEAKER : I want to draw the attention of the speakers from the Congress Party that the list that has been given to me is a very long list, with a rider that they may be allowed seven minutes each. I shall try to co-operate by calling the atten-

tion of the speaker by ringing the bell at the end of seven minutes and I hope that they will try, to co-operate with their Whip and with their colleagues in the same Party by stopping when I ring the bell.

SHRI P. M. MEHTA (Bhavnagar) : I will not take much time of the House, I will make only one or two points.

The working of the Indian Airlines has gone from bad to worse. Apart from the financial loss to the tune of Rs. 6 crores last year, it has caused great hardships and difficulties for the travelling public. The delay in flights and long queues at the counters have become the normal and usual feature of the Indian Airlines. If you visit the Bombay Airport in the early morning at 5 O'clock, the schedule time for opening of the counter may be 6 O'clock but they are supposed to report one hour earlier and the passengers come one hour early and the counters open one hour after the schedule time. This is the daily feature at Bombay and nobody cares to improve the things and in this way the flying passengers are put to great hardships.

Similarly, it is the case with the delay of the flights. It is said that it is because of the go-slow agitation of the Maintenance Engineers. But this factor accounts only for 2%. Only 2% of the delay is caused by the engineering force. There are other factors than this which delay the flight. So I would appeal to the Minister to ask the management to go into the causes for the delays and not just shirk the responsibility and fix it on the engineers there that they are going slow and not working properly. It is my impression that the other day the Minister has assured this House that the Government is ready to refer the dispute to arbitration. The constitutional means for settling of the dispute is arbitration or adjudication. Therefore, Sir, the dispute between management and the association should be referred to arbitration. The Engineers Association has agreed to refer the point of dispute between the management and the association to arbitration. Why the management does not agree to this just proposal of the union is a thing which I really fail to understand. I would request the Minister to intervene and ask the management to accept the reasonable proposal of the Union and refer this point to arbitration. Mostly it is regarding differential

between the different categories. There should be no objection to this proposal of the association to refer this point to arbitration. I would request him to go into this proposal of the association and ask the management to accept it because by going to arbitration it is not as if the management accepts the demand made by the association. As I have said, this is only a constitutional means for solving the dispute under the Industrial Disputes Act.

There are many attractive places in Gujarat of historic importance, of cultural importance which have natural surroundings, seacoast, hills, forest areas and the like. I would request the Minister to carry out the further surveys and to develop these places as tourist centres. This will help the development of tourism and will also help the local places which are neglected since long.

श्री सतपाल कपूर (पटियाला) : उपाध्यक्ष महोदय, मैं कुछ ऐसा महसूस करना हूँ कि जितनी मिरियम टूरिज्म की प्राबल्य है, उतनी मिरियम की तरफ से या एंजिनियरिंग कमीशन की तरफ से उनकी मिरियम नहीं ली जा सकती। जो रिपोर्ट हमारे सामने पेश की गई है उसमें यह बताया गया कि चौथी फ्लाईंग टैरिफ एंजिनियरिंग के खर्च होने तक हम 4 लाख फारेन टूरिज्म टुग मुक्त के अन्दर अट्रैक्ट कर पायेंगे, जबकि आज दुनिया इस मामले में कितनी आगे बढ़ चुकी है। जिस तरह में टूरिज्म इंटरनेशनल बिल्ड हो रही है उस मीरियमनेस के साथ हमारे एंजिनियरिंग कमीशन ने उसकी प्रायोरिटी नहीं रखी है। मैं समझता हूँ कि यह काफी बड़ी गलती की गई है और टुगको सुधारना बहुत जरूरी है।

आप देखिये कि आज कितना तरह से दुनिया में टूरिज्म बिल्ड हो रहा है। स्पेन ने जो अपना टूरिज्म बिल्ड किया है उसके मुताबिक पिछले साल स्पेन में 30 मिलियन फारेन टूरिस्ट आए, इटली में जो उसकी टोटल इन्कम है उसकी 46 परसेंट इस टूरिज्म से होती है। इटली की अपनी आबादी 25 मिलियन है, लेकिन पिछले साल 32 मिलियन टूरिस्ट दुनिया के दूसरे मुक्तों से उस मुक्त में पहुँचे।

[श्री सतपाल कपूर]

15.00 hrs.

[SHRI K. N. TIWARY in the Chair]

कम्प्युनिस्ट वर्ल्ड को आप देखे। युगोस्लाविया में पिछले माल पच्चीस मिलियन टूरिस्ट गए। बल्गारिया में भी इन्ही तरह से बहुत ज्यादा तादाद में टूरिस्ट गए। सारी दुनिया में टूरिज्म को बिल्ड किया जा रहा है। इसको एक इंडस्ट्री के तौर पर, साइटिफिक वे आफ लाइफ के तौर पर लिया जा रहा है। लेकिन हमारे यहाँ शायद प्लानिंग कमीशन ने इसको प्रायोरिटीज में नहीं रखा है। मिनिस्ट्री की तरफ में जो कोशिशें उस दिशा में हो रही हैं उनको मैं जानता हूँ। एक छोटा सा देश है ट्यूनिशिया। उसकी आवादी केवल दो मिलियन है। वहाँ पर एक मिलियन टूरिस्ट पिछले माल गए। उनके छोटे-छोटे शहरों में, जैसे यहाँ अक्बर होटल है, अब्बाय होटल कंटेनल है, अशोका होटल है, फाउव स्टार होटल है, उस तरह के होटल हैं। ये मैंने वहाँ देखे। दुनिया में टूरिज्म एक सूचक के तौर पर बिल्ड हो रहा है। आपको भी इस तरफ ध्यान देना चाहिए और प्लानिंग कमीशन को भी इसको बहुत सारियमन्स के साथ लेना चाहिए और प्रायोरिटीज में इसको रखना चाहिए। मिनिस्ट्री ने जो डिमांड रखी है, ये बहुत कम रुपये की है। फाउव टाइम्स इनको बढ़ाए जाने की जरूरत है। ऐसा किया गया तब तक टर्फा स्ट्रक्चर जो बिल्ड करना है, वह बिल्ड हो जाएगा। यह कैश क्राफ की तरह से है। जिस तरह से कैश क्राफ को अगर बिल्ड करना हो तो उसमें पैसा लगाना पड़ता है और अगले माल उसका रिटर्न मिलता है उसी तरह से मिनिस्ट्री आफ टूरिज्म जो है इसको भी इन्ही ढंग से रखा जाना चाहिए और ऐसा किया गया तब आकर भारत में टूरिज्म हो सकेगा। आप लंका को देखें। भारत में वे ठहर नहीं पाते। आपको देखना चाहिए कि टूरिस्टों को क्या क्या दिक्कतें यहाँ होती हैं और उनको आप दूर करें। मैं समझता हूँ कि मिनिस्ट्री या टूरिस्ट डिवलपमेंट काउंसिल के माइन्ड में यह है कि उन्हीं टूरिस्टों को एट्रैक्ट करने की जरूरत है

जो दो सौ डालर एक दिन में खर्च कर सकते हैं। मैं समझता हूँ कि यह जो कंसेप्ट है यह गलत है। कंसेप्ट यह होना चाहिए कि जो पच्चीस या बीस डालर रोज खर्च करने की स्थिति में हो जैसे यू.एस. है, स्टुडेंट्स है, जो दुनिया में घूम रहे हैं उनकी तरफ हम ध्यान दें। ऐसा हमने किया तो हम टूरिज्म को अच्छे ढंग से बिल्ड कर सकेंगे।

एयर इण्डिया का जहाँ तक ताल्लुक है मैं उनकी सर्विस की उनकी एफर्ट्स की तारीफ करना हूँ, मिनिस्ट्री को भी मैं तारीफ करना हूँ। लेकिन इण्डियन एयरलाइन्स के बारे में जो कुछ मेरे पढ़ने के दो गार्यियों ने कहा है, उसमें मैं सहमत हूँ। इण्डियन एयरलाइन्स प्रोपरली मैनेज्ड नहीं है, मिस मैनेज्ड है। इसको कंट्रोल करने की जरूरत है, इसको एफिशेंट बनाने की जरूरत है।

भारत में टूरिज्म को एट्रैक्ट करने के लिए जहाँ तक स्थिति की बात है, मेरा ख्याल ऐसा है कि कोई दूसरा देश नहीं है जो भारत के साथ इस दंगल में कम्पीट कर सके। इस बास्ते इसको बहुत प्रोपरली हैडल करने की जरूरत है। प्लानिंग कमीशन को भी इस तरफ ज्यादा ध्यान देना चाहिए और जो प्रायोरिटीज है, उनमें इसको रखा जाना चाहिए।

इन शब्दों के साथ मैं इन डिमांड्स का समर्थन करता हूँ।

श्री चन्द्रशेखर सिंह (जहानाबाद) : सबसे पहले मैं मंत्री महोदय का ध्यान इस ओर खीचना चाहता हूँ कि एक अप्रैल को इण्डियन इण्टरनेशनल एयरपोर्ट्स आथरिटी को लागू किया गया है। इसका नतीजा यह हुआ है कि जहाँ पहले एक आदमी काम करता था वहाँ उसी जगह पर अब लगभग चार आदमी काम करते हैं। लेकिन उसके बावजूद भी पहले के मुकाबले में उसनी एफिशेंटली नहीं होता है, ठीक नहीं होना है। पहले काम साफ होता था, लेकिन अब चार आदमी लगने के बाव भी काम ठीक से नहीं हो रहा है।

दूसरी बात यह है कि पालम ट्रांज़िट लीज में से कारपेट को भी निकाल दिया गया है और अब वह पहले से भी गन्दा हो गया है।

एयर इण्डिया के चेयरमैन की आपने अभी बहानी की है। वह टैक्नीकल आदमी नहीं है। नान टैक्नीकल आदमी को उम जगह पर टैक्नीकल हैड की जगह पर बहाना किया गया है। ऐसा अगर किया जाएगा तो क्या आप समझते हैं कि मैनैजमेंट ठीक से चल पाएगा। मैनैजमेंट को जो अमुविधाये होनी है और जो दूसरे काम नहीं हो पा रहे हैं और समय पर हवाई जहाज नहीं चल पाते हैं, उसका कारण यही है कि टैक्नीकल हैड की जगह जख़रत है वहां आपने पता नहीं बिना आधार पर नान टैक्नीकल हैड को बिठा दिया है। पहले आपने डी जी सी ए को एयर इण्डिया का चेयरमैन बनाया था लेकिन अब जो चेयरमैन बनाया गया है वह एक नान टैक्नीकल हैड है। बिना लेखा-जोखा किए हुए जो एक नान टैक्नीकल आदमी को चेयरमैन के पद पर बहाल कर दिया गया है वह गलत किया गया है।

कलकत्ता में आपकी बिल्डिंग बनी हुई है जहां आप हैड आफिस को रख सकते हैं; लेकिन आपने यह सबाल पंदा कर दिया है कि आपको दिल्ली में, बम्बई में या कलकत्ते में कहा रखा जाय। उस बिल्डिंग का नाम टर्मिनल बिल्डिंग रखा हुआ है। वह खाली पड़ी हुई है। वहां आफिस रखने की तरफ ध्यान नहीं दिया जा रहा है। बलग से पन्द्रह हजार रुपया प्रति माह किराया लेने की बात मोची जा रही है। लाखों रुपये की जब बिल्डिंग बनी हुई है और वहां आफिस रख कर काम चलाया जा सकता है तो क्यों पन्द्रह हजार रुपया महीना किराया दे कर बिल्डिंग लेने की बात सोची जा रही है। आपको जो पब्लिक सैक्टर अन्डरटेकिंग घाटे में चलते हैं, उसकी यही वजह है कि आप फिज़ूल-खर्ची करते हैं।

हमने देखा है कि पालम एयरपोर्ट पर तथा दूसरी एयरपोर्ट पर आप चौकीदारों के स्थान पर इंडस्ट्रियल सिन्डिकेट फोर्स के लोगों को रख

रहे हैं। वहां पर पुलिम का तथा दूसरे अरेंजमेंट हैं और पुलिम वहां देखरेख कर सकती है। लेकिन फिर भी चौकीदार तथा दूसरे जो लोग काम करते हैं, जिनके खिलाफ किसी तरह की कोई शिकायत नहीं है, उनको हटा कर इंडस्ट्रियल सिन्डिकेट फोर्स को लगा रहे हैं, इनकी क्या वजह है? इसकी वजह से लगभग 2 लाख 40 हजार रुपया प्रतिवर्ष आप इंडस्ट्रियल सिन्डिकेट फोर्स पर खर्च करने जा रहे हैं। इसको बचाया जाना चाहिए और चौकीदारों में वहां काम लिया जाना चाहिए।

पहले दिल्ली में कलकत्ता और कलकत्ता से दिल्ली पटना, एलाहाबाद और रांची होते हुए मुंबई और शाम दोनों टाईम प्लेन चलता था। अब उसके टाईम में परिवर्तन कर दिया गया है। कलकत्ता में प्लेन सुबह 8, 9 बजे चलता है और पटना में 12 बजे के करीब चलता है। इसमें यात्रियों को अमुविधा होनी है। इसलिए यह व्यवस्था करनी चाहिए कि दिल्ली और कलकत्ता में पहले ही तरह मुंबई और शाम प्लेन चलना चाहिए।

पटना और गया में टूरिस्टों के ठहरने के लिए अच्छी व्यवस्था नहीं है। पटना राज्य की राजधानी है और गया एक धार्मिक तथा ऐतिहासिक स्थल है, जहां देश विदेश से यात्री आते हैं इसलिए इन दोनों स्थानों में टूरिस्टों के ठहरने के लिए उचित व्यवस्था की जाये।

जो प्लेन पटना से रांची और हावड़ा जाता है, उसको प्रवि-दिन गया में भी रोकना चाहिए, क्योंकि वहां देश-विदेश के यात्री आते हैं।

भिलाई और भोपाल की तरह बिहार में बोकारो के लिए भी जहा प्लान्ट लम रहा है, डेली सर्विस चालू की जाए। इससे इनकम भी बढ़ेगी और लोगों को सुविधा भी होगी।

इण्डियन एयर लाइन्स में जो जेट लिए गए हैं, उनको दिल्ली से बम्बई, कलकत्ता और मद्रास तक चलाया जाए। चूकि एक प्लेन में ढाई तीन

[श्री चन्द्रशेखर मिह]

सी पैसेजर बैठ सकते हैं, इसलिए अधिक से अधिक पैसेजरो को आने-जाने में सुविधा होगी।

श्री राम सहाय पांडे (राजनदगाव) : मभापति महोदय, मैं पर्यटन और नागर विमानन मंत्रालय की मांगों का समर्थन करता हूँ।

मुझे डम बात का एहसास है कि आज एयर इण्डिया अन्तर्राष्ट्रीय स्पर्द्धा में कठिनाई अनुभव कर रहा है। इसलिए उसकी आलोचना करने की मेरी इच्छा दब गई है और मवेदना की इच्छा प्रकट होती है। सवेदना इसलिए कि एयर इण्डिया को घाटा हो रहा है।

माननीय सदस्य, श्री सतपाल कपूर, ने लका और इटली के बारे में कुछ आकड़े देते हुए कहा कि वहाँ बहुत यात्री जाते हैं। समार में दो विचार-धाराओं के यात्री होते हैं। आधुनिक देशों के यात्री पुरातन देशों की यात्रा करके उनकी संस्कृति के दर्शन करना चाहते हैं। चूँकि हमारा देश पुरातन है, इसलिए आधुनिक देशों के यात्रियों के लिए दर्शनीय है। यूरोप आधुनिक और भोगनीय है। नावों और स्वीडन आदि वहाँ के देशों में भोगनीय विचार धारा का प्रदर्शन होता है। दम लिए वहाँ अधिक यात्रियों का जाना और अधिक आमदनी होना स्वाभाविक है। हम पैरिस और कॉपनहेगन को भारत के समकक्ष नहीं रख सकते। ज्यादा से ज्यादा हम यात्रियों को खजुराहो ले जा कर दम देश की कला मूर्ति कला और स्थापत्य कला—और संस्कृति के दर्शन करा सकते हैं। इस जिज्ञासा को लेकर समार के जो यात्री यहाँ आते हैं, हम उनका स्वागत करते हैं।

जहाँ तक एयर इण्डिया के घाटे का सम्बन्ध है, मैं कहना चाहता हूँ कि इस वक्त हम ट्राजी-शनल स्टेज में हैं। एयर इण्डिया में 100 करोड़ रुपये का कैपिटल इन्वेस्टमेंट हुआ है। जब से हमने 747 प्लेन लिए हैं, तब से हमें अन्तर्राष्ट्रीय स्पर्द्धा का सामना करना पड़ रहा है। खास तौर पर हमें अटलांटिक फ्लाइट्स में स्पर्द्धा करनी पड़ती है। इस स्पर्द्धा में दर कम हुए हैं। जब से

जेम्बो जेट आए हैं, तब से कोई अन्तर्राष्ट्रीय विमान सेवा नहीं है, बिममे घाटा न हो रहा हो। उदाहरण के लिए पाल एम को साठ मिलियन डालर का घाटा हुआ है।

हमने 747 के लिए ऋण डालरों में लिया था, जिसको हम चुका रहे हैं। दमके अलावा इंफ्रीन्सियेशन, ग्राज और डेट की सर्विमिंग का बोझ हम पर है। चौथी पंचवर्षीय योजना समाप्त हो रही है। मंत्री महोदय बड़े जिम्मेदार व्यक्ति हैं उनके तत्वावधान में विमान सेवा बढ रही है। मैं उन से कहना चाहता हूँ कि वह अगली पंच-वर्षीय योजना में 100 करोड़ रुपये की मांग करें। कहीं ऐसा न हो कि पैसे की कमी के कारण, योजना में प्राबधान न होने के कारण हमको घाटे का सामना करना पड़े।

स्पर्द्धा में भोजन, समय की पाबन्दी और निक्क्युरिटी आदि का बहुत महत्व होता है। मैं समार के बहुत से दणों में गया हूँ। अन्य एयर लाइन्स के मुकाबल में हमारी एयरलाइन्स, एयर इण्डिया का नाम ऊँचा है, क्योंकि उममें अच्छी सेवा, अच्छे भोजन और ठीक समय पर गन्तव्य स्थान पर पहुँचाने के गुण विद्यमान हैं, जिनके लिए हम उसकी प्रशंसा करते हैं। यह घाटा आगे चल कर लाभ में परिवर्तित हो जाएगा।

इण्डियन एयरलाइन्स में घाटा इम्प्रोव हुआ है कि हमारी कुछ मोशल और पोलिटिकल कमिटमेंट्स हैं। हम 737 को देश के सभी प्रमुख स्थानों और राज्यों की राजधानियों में ले जाते हैं। एयर इण्डिया 747 को ट्रान्स्नेशनल सर्विम के हट पर कल्ता और बम्बई ले जाता है और इस तरह रोटी पर लगा हुआ मक्खन एयर इण्डिया ले जाता है। एयर इण्डिया और इण्डियन एयरलाइन्स के दो अलग-अलग विभाग होने चाहिए। उन्हें इकानॉमिक फ्लाइट देनी चाहिए। इण्डियन एयरलाइन्स के 747 की जगह 737 या कैरावल को इन्ट्रोड्यूस करना चाहिए। तब घाटा नहीं होगा।

हमारे देश में हैजा फैलने की अपवाह और बंगला देश की लडाई के कारण विदेशी से यात्री

कम आए। सरकार ने हूजा फँलने का सप्टन किया और बताया कि यहाँ पर वातावरण बहुत अच्छा है, तीन ऋतुएँ हैं, समय पर पानी बरसता है और सर्दी तथा गर्मी होती है, सोना बाघ और स्टीम बाघ आदि सब प्रकार की सुविधायें हैं। इसका परिणाम यह हुआ कि हमारे देश में 7.2 परसेंट ज्यादा यात्री आए और इसके लिए हम मंत्री महोदय को बढ़ाई देते हैं।

हमारा देश दर्शनीय है। यहाँ पर गरिमा, प्रतिष्ठा और संस्कृति है। हमारे यहाँ जो कुछ भी सांस्कृतिक जीवन की अनुभूतियाँ हैं और ये सभी कुछ हमें निसर्ग से प्राप्त हुआ है, सरकार को उसका विस्तृत प्रचार करना चाहिए।

यह संगार प्रचार का है, अधिक से अधिक प्रचार का है। आप सुविधायें देते हैं, उनका अधिक से अधिक प्रचार करना चाहिए, मैं समझता हूँ कि इससे आप घाटे में नहीं रहेंगे। आप मुझे जेल भेज सकते हैं, मैं अच्छा सैल्जमैन हूँ। आप फ्लोट खरीदिए, इस तरह से अन्तर्राष्ट्रीय स्पर्धा के लिए आपका डट कर मुकाबला करना चाहिए।

अन्त में मैं यह निवेदन करना चाहता हूँ कि जो भी आप के लेबर डिस्प्लूट्स हैं, चाहे इन्जीनियर्स के हों या पायलेट्स के हों, एक स्थायी आधार पर उनको तय कर देना चाहिए। एक बात मैं इण्डियन एयर लाइन्स और एयर इण्डिया के कर्मचारियों से भी कहना चाहता हूँ देश की आर्थिक स्थिति, देश की गरीबी, देश के वातावरण और देश के आर्थिक ढाँचे को देखकर अपनी मांग रखें। हम बहुत कुछ उनको देते हैं और बहुत कुछ देना चाहते हैं, लेकिन जब घाटा चल रहा है, तब तक उनको थोड़ा संयम से काम लेना चाहिए और दोनों हवाई सेवाओं के कर्मचारियों में जो मांगों की स्पर्धा चल रही है, वह नहीं होनी चाहिए।

अन्त में मैं आपकी प्रशंसा करता हूँ, आपके नेतृत्व में एयर इण्डिया और इण्डियन एयर लाइन्स बहुत लाभवती और फलवती होंगी और

आप दुनिया को एक बहुत अच्छी सेवा दे सकेंगे।

*SHRI E. R. KRISHNAN (Salem) : Hon. Mr. Chairman, Sir, on behalf of my party, the Dravida Munnetra Kazhagam, I would like to say a few words on the Demands for Grants of the Ministry of Tourism and Civil Aviation.

Recently the salary of the pilots has been raised from Rs. 4,500 to Rs. 7,500 and I understand that the Ministry of Finance has frowned upon this agreement with the pilots. Here, I would like to know whether the salary of the I.A.F. pilots engaged in the sacred duty of defending the freedom of the country has ever been considered for such a steep revision by the Government. I feel that the upward revision of the salary of the pilots without even considering the necessity for revising the salary of the I.A.F. pilots shows the discriminatory and partisan policy being followed by the Government. Similarly, there are 15,000 employees and 600 desk officers in these two air corporations. Have the Government ever given thought to the question of revising their scales of pay?

The Members of Parliament should be cautious in their criticisms of public undertakings like the Indian Airlines Corporation and the Air India—this is the suggestion of the Sen Committee. I don't know how the Sen Committee can arrogate to itself the authority of making such a wild suggestion. This suggestion in fact is treading upon the privileges of the Members of Parliament. I would like to request the hon. Minister to look into this question.

The U.N. Team, which recently visited India, has stated that the airfares in India are the highest in the world. The airfare from Sydney to London is lower than the fare from Sydney to New Delhi. If the airfares are reduced to some extent, then greater number of people in our country will take to travelling by air, which in turn will enable the airline to make profits. In a vast country of distance like ours, the airfares should be considerably reduced so that the people of the country will have another alternative means of quick transport. I would take this opportunity to suggest that arrangements should be made in all the airports in our country for taking the people in the air and giving them an aerial

[Shri E. R. Krishnan]

view of the cities. The airlines can charge Rs. 10 or Rs. 20 for this purpose. This facility will be availed of by a greater number of people, poor people and middle class people, who cannot dream for their life to go in the air because of the prohibitive airfares.

I would like to point out here that one of the main reasons for the recurring losses in our airlines and also the principal reason for the exorbitant airfares is the huge salary paid to the pilots. In spite of that, the pilots take recourse to frequent strikes. I would like to suggest that a parliamentary committee should be appointed to go into the vexed question of salary and other amenities to the pilots and this Committee should be asked to find a permanent solution to this problem. The salary of the pilots continues to go up and the losses of the airlines are equally mounting up.

I pay my humble tribute for making Madras Airport as the international airport. The work that is being carried out there should be expedited. There should be a parallel taxiway in Madras Airport and I request the hon. Minister to pay his attention to this question. The people of Salem have their long standing demand of an airport at Salem. This question has assumed significance and importance because of the location of the Steel Plant at Salem. I am sure that the Ministry of Civil Aviation would have received a report on this matter. I request the hon. Minister to take preliminary steps in establishing an airport at Salem. There is also a rumour that the 'C' Class Airport at Vellore is likely to be closed. I would like to submit to the hon. Minister that 'C' Class Airport at Vellore should not be closed.

The time-schedule of airlines from Madras to Delhi has got to be modified. The people coming from southern States like Kerala, Mysore, Tamil Nadu and Andhra are greatly inconvenienced by reaching Delhi at odd hours. The Members of Parliament are reaching Delhi at midnight. They have been repeatedly requesting that the time-schedule from Madras to Delhi should be modified. I am sure that the hon. Minister will look into this question and do the needful.

I would also like to suggest that Madras Airport should become a terminal airport. At least, some of Air India planes should start from Madras airport. Madras to San Fran-

cisco on the western coast of America overflying the Pacific Ocean is the new route that I would like the Air India to adopt.

Recently there was an air accident near Madurai in which many people lost their lives. In the interim report submitted on this accident, it is stated that because the aeroplane flew low to have an aerial view of Ayyappa's temple this mishap occurred. I think that this explanation is not correct. I would request the hon. Minister to investigate into this accident thoroughly.

During Fourth Plan, the allocation for Civil Aviation Department is Rs. 70 crores and during the first three years only a sum of Rs. 26.50 crores has been spent. What is the reason for this shortfall? Even after 25 years after our independence, we are in the unfortunate situation of importing all aerodrome equipment. I would like to know what steps have been taken to manufacture indigenously all the aerodrome equipment. The Fourth Plan has allocated Rs. 45.68 crores for aerodromes and I find that only Rs. 14.95 crores have been spent out of this allocation. I want the hon. Minister to explain the reasons for this slow pace of implementing plan targets.

With a view to promoting cultural tourism, plans are being formulated for certain places of tourist importance in North India and the U.N.D.P. and the U.N.F.S.C.O. have offered their technical assistance in this matter. I am surprised that not even one place of tourist importance and of cultural value in South has been chosen for this purpose. Mahabalipuram, Cape Camorin, Tanjore, Madurai, are places of great cultural heritage in South. Similarly, the Sravana Belagola Jain Temple in Mysore has a glorious history behind. There are many such places of historical importance in Andhra Pradesh and Kerala. None of them has been chosen for the purpose of promoting cultural tourism with the technical assistance of U.N.D.P. and UNESCO. I would take this opportunity of stressing the need for having an airstrip at Kanya Kumari which will be of great help to foreign tourists wanting to visit the southern most tip of our country.

You know, Sir, that the economy of Switzerland is mainly dependent upon tourism. Switzerland earns all its foreign exchange through tourism. The country has flourishing foreign trade on account of tourism. India has got great potential for attracting tourists from all over the world. India can also attain

a prominent place in the tourist map of the world. I would request that the talented hon. Minister of Tourism should spare no pains in developing to the utmost tourist traffic in our country. In Tamil Nadu, the places of tourist importance like Kanya Kumari, Courtallam Waterfalls, Ogenakal Waterfalls, Kodaikanal, Ootacamund, Froot etc. should be paid adequate attention for development and I am sure they will be able to attract a great number of foreign tourists. In Tamil Nadu, the D.M.K. Government has undertaken the Coovum Improvement Scheme at a cost of Rs. 2 crores. When this scheme is completed, picnic boats will be plying on Coovum river and it will become the VENICE of India. The Central Government should extend financial assistance to this scheme meant to attract foreign tourists. I am not able to appreciate the reasons for dropping the proposal of *son-er-luni-re* at Madurai temple. Similarly, it goes beyond any reasoning that permission to instal the statue of Raja Raja Chola inside the Brahdweswara Temple at Tanjore. More than 100 temples in Tamil Nadu are under the charge of the Department of Archaeology of the Central Government. They are all temples which have great potential for attracting tourists. In spite, they are not being maintained properly by the Archaeology Department. If this Department is not in a position to maintain them properly, at least in the interest of Development of tourism in the country, these temples should be handed over to the State Government, which is in a position to attend to the requirements immediately. I am making this suggestion in the interest of developing tourism in the country.

Vedanthangal, the oldest bird sanctuary in the country, is just 88 miles from Madras city. Thousands of beautiful birds from all over the world flock to this place, spread over 74 acres. In the year 1798 the British Government prohibited by an order the shooting of birds in this place. It is really regrettable that so far proper attention has not been paid to this place. I would appeal to the hon. Minister that this bird sanctuary, Vedanthangal, should be developed so that foreign tourists will visit this haven of birds from all over the world. In Tamil Nadu there is the greatest number of black bucks. I would take this opportunity to request the hon. Minister that the Guindy Deer Park should be developed into a tourist spot. Here, I would also

nate killing the wild life in the country seems to be reaching the point of extinction. For example, in Mysore 200 square miles of forest area have been destroyed and in Kerala about 120 square miles of forest area are under illegal occupation. I would appeal to the hon. Minister that preventive steps should be undertaken immediately so that our wild life is preserved for posterity.

With these words, I conclude.

SHRI D. K. PANDA (Bhanjanagar) : I beg to move—

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

[Need to introduce Boeing flight to Bhubaneswar (1)]

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

[Need for Central assistance for Simlipal National Park in Mayurbhanj. (2)]

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

[Need to construct a Marine Drive from Konark to puri (3)]

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

[Need to develop Konark on the pattern of Khojuraho in Madhya Pradesh. (4)]

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

[Need to develop 3 Star Hotels at Bhubaneswar and Konark for tourists. (5)]

“That the Demand under the head Ministry of Tourism and Civil Aviation be

[Shri D. K. Panda]

[Need to develop Chiloke as Bird Sanctuary along the pattern of Bharat Bird Sanctuary in Rajasthan. (6)]

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

[Need to develop Lalitgiri, Udayagiri and Ratnagiri complex in Orissa as tourist centres (7)]

SHRI P. M. MEHTA (Bhavnagar) : I beg to move—

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

[Need to develop the areas in Gujarat State for the attraction of the foreign tourists. (8)]

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

[Need to set up an international hotel in the State of Gujarat for the foreign tourists. (9)]

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

[Need to check deteriorating operational efficiency of the Indian Airlines in recent years. (10)]

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

[Inability to fulfil the demands of the Engineers who have been agitating for their wages. (11)]

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

[Need for the introduction of air services on new routes. (12)]

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

[Need to nominate an employee's representative to the Board of Directors of International Airports Authority. (13)]

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

[Need for establishment of hotels and camping sites for tourists. (14)]

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

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

[Need to view the policy of bringing Accountants on deputation to the Department of Tourism from outside and instead adopt a policy of training Departmental employees in Cash and Accountancy in the Secretariat Training School and thereby encourage the Departmental employees to do hard work. (17)]

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

[Failure to give proper type of blankets to Chowkidars in the Department of Tourism. (18)]

"That the Demand under the Head Tourism be reduced by Rs. 100."

[Need to shift Tourist Distribution Section from Faridabad to Delhi in interest of more coordination and efficient functioning of the Department of Tourism. (19)]

"That the Demand under the Head Tourism be reduced by Rs. 100."

[Need to promote educationally qualified class IV employees of the Department of Tourism to clerical posts in accordance with the instructions of the Department of Personnel. (20)]

"That the Demand under the Head Tourism be reduced by Rs. 100."

[Need to amend the recruitment rules to the posts of LDCs for making provision for promotion of educationally qualified class IV employees of the Department of Tourism as per the orders of the Department of Personnel. (21)]

"The the Demand under the Head Tourism be reduced by Rs. 100."

[Need to amend the recruitment rules for the posts of investigators in the Department of Tourism in accordance with the instructions of the Department of Personnel O.M. No. 2/43/71-CS(11), dated 23rd November, 1971. (22)]

"That the Demand under the Head Tourism be reduced by Rs. 100 "

[Failure to reply to the large number of representations addressed to the Department of Tourism by the members of staff on matters vitally affecting them. (23)]

"That the Demand under the Head Tourism be reduced by Rs. 100 "

[Failure to protect the interest of the Scheduled Castes and Scheduled Tribes working in the Department of Tourism in the matter of reservations provided for them under orders of the Government of India, thereby showing discriminatory treatment towards them. (24)]

"That the Demand under the Head Tourism be reduced by Rs. 100."

[Need to covert at least half of the posts of LDCs into UDCs in the Department of Tourism keeping in view the nature of duties and responsibilities assigned to most of LDCs. (25)]

"That the Demand under the Head Tourism be reduced by Rs. 100."

[Need to amend recruitment rules for the posts of Assistants in the Department

ment of Tourism and provide fifty per cent posts in the Assistant Grade for promotion of Departmental UDCs. (26)]

"That the Demnud under the Head Tourism be reduced by Rs. 100."

[Need to cancel the nominations received from UPSC/Department of Personnel for the posts of Assistants in the Department of Tourism and thereby save low paid employees from being reverted. (27)]

"That the Demand under the Head Tourism be reduced by Rs. 100."

[Need to revert back all Accountants working in the Department of Tourism on deputation to their parent offices and promote Departmental UDCs in the resultant vacancies and thereby remove acute stagnation in the grade of UDCs. (28)]

"That the Demand under the Head Tourism be reduced by Rs. 100,"

[Failure to confirm LDCs in the Department of Tourism even though large number of them have completed more than 10 years of service. (29)]

"That the Demand under the Head Tourism be reduced by Rs. 100."

[Failure to convert temporary posts of LDCs in the Department of Tourism into permanent posts in accordance with the instructions of the Ministry of Finance. (30)]

"That the Demand under the Head Tourism be reduced by Rs. 100."

[Failure to convert the temporary posts of UDCs in the Department of Tourism into permanent posts in accordance with the instructions of the Ministry of Finance. (31)]

"That the Demand under the Head Tourism be reduced by Rs. 100."

[Failure to confirm temporary UDCs even though mor than four perma-

nent posts of UDCs are available in the Department of Tourism and have remained unfilled for the past several years. (32)]

"That the Demand under the Head Tourism be reduced Rs. 100."

[Need to confirm temporary class II and class III employees working in the Statistical Division of the Department of Tourism. (33)]

"That the Demand under the Head Tourism be reduced by Rs. 100 "

[Failure to fill in substantively the permanent posts in the Statistical Division of the Department of Tourism created more than two years ago. (34)]

"That the Demand under the Head Tourism be reduced by Rs. 100 "

[Failure to confirm temporary Class IV employees working in the Department of Tourism even though most of them have completed long years of service. (35)]

"That the Demand under the Head Tourism be reduced by Rs. 100."

[Failure to create posts of Selection Grade Daftries in the Department of Tourism as has been done by other Departments of the Government of India. (36)]

"That the Demand under the Head Tourism be reduced by Rs. 100."

[Failure to maintain properly the GPF Accounts of the Class IV employees in the Department of Tourism despite repeated protests from the Staff Union in this connection. (37)]

"That the Demand under the Head Tourism be reduced by Rs. 100."

[Failure to give yearly GPF Account Statement to the class IV employees of the Department of Tourism since

1965, even though the grievance of the class IV staff on this account was several times brought to the notice of the authorities concerned. (38)]

"That the Demand under the Head Tourism be reduced by Rs. 100."

[Need to create a post of Duplicating Operator in the Department of Tourism in lieu of the present practice of giving Rs. 5/- as special pay to a class IV employee to do the work of a Duplicating Operator. (39)]

"That the Demand under the Head Tourism be reduced by Rs 100."

[Failure to reply to the letters received by the Department of Tourism from the Staff Unions such as Central Government Clerks' Union and Central Government Class IV Employees' Association. (40)]

"That the Demand under the Head Tourism be reduced by Rs. 100."

[Need to review the 'Officers-Oriented' staff pattern in the Department of Tourism on account of its utter failure and resultant inefficiency. (41)]

"That the Demand under the Head Tourism be reduced by Rs. 100."

[Need to fill the four posts of Investigators lying vacant in the Department of Tourism by promoting Departmental employees in accordance with the instructions of the Department of Personnel O.M. No. 2/43/71-CS(II) dated 23 11.1971. (42)]

"That the Demand under the Head Tourism be reduced by Rs. 100."

[Failure to make payment to the staff of Department of Tourism on account of overtime allowance expeditiously. (43)]

"That the Demand under the Head Tourism be reduced by Rs 100."

[Need to adopt a policy of ensuring expeditious payment to staff of Department of Tourism on account of OTA in place of the present policy according to which OTA is not paid to the staff for several months. (44)]

"That the Demand under the Head Tourism be reduced by Rs. 100."

[Laxity and indifference shown by the authorities in the Department of Tourism in the matter of properly and systematically maintaining GPF accounts of the employees. (45)]

"That the Demand under the Head Tourism be reduced by Rs. 100 "

[Failure to provide adequate and decent working conditions to the staff working in the Department of Tourism. (46)]

"That the Demand under the Head Tourism be reduced by Rs. 100."

[Need to provide uniforms to Class IV employees in the Department of Tourism as soon as these become due (47)]

"That the Demand under the Head Tourism be reduced by Rs. 100."

[Need to re-consider the policy of bringing officers into the Department of Tourism on deputation and thereby marring the promotional chances of Departmental employees. (48)]

"That the Demand under the Head Tourism be reduced by Rs. 100."

[Need to re-consider the deputation of accountants in the Department of Tourism from CAG's Office so as to provide incentive to the Departmental employees. (49)]

"That the Demand under the Head Tourism be reduced by Rs. 100."

[Need to send Assistants and UDCs in the Department of Tourism for

various refresher courses conducted by the Secretariat Training School as is being done by other Departments of the Central Government. (50)]

"That the Demand under the Head Tourism be reduced by Rs. 100."

[Need to give training to Departmental UDCs in Cash and Accountancy so as to make them eligible for handling the posts of Accountants in the Department of Tourism and revert the present incumbents in the posts of Accountants to their parent offices which will result in economy in expenditure and provide incentive to the staff. (51)]

"That the Demand under the Head Tourism be reduced by Rs. 100."

[Need to provide more staff in the Administrative Division of the Department of Tourism so that the staff grievances may be dealt with promptly. (52)]

"That the Demand under the Head Tourism be reduced by Rs. 100."

[Failure to declare large number of non-gazetted employees in the Department of Tourism as quasi-permanent even though they have completed more than three years of service as required under the rules. (53)]

"That the Demand under the Head Tourism be reduced by Rs. 100."

[Failure to verify the character antecedents of a number of non-gazetted employees of the Department of Tourism in time resulting in delay in granting the quasi-permanency certificates to them. (54)]

"That the Demand under the Head Aviation be reduced by Rs. 100."

[Failure to declare large number of non-gazetted employees in the Office of the DGCA as quasi-permanent even though they have completed more than 3 years of service as required under the rules. (55)]

[Shri S. M. Banerjee]

"That the Demand under the Head Aviation be reduced by Rs. 100."

[Failure to confirm the LDCs and UDCs even though they have completed more than 10 years of service in DGCA. (56)]

"That the Demand under the Head Aviation be reduced by Rs. 100."

[Need to stop the policy of bringing officers into the DGCA office on deputation and thereby marring the promotional chances of Departmental employees. (57)]

"That the Demand under the Head Aviation be reduced by Rs. 100."

[Need to give training to Departmental UDCs in Cash and Accountancy so as to make them eligible for handling the posts of accountants in the DGCA office in order that the present incumbents in the posts of accountants are reverted to their parent offices which will result in economy in expenditure and provide incentive to the staff. (58)]

"That the Demand under the Head Aviation be reduced by Rs. 100."

[Need to adopt policy of ensuring expeditious payment to staff on account of overtime allowance in place of the present policy according to which overtime allowance is not paid to the staff for several months in DGCA. (59)]

"That the Demand under the Head Aviation be reduced by Rs. 100."

[Failure to confirm temporary Class IV employees working in the office of DGCA even though most of them have completed long years of service. (60)]

"That the Demand under the Head Aviation be reduced by Rs. 100."

[Failure to reply to letters of Central Government Clerks' Union, DGCA Branch. (61)]

"That the Demand under the Head Aviation be reduced by Rs. 100."

[Failure to maintain properly the GPF accounts of the class IV employees in the office of DGCA despite repeated protests from the staff Union in this connection. (62)]

"That the Demand under the Head Aviation be reduced by Rs. 100."

[Need to amend the Recruitment Rules for the posts of Investigators in the DGCA in accordance with the instructions of the Department of Personnel O M. No. 2/43/71-CS (II) dated 23.11.71. (63)]

"That the Demand under the Head Aviation be reduced by the Rs. 100."

[Failure to constitute the office-Council in the DGCA as required under instructions issued by the Ministry of Home Affairs. (64)]

"That the Demand under the Head Aviation be reduced by Rs. 100."

[Failure to supply uniform to Class IV employees in time in DGCA. (65)]

"That the Demand under the Head Aviation be reduced by Rs. 100."

[Failure to promote the LDCs in DGCA to the posts of UDCs as per instructions issued by the Department of Personnel. (66)]

SHRI RAMAVATAR SHASTRI (Patna) ;
I beg to move :

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

[Need to develop further Rajgrih as an attractive tourist centre. (67)]

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

[Need to construct more tourist houses in Rajgrih. (68)]

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

[Unsatisfactory management of tourist rest houses (69)]

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

[Failure to construct Government hotel for tourists at Patna. (70)]

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

[Failure to develop the Ganga bank areas of Patna town into more attractive and beautiful tourist sites. (71)]

"That the Demand under the Head ministry of Tourism and Civil Aviation be reduced by Rs. 100."

[Failure to develop the birth place of Guru Govind Singh in Patna City into a tourist centre. (72)]

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

[Failure to check mismanagement in Bihar Flying club. (73)]

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

[Need to take over the Bihar Flying Club under Government control. (74)]

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

[Infructuous expenditure on officers and staff of Bihar Flying club. (75)]

"That the Demand under the Head Ministry of Tourism and Civil Aviation be reduce by Rs. 100."

[Failure to accede to the demands of employees of Bihar Flying Club. (76)]

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

[Need to check delayed flights of aeroplanes. (77)]

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

[Need to improve the quality of food served in aeroplanes. (78)]

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

[Need to formulate a comprehensive scheme for the development of all the tourist centres in Bihar. (79)]

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

[Need to link Patna with Bhagalpur and other district headquarters by air. (80)]

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

[Need to develop Ashoka's capital Kumhrar as a tourist centre. (81)]

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

[Failure to develop Nalanda as a modern tourist centre, (82)]

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

[Failure to give more funds to Bihar Government for the development of tourist centres in the State (83)]

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

[Need to develop further the Patna airport. (84)]

[Shri Ramavatai Shastri]

"That the Demand under the Head Ministry of Tourism and Civil Aviation be reduced by Rs 100 "

[Failure to reduce the prices of articles sold at aerodromes (85)]

"That the Demand under the Head Ministry of Tourism and Civil Aviation be reduced by Rs 100 "

[Failure to provide employment to trained pilots (86)]

MR CHAIRMAN The cut motions are also before the House.

श्री बेकारिया (जूनागढ़) : मान्यवर, मैं इस मन्त्रालय की मांगों का समर्थन करता हूँ। सबसे पहले मैं टूरिज्म को लेना चाहता हूँ। हमारे देश में बाहर से बहुत से टूरिस्ट्स आ रहे हैं दिन-प्रतिदिन। लास्ट ईयर को छोड़कर दिन-प्रतिदिन टूरिस्टों की संख्या इस देश में बढ़ती जा रही है। मगर उनके लिए जो फेमिलिटीज यहाँ बढ़ानी चाहियें वह उतनी जल्दी नहीं बढ़ाई जा रही है। कुछ फाइनेंशियल डिफिकल्टीज होगी गमा लगता है। लेकिन फिर भी मेरा निवेदन है कि इस उद्योग को बढ़ावा देने के लिए पैसे का ट्रान्सजाम किया जाना चाहिए।

टूरिस्ट के लिए हमारे देश में बहुत से मेटर्स हैं, जैसे हमारी पुरानी संस्कृति, पुराने मन्दिर, जंगल, शेर और टाइगर्स हैं जिनकी वजह से बहुत से टूरिस्ट आते हैं, और जब वे यहाँ आते हैं तो जो जंगल है, जहाँ दूर-दूर मन्दिर पड़े हुए हैं वहाँ उनके लिए होटलों की सुविधायें नहीं हैं। वहाँ रहने और खाने-पीने की सुविधायें नहीं हैं। ऐसी सुविधायें जल्दी से जल्दी शुरू करनी चाहियें।

मेरे अपने जिले जूनागढ़ में डा० महिषी आयी थी। गिर फारेस्ट में एक नेशनल सेक्चुरी बनायी है, सारे एशिया में एक ही जगह लायन्स हैं, उसको देखने के लिए बहुत से टूरिस्ट्स आते हैं। लेकिन वहाँ उनके रहने की सुविधायें नहीं थी। एक होस्टल वहाँ बनाया गया है जिससे

कुछ सुविधा होगी। मगर वहाँ मकान बनाने से भी टूरिस्ट जा नहीं सकेंगे क्योंकि वहाँ जाने के लिए ट्रांसपोर्ट की सुविधायें नहीं हैं। जो सड़कें चाहियें वह नहीं बनी हैं। जिसके कारण अन्य दूसरी सुविधायें भी बेकार हैं, और उनका लाभ टूरिस्ट्स नहीं उठा सकते। इसलिए यातायात के माध्यम अच्छे किए जायें।

बम्बई में केशव एयर सर्विस है जहाँ पर नेशनल सेक्चुरी है। उसके नजदीक एक ऐरोड्रोम है। वहाँ की जो एयर सर्विस है वह डैकोटा सर्विस है जिसकी वजह से लोग नहीं जा रहे हैं क्योंकि उसमें काफी तकलीफें रहती हैं। मैंने हमारे बारे में बार-बार कहा है कि डैकोटा सर्विस को बन्द करके वहाँ एवरो सर्विस चालू कीजिये।

पोरबन्दर ऐरोड्रोम को डम्पूव कीजिए। लेकिन उस दिशा में भी कुछ नहीं किया गया। एक बार मैं मंत्री मन्त्रोदय के साथ पोरबन्दर से मांगरोल जाने समय मी बीच से जा रहा था, वहाँ के प्राकृतिक सौन्दर्य को देखकर उन्होंने कहा कि यह तो समुद्री किनारा है कि अगर वहाँ छोटे-छोटे टेंट लगाये जायें तो रिवटजरलैंड से भी अधिक टूरिस्ट्स यहाँ आयाँ और उससे हमको काफी आमदनी हो सकती है। मगर उस पर अभी तक कोई विचार नहीं किया गया। मेरा मंत्री जी से निवेदन है कि आप ऐसी योजना बनायें जिससे पिछड़े हुए जिलों को, जो कि टूरिस्ट सेंटर बन सकते हैं, कुछ न कुछ फायदा मिले।

हमारे यहाँ एक छोटा सा जिला दीव है वहाँ अच्छा मी बीच है, उसके विकास के लिए आप को पूरा प्रयत्न करना चाहिए।

इसी तरह मैंने एक बार एयर इण्डिया में एयर टैक्सी के बारे में पूछा था कि यह सर्विस कब से शुरू करने वाले हैं? कहा गया कि विचार कर रहे हैं। मगर अभी तक पता नहीं उस बारे में कुछ प्लानिंग हुई कि नहीं? मैं जानना चाहता हूँ कि एयर टैक्सी की कब तक व्यवस्था की जा रही है? और अगर नहीं की जा रही है

तो उमको खानगी फर्म द्वारा चलाने का इन्तजाम किया जाएगा ?

इण्डियन एयर लाइन्स में बार-बार जो स्ट्राइक हो रही है उमको बन्द करना चाहिए, और मैनेजर्स की मुविधा के लिए उचित समय से प्लेन चले यह निहायत जरूरी है। इन शब्दों के साथ मैं उन मांगों का समर्थन करना हूँ।

श्री महा दीपक सिंह शास्त्री (वामगज) .
मान्यवर, "जीवन का पता लगाना इन्द्रियों का व्यापार जहा है, और राष्ट्र वहीं जिदा समझो जिसका व्यापार जहा है।" आज व्यापार का महत्व समार में किसी से छिपा हुआ नहीं है। बीमनी गनाद्री के अन्दर मगार के देशों में होड पट्टी हुई है, और पर्यटन विभाग एक मुख्य उद्योग बन चुका है। वहाँ का तात्पर्य है कि राष्ट्र की जिन्दादिली का अगर पता लगाना है तो दूर से उमके व्यापार पर दृष्टि टाँचिए। जिस का व्यापार अच्छा है वही देश मरगटज होगा।

हमारा पर्यटन विभाग एक महत्वपूर्ण विभाग है। अगर हम हम उद्योग का समुचित रूप से विकाम करें तो हम ममझते हैं कि हमारा देश बहुत ही तरक्की कर सकता है। हमारे देश के अन्दर वह सभी साधन उपलब्ध है, वे सभी वस्तुयें हैं कि जिधर भी हम देखे सब तरफ पर्यटक बुलाने के लिए पर्याप्त है। चाहे धार्मिक क्षेत्र में हो, सामाजिक क्षेत्र में हो—अथवा किसी भी उद्देश्य से लीजिये। चाहे प्राकृतिक दृश्यों की दृष्टि से लीजिये, हमारे देश के सभी स्थानों को पर्यटक देखना चाहते हैं। लेकिन उसके साथ हमारे सामने कुछ ऐसी समस्यायें हैं जिससे पर्यटक थोड़ा उलझन में भी पडता है, और हमको थोड़े कुछ के साथ बहना पडता है कि मन्त्रालय ने उधर ध्यान नहीं दिया है। हमारा देश क्षेत्रफल में तमाम एशिया का एक बड़े छ है जिसमें 55 करोड जनता रहती है। लेकिन पर्यटन विभाग की दृष्टि से देखते हैं तो यह कितना छोटा है। हमारे देश को पर्यटकों से जो आय हुई वह 1968-69 के आकड़ों के अनुसार राष्ट्रीय आय का केवल डेढ़ प्रतिशत थी।

मुझे यह कहने में कोई हिचकिचाहट नहीं है कि उमका प्रतिशत अब 4 प्रतिशत हो गया है। ग्विटरलैंड और इटली जैसे छोटे देशों को लीजिए जो कि हमारे देश के एक प्रान्त के बराबर भी नहीं है, लेकिन वहाँ का पर्यटन विभाग कितना अच्छा काम कर रहा है। हमने ग्विटरलैंड के आकड़ों को पढ़ा तो मालूम हुआ कि कुल राष्ट्र को जितनी इन्कम होती है उमकी एक बटे दो भाग पर्यटन से प्राप्त होती है। उमकी तुलना में हमारे देश का अनुपात बहुत कम है, जब कि हमारे देश में वे सभी मुविधाएँ उपलब्ध हैं जिनके कारण से हम पर्यटकों को अपने यहाँ आकर्षित कर सकते हैं। एक तरफ यदि हिमालय को देखते हैं तो प्राकृतिक छटा दिखाई देती है, दक्षिण की तरफ सागर हिलोरे लेना हुआ दिखाई देता है। गंगोत्री जमनोत्री जैसे आकर्षक स्थल हैं। यदि तीर्थ स्थानों को देखें तो देवा के अन्दर वहाँ बनी नहीं है। बदरीनाथ को देखिए, गंगोत्री, जमनोत्री को देखिए, मथुरा को देखिए।

पिछले साल पर्यटकों ने कुछ दश की बुराियों की तरफ दृष्टि डाली है। मैं कहना चाहता हूँ कि 1970 के पहले जा यात्री यहाँ आए तो उन्होंने भारतवर्ष के प्रति कुछ गैरी रिपोर्टें दी हैं जिनमें उन्होंने यहाँ की बुराइयों को प्रदर्शित किया है। 49 परसेंट पर्यटकों ने अपने देश की दरिद्रता से नफरत की है, 36 परसेंट यात्री ऐसे थे जिन्होंने यहाँ की अस्वस्थ जनता को देखकर क्षोभ प्रकट किया है, 25 परसेंट पर्यटक ऐसे थे जिन्होंने भ्रष्टाचार और दुर्गचार के प्रति अपना असन्तोष प्रकट किया है। कुछ गंभीर थे जिन्होंने साप और बिच्छुओं के सम्बन्ध में गलत बातें करके उनका प्रचार किया था और इसमें मुख्य हाथ पाकिस्तान और चीन का था जिसकी वजह से पर्यटकों पर बुरा असर पडा और उनका भारतवर्ष आना कम हुआ। तो मंत्री महोदय से मैं निवेदन करूँगा कि इसकी तरफ ध्यान दें।

इसके अलावा, इण्डियन एयरलाइन्स की जो मविस हैं, अब चूँकि घण्टी बज चुकी है, इसलिए मैं पाँच-6 सुझाव देना चाहूँगा और मन्त्री जी से

[श्री महा दीपक सिंह शाक्य]

निवेदन करूंगा कि उन पर ध्यानपूर्वक विचार करें।

पहली बात तो यह है कि पर्यटन की उप-योगिता के लिए हमको चाहिए कि उनको सुविधा दें, उनको अच्छा साहित्य पढ़ने के लिए दें, उनके हास्य-विनोद के लिए जो आधुनिक नये साधन हैं वह उपलब्ध कराये जायें। हवाई जहाज में जब यात्रा की जाती है तो—हालाकि हमारे मंत्री महोदय स्वयं बहुत ही ज्यादा धार्मिक प्रवृत्ति के आदमी हैं लेकिन वहाँ न्यूजपेपर अगर देखें जायें तो इंग्लिश के ही मिलेंगे, और किमी भाषा के नहीं मिलेंगे।

दूसरी बात यह है कि इण्डियन एयरलाइन्स में जो एक्सीडेंट्स होते हैं—पिछले आंकड़ों के अनुसार सन् 1970-71 में आपकी ही रिपोर्ट के अनुसार 36 एक्सीडेंट्स हुए—उनकी तरफ ध्यान देना चाहिए।

तीसरी बात, जो यात्रियों को सरचार्ज देना पड़ता है, हम चाहते हैं कि सरचार्ज में कमी की जाय और रियायती टिकट पर्यटकों के लिए, दिया जाना चाहिये। वापसी टिकट पर जहाँ 50 फीसदी काटा जाता है, तो हम मांग करते हैं कि उसमें $\frac{1}{2}$ या $\frac{1}{10}$ कटना चाहिए। छोटे-छोटे पर्यटक स्थल बनाने का कार्य राज्य सरकारों को सौंप दिया जाना चाहिये। बिहार, उत्तर प्रदेश में जमनोत्री, गंगोत्री, झांसी और सारण की पर्यटक स्थल बनाना चाहिए। इन मांगों के साथ मैं आपकी मांगों का समर्थन करता हूँ।

MR. CHAIRMAN : Shrimati Jyotsna Chanda is not here. Mr. B. K. Daschowdhury may please speak.

SHRI B. K. DASCHOWDURY : (Cooch-Bihar) The whole Ministry of Tourism and Civil aviation seem to cover many aspects of life. We find from the report that there are scrambels of mod life to wild life from Air journey both inside and outside the country to making the postmortem examination on the railway accidents Also there are Meteorology,

Climatology, Sicsmology, Euphamary and what not. But, Sir, on the whole. I find the two essential departments of this Tourism and Civil Aviation Ministry have been transferred either being unaware of this matter. Of course, I hope not that our Hon'ble Minister has not thought about the matter. These are catering Institute and the Archaeological Department and instead, Meterology and the Railway Safety Commission have been added. particularly about this Railway Safety Commission. I do not find what is the reason to include this Railway Commissioner of Safety in this report I have gone through the report. There is recommendation of the Pacific Locomotive Committee. But even then, I do not think the Minister of Tourism and Civil Aviation should perform any postmortem examination of this railway accidents. I feel, Sir, that this particular division of this particular part, this particular work of this Ministry should be transferred to some other Department. Instead it should have one most important aspect, *ie*, about this catering Institute. This Department is trying to construct more and more hotels and in fact they will be having more and more in course of time. I find from the report that there is an Institute for this hotel management guide, and other travel trade specialisation. But what is the wrong therein to include the Catering Institute in this Ministry for the better management of public sector hotels. Let this Catering Institute come within this Ministry, instead of this Railway Commissioner of Safety.

Then another thing I would like to mention is this Meteorology or climatology or sicsmology. There may be some connection to know about this weather reports and others at the time of Civil Aviation flights. But I believe that this part of the duty also can be transferred to some other Departments. Instead it may take up with this Department a separate Institute ; I mean, separate Institute to train 'Tourist Guides' those who have to work in various parts of the country, in various national monuments and historic places and the various things that have to be shown to the tourists and various places of interest in the country. Another suggestion that I would like to make is about the maintenance of our monumental buildings, of our treasures, of our national monuments, for example, Taj Mahal and even some other places of interest. These are being absolutely placed at the disposed of the Archaeological Department. Should it not come within this 'Tourism', within this travel industry, because we find some time whenever a

tourist goes to visit some of the places of interest, the tourist centre, though it may be there, is not in a position to explain why a particular sculpture is broken, how long it will take to renovate this and so on. The first suggestion will be to take up catering in Tourism and Civil Aviation and also archaeological maintenance, if possible, so that there can be concerted and coordinated efforts to improve the position. (Interruption)

About the entire planning of the Indian Airlines, I find that there is something wrong somewhere. If we go through the chart, we will find almost the best charters in certain sectors which I do not like to mention; the hon. Minister can well understand the position. For example, Avro 748. All the services that were replaced by Avro flights are almost in the south sector except one in Calcutta. What was wrong to place some of the Avro flights also in the eastern sector? The eastern sector was not considered. I find from the Report that there are ten flights in the southern sector, beginning from Gwalior, Bombay, Tiruchi, and all these places, Madras and Madurai, to improve this revenue load factor at concessional return fare to the extent of 30 per cent—within seven days if the journey is made, it is given. What is wrong to have this sort of concessional revenue load factor incentive in the eastern India services, particularly to Calcutta-Agartala and Calcutta-Cooch Behar which the hon. Member suggested? If the Indian Airlines can give certain incentives of the revenue load factor to other portions, why not to eastern India? Eastern India has been totally neglected,

The other day I had the chance to see one publicity film for foreign travellers, foreign tourists. It is depicted in the name of Kashmir to Kerala. They were good enough to entertain us there. Though we were the guests of the Department of Tourism, we found that the artists management authority had reserved certain seats only for the Ministers and not for the Members. I want to make this point very clear to the hon. Minister. The function was held in the Asoka Hotel, at the ground floor lounge, and certain seats were reserved for Ministers. I do not know what is wrong therein if all the seats were reserved both for the Ministers and the Members of Parliament. Even there, there are discriminations

In that picture of the publicity film Kashmir to Kerala, we have not seen any-

thing of the importance of Nalanda, there was nothing about the Konark temple in Orissa, nothing about the Jagannath temple, nothing about Darjeeling and Shillong, nothing about Kariranga game sanctuary. These are things that should be seriously considered,

I would request the hon. Minister to have a total review of the working of Tourism and Civil Aviation. The hon. Minister should go through and see what is wrong there, why the planning policy has been directed in such a fashion that certain sectors and certain portions of our country are being benefited completely to the utter disregard of some others.

I would request the Minister to consider to improve the minor airports also in our country because, in course of time, if we have a perspective planning, these will become very very important. There is a long list of minor airports of which in my constituency there is one airport. I have been requesting the hon. Minister to improve the conditions of this Cooch-Bihar airport along with many others, not only Cooch-Bihar.

Sir, still there is a large number of casual workers—those who are working for 4 or 5 or 6 years. These casual workers should be made regular employees of the Department.

With these words, I support the Demands.

SHRI RANABAHADUR SINGH (Sidhi) : I look upon this Ministry's functioning from purely a parochial point of view, that of my own region. Being backward, we have tried to do everything possible to find ways and means to improve and develop our region and every time we come across a brick wall wherein we are told that the infra structures for all industrial development are lacking. So in our search we raised our fond eyes and hopeful eyes towards this Ministry because we at least have one infrastructure and that is the scenic and wild beauty. We have at least four water falls, each of which is above 300' namely, Keoti—Chachai—Bahuti.

We have a sanctuary of wild life at Bاندhogarh which has come up very well. We, of course, have Gobindgarh white tigers and a beautiful museum has also come up at Gobindgarh. Near Satna we have a place called Ramvan which depicts the total history of Ramayan in beautifully carved statues.

AN HON. MEMBER : There is no reference to Sita ?

SHRI RANABHADUR SINGH : I thought Ramayana included both. So, I feel that I, for one, would like to see that this Ministry put us on the tourist map of the country. We do not impose on the Ministry's limited funds to build hotels or anything else but at least, we, having so much to offer to the tourists, should find a place on the map wherein people who are often travelling between Khajuraho and Banaras and passing through this region by road, miss all these points just because they are not mentioned on the tourist map.

Another aspect to which I would like to draw the attention of the Ministry is the fact that one of our principal towns, *viz.*, Jabalpur, remains out of the air map of India. Our repeated efforts on that line have brought forth the reply that at the moment, the passenger traffic to that particular place does not justify it. May I offer a humble suggestion ? Many of the newspapers recently carried a very interesting news item wherein some aeroplane manufacturers in the United Kingdom have come up with an air bus which, they claim, when operated, operates at a less price than what is usually the price for operating a bus service. Sir, I hope that we shall have soon these planes and then I hope Jabalpur will also find a place in the air map of India.

I suggest that all these sanctuaries wherein lie the last strongholds, where the wild life still struggle for existence, should now be included into the functioning of this Ministry because the Forest Department as my own experience is, as also, I think, almost everyone else's, thinks that preservation means taking out the maximum revenue out of the timber of the forests and not protecting the wild-life and if the sanctuaries were to find a place in this Ministry. I feel that the first step might have been taken into making these sanctuaries more viable in preserving game.

Finally, I would plead that this noble animal, the tiger, which is fast vanishing from our country should get a priority treatment in its preservation and I think the necessity of its preservation should be somehow brought home to the public either by some educational means or, alternatively, by setting apart some forests which should be closely guarded and should be

extensive enough to harbour these wild animals, especially, the tigers.

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (DR. SAROJINI MAHISHI) : Mr. Chairman, I am thankful to the hon. Members for taking an active interest in this debate and for their participation, I was listening with attention to the speeches of my hon. friends and they were good enough to make certain comments on the development of tourism in our country,

India is a very vast country with the lofty Himalayas on the one side and the vast oceans on the other and with beautiful sceneries and spots of scenic beauty spread all over the country and it is difficult for anybody to see all these places and also to create such facilities so as to give facilities to all the tourists who come in to our country to see all these spots.

The first thing is that the tourists who come from abroad to our country would like to go round and see only the most important places or those places for which there has been a lot of publicity in the foreign countries. Secondly, the transport facilities within the country, the hotel accommodation facilities, the guide services and such other things should also be readily available. That is where the building up of the infra-structure is needed, the Department of Tourism and the India Tourism Development Corporation, both are making their sincere efforts in this regard to build up the infra-structure for promoting tourism in our country.

As you know, the whole of tourism is concentrated in our country at the beautiful spots which are there in our country and they are around the monuments. One thing is the monuments. The second thing is the beautiful spots of our country. The third thing is the wild life sanctuaries of our country and the fourth one if I can say is the mountainous resorts.

SHRI B. K. DASCHOWDHURY : Have you also included the bird sanctuaries ?

DR. SAROJINI MAHISHI : By wild life sanctuary I mean—the hon Member would also understand—the bird sanctuaries also. (*Interruptions*) I might not have included other things which the hon. Members are able

to see as beautiful spots, but, largely these can be divided into four categories, these are to be developed and for developing all these we have to depend upon the full co-operation of the Archaeological Department for the maintenance of these beautiful monuments, and only from the tourist point of view we could see that these things are developed, and for developing the wild life sanctuaries and for the conservation of wild-life which is the basis for development of wild life tourism in our country, we have to seek the co-operation of various departments and their full co-operation. The third thing is for the beach development, I do not know whose co-operation we are required to seek, because it is the State Government, its PWD and a number of other Departments come into the picture and we have to seek the co-operation of all these Departments. For the mountainous resorts we have to seek the co-operation of the State Governments. As you know, tourism is also a State subject and the State Governments are taking interest, but I may say, that our Members of Parliament should request the State Governments to take more interest in the development of tourism on behalf of the State Governments also.

All the State Governments together have given Rs. 9 crores for the entire Fourth Five Year Plan, out of which Rs. 3 crores come from Kashmir and the rest of the country has given Rs. 6 crores for the entire Fourth Five Year Plan and even that amount is not spent on many occasions.

16 hrs.

We find that whatever the State Governments are able to do, the Department of Tourism at the Centre and the India Tourism Development Corporation, would be supplementing the activities done by the State Governments. But actually, I wish, the Members to take some more interest in bringing some pressure, on the State Governments, also rather than saying pressure I will say, in persuading the State Governments also to take more interest in the development of tourism in their own States. My good friends referred to some of the places. Mr. Vekaria referred to the promotion of tourism in Gujarat. But he should know that the Gir Forest is one of the National Wild Life Sanctuaries in our country. We, on behalf of the Department of Tourism, are trying to build up and increase the accommodation facilities, internal roads and also transport facilities. I don't think I have more time

to go into the matters more deeply. Mini-buses are provided in almost all the sanctuaries to carry passengers and tourists inside the sanctuaries and to show them these places. We have got the guide services for them and the catering services are also being looked into.

Mr. Daschowdhury made some remarks that Kaziranga has been neglected. For breeding of rhinos, special amount has been given by the Department of Tourism. Not only that, the accommodation there is being increased. I do not want to go into details. He is nearer and I would like him to go and see that. Gauhati is having a tourist bungalow this year. Konarak is having flood-lighting and work will start in Bhubaneswar and there will be a youth hostel in Puri. Almost all the States are receiving the attention, to the extent possible, of the Dept. of Tourism.

The first speaker, —Mr. Biren Dutta referred to some rules and other things followed by the Tourism Department and also by the ITDC. Of course, if the ITDC has not got rules, they would be following the Central Government rules. One matter is regarding the promotion of Class IV to Class III posts. For that some reservation has to be made and that is being looked into. The possibility of having about 50% reservation from UDC to Assistants is also being looked into, and UPSC is being consulted. All these matters are under active consideration. By 'active consideration' I don't mean decades, but within a matter of a few months.

One hon friend referred to Tamilnadu and the south and he said it is being neglected and all that. I do not know whether he has carefully studied this. Madras has got already a youth hostel. Trivandrum has got a youth hostel. We are building up a Tourist Home in Ramaswaram and Mahabalipuram will have a *son-et-lumiere*. There are a number of promotion activities for tourism that are developed, for example, in Madhya Pradesh, in Kulu, Manali etc. We are putting up accommodation, whether it is dharmashala or some other type of accommodation, and all these activities are being undertaken. In Punjab also, in Amritsar and Ludhiana we are building up the accommodation depending upon the type of tourists that come to our country. Some hon friends referred to Madhya Pradesh. In Kana-Kishi, necessary accommodation is being built. I had opportunity to go to Bela ghat near Jabalpur. It is a very difficult track indeed.

[Dr. Sarojni Mahashi]

We wish that more and more facilities are given to the tourist who want to see the wild life thrive in our country, because, wild life forms a different species and a very rare species also.

First of all, all monuments should be maintained properly. The tourists who come to study them would like to see the monuments and have information also regarding them and therefore we are providing them guide services. Therefore, we are having coordination with the Archaeological Department, and we are trying to have the best co-operation from them. If only the monuments are kept in good condition, tourist would like to go to those places ; if only transport facilities and other things are given, then they would like to go to the different places. Otherwise, the foreign tourists who touch our land would like to go to Agra or Jaipur only and then go back saying that they have seen the whole country. We would not like them to go back in that way ; we would like them to spend a few more days and spend their foreign exchange so that we may earn more foreign exchange. Last year, our foreign exchange earning has gone up to Rs. 40 crores. But we would like them to spend more days in our country as a result of which our foreign exchange earnings may further go up. In fact, it is not only a question of foreign exchange, but it is the mutual good-will that is being built up amongst the different countries on account of the tourists coming into our country which is important. The amount of good-will that the tourists coming to our country carry back to their own country is more important than any amount of publicity literature that we are trying to give in the other countries. Therefore, we want to see that accommodation facilities are also built up.

Around tourism, a number of ancillary industries can also be built up. One is the hotel industry. The room capacity in our country today is 9945. With the 70 new projects that have been approved of, the room capacity will be increased by another 7675. But in spite of this accommodation built up in the public sector by the ITDC in the form of hotels and tourist lodges and other things and also the accommodation that is built up in the private sector with the loan given by the Department of Tourism and also by the private sector on their own initiative, we feel that we shall be experiencing a shortage of about 1500 rooms by 1965. We

would like to build that up also. For this purpose, the Department of Tourism has been giving loans for encouraging the construction of hotels in the private sector also, and now it has committed itself to giving loans to the extent of Rs 9 crores. Alrcady, Rs. 4½ crores has been disbursed.

In regard to the transport industry, the Department of Tourism has been giving good amounts, for the purchase of vehicles and also giving vehicles and taking them on behalf of the STC ..

SHRI B. K. DASCHOWDHURY : Is there any a transport unit in Eastern India ? Kindly put up one transport unit at Siliguri so that people may go to Darjeeling.

DR. SAROJINI MAHISHI : The ITDC has about 15 transport units in the whole of the country. In Patna there is a unit. Throughout the country we want these units and the number will be increased in course of time. Gradually, this number is going to increase.

Therefore, the Department of Tourism which has undertaken these activities for promoting wild life tourism, for promoting cultural tourism and for promoting visits by tourists who would like to see the monuments of our country and for encouraging tourists to go to the mountain resorts also, such as Kulu, Manali etc.—these are some of the most beautiful places in our country ; I hope hon. Members will not mistake me because I have not mentioned such places existing in other States ; in fact, our hon. Minister himself is from Kashmir ; all these are very beautiful places ; I just gave one or two examples only...

SHRI B. K. DASCHOWDHURY : Seeing the sunrise at Darjeeling is very beautiful.

DR. SAROJINI MAHISHI : We are building a youth hostel there.

SHRI B. K. DASCHOWDHURY : Kindly make it a transport unit.

DR. SAROJINI MAHISHI : Then, we shall have to build up our mountainous resorts also. Then, our beaches also have to be developed. It is not as if the foreign

tourists have not seen beaches, but they find our beaches more beautiful and less congested. Therefore the German experts who visited our country and saw the beaches have appreciated, in fact not only appreciated but have said that it is possible commercially to develop the beaches. As you know, the two big projects in Gulmarg in Kashmir and Kovalam in Kerala are being developed. These are two very big places. I need not mention the details here, but Kerala Members will be happy to know that not only 40 cottages and a big hostel with a hundred rooms but also facilities for oil massage and health check-up according to the Ayurvedic system would be provided. All these things have been developed. Therefore, right from the west to the east and from north down to the south, including all these places, we would like to see that all these are developed...

SHRI JYOTIRMOY BOSU (Diamond Harbour) : Can the name of the President be brought in this oil massage business ?

DR SAROJINI MAHISHI : The hon. member from Tamil Nadu said that the south has been neglected. We are having a co-ordinated scheme for the development of Mudumalai, Bandipur and Wynad forests ; with the help of UNDP, the whole of this will be developed into a very beautiful wild life sanctuary. Vedanthangal may also receive attention. But then the State Governments are also required to look into these things.

By way of entertainment, son-et-lumiere had been organised at the Red Fort. It had been revised at a cost of Rs. 4½ lakhs. In the Sabarmati Ashram in Ahmedabad it has been installed in Gujarati, Hindi and English versions, at a cost of Rs. 19 lakhs. A third one will be at Shahmar Gardens ; it will come into operation in four or five months. The next will be at Mahabalipuram so that the south is also not left out in this respect.

SHRI NARSINGH NARAIN PANDEY : What about U P ?

DR. SAROJINI MAHISHI : U.P has not been neglected. In Nainital we have a youth hostel. In Agra, a reception centre will be put up. In the Corbett Park, 25 rooms are under construction. Varanasi is having a motel. All these are under construction. No area has been neglected. With all this, I think we will be able to build up the infra-

structure. The tourist population which was 2,80,000 in 1969-70 has increased to more than 3,00,000 now. I hope it will go on increasing and we will be able to welcome more and more tourists with all facilities at our command.

SHRI JYOTIRMOY BOSU : Has she done enough for Mysore ?

DR. SAROJINI MAHISHI : To the best of our ability no part of the country has been neglected.

SHRI R. S. PANDEY (Rajvandgaon) : Except MP.

DR SAROJINI MAHISHI : I dealt with so many things which have been done for MP. He was absent then.

Shri Daschowdhury asked why the Railway safety organisation is under this Ministry. Everything has a history. It was in the Railway Ministry. It was shifted to Transport, and Tourism was under Transport then. In order to ensure that there is impartial inquiry into accidents and also to see that the findings are implemented properly, it was thought that this organisation should be with a Ministry other than the Railways. This is how it is with us. We are looking into the reports and seeing to the safety of new lines and other things.

Coming to the meteorological department, it has 450 observatories all over the country with a Director General with a big head-quarter functioning. A number of meteorological centres are also opened and are being opened in Bhubaneswar, Trivandrum and other places. Automatic picture taking centres are also opened.

One hon. member referred to the Orissa cyclone of last year. I do not know who briefed him on this. From Calcutta, of course, a message was sent. It was broadcast also. At Bhubaneswar there was only one man ; he gave some message by signs, but whether it was interpreted properly it is not known. Necessary arrangements for APT was there. In spite of all these things what is also necessary is that the State Governments should take initiative in conveying the message given by the meteorological department to the people concerned, near the sea shore. For this

[Dr- Sarojini Mahishi]

committees have been formed for the mitigation of disasters caused by cyclones. These committees will have to be very active. I would like hon. members to take active interest in the activities of the Committee also.

The Meteorological Dept. with headquarters at Delhi has also three autonomous institutes functioning, the Indian Institute of Tropical Meteorology, Poona, the Indian Institute of Geo-Magnetism at Bombay and the Indian Institute of Astrophysics at Kodai-kanal. The meteorological department is very active and is paying more attention towards the installation of these cyclone warning radars. These are 10 cm radars. One of them has already been installed at Visakhapatnam. There will be three more; two of them are being imported from Japan and one from Britain. These are to be installed at Calcutta, Paradeep and Madras. There will be five on the east coast and two on the west coast, because the western coast is not subject to so many cyclones as the history of the past 100 years will show, whereas the eastern coast is very sensitive to these cyclonic disasters. One is already there at Visakhapatnam. Machilipatnam and Karikai—these will be the places where the cyclone warning radars will be installed.

Even with the installation of these radars, the message of cyclone will be conveyed only 24 hours earlier, and these things have to be very actively conveyed to the people who become the victims of the cyclone disasters. Therefore, it is very necessary that these committees under the State Governments should be very, very active.

Besides this, the meteorological department has been taking active participation in the World Weather Watch, as a result of which we are a member country in the world meteorological club, and our Director-General Observatories—

SHRI JYOTIRMOY BOSU : You are not looking to our side at all.

DR. SAROJINI MAHISHI : You want me to look at you ! (*Interruption*)

Now, Sir, the meteorological department is a very, very important department, which

is giving these services to agriculture, aviation, shipping and a number of such interests like weather, cyclones and heavy rainfalls. Earlier intimation regarding floods will also be given through these warnings. Therefore, it is a very important department but without much publicity, even though Members listen to the news about climatic conditions broadcast over the All India Radio every day. (*Interruption*) These services for shipping and aviation are very, very important. As you know, the development of the services of the meteorological department has gone a long way in bringing so many improvements, and reducing the hazards also. Therefore, we do appreciate the services of this department very much. I hope the hon. Members also will be able to appreciate the services of the meteorological department.

Mr. Daschowdhury referred to the seismological section and other things and also,...

SHRI B. K. DASCHOWDHURY : I never said anything bad.

DR. SAROJINI MAHISHI : He was saying good things only, but then the good things should be put in their relevant context so that the hon. Members will be able to make out some positive meaning out of them. When one hon. Member from Bihar, Shri Chandra Shekhar Singh, was speaking, I was telling some of my friends sitting here, "हमको गालियां भी दे, तो अच्छी हिन्दी में दें ।"

I am really thankful to all those hon. Members for their appreciation of the services of the department of tourism and of the India Tourism Development Corporation and the meteorological department, which are trying their level best to gain the appreciation of the Members of Parliament who are the representatives of the people of our country and also to do their best for the betterment of mankind in our country.

SHRI GIRIDHAR GOMANGO (Koraput) : Sir, I rise to support the demands of this Ministry. I am grateful to you because for the first time I have been given a chance to speak in this House.

I come from a district which has a mythological past and is full of mysteries and

it abounds in natural resources. There are beautiful rivers and hills ; in fact the highest mountain Deomali in Orissa is in Koraput. Our forests are full of wild life. The flora and fauna of Koraput will attract foreign tourists they are full of colour and varied. As I said, Koraput is a historical and mythological place. It is here that Bhagawan Ramachandra and Sita spent some days during their Vanasana. Dandakaranya is located here and it was here, that he was hosted by Sabara king. I am proud in saying that I also belong to the Sabar community.

There are a number of tribes here and they are really beautiful people, full of human qualities and treasure their ancient culture, music and dance. Their way of life can help civilized men to shed many qualities which are not human. I should say that the foreign tourists will enjoy a visit to this place which is full of these people. Development of tourism in that area will improve the economic lot of these people. I therefore suggest that the Government should undertake a survey of tourist potentialities in that district.

Koraput has a romantic climate—pleasant during summer and enjoyable in winter. It is full of streams which run through hills and there are a number of waterfalls in the hills and jungles and it will be a relief to civilised boredom and a sojourn there will restore peace of mind. These areas should be developed as tourist attractions and it should be linked with other places so that the economic lot of the people in that area could improve. The tribals there live in very bad condition and what I suggested could improve their lot.

Koraput should be developed as an orchard, most suitable for fruit culture. It was the wild orange of Koraput and Ganjam which was the origin of the world famous orange of Darjeeling and Sylhet oranges. A number of airstrips should be set up in Koraput so that chartered flights could land there. High class tourist hotels should be constructed in suitable places and it should be connected with Vizag and Bhubaneswar.

I belong to Orissa, the land of Lord Jagannath, Lord Jagannath was first worshipped by a sabara king, belonging to my clan. Puri is the centre in the midst of a golden triangle—Puri, Konarak and Bhubaneswar.

None of these places have good hotels with recreational facilities for foreign tourists, though there is a clamour among the foreigners to visit these places. Foreigners want to see Bhubaneswar, a city of temples, and dance on the surf of the Puri sea. The Tourist Development Corporation should build 150 room international hotels in these places for the foreigners. When Jumbo jets start carrying tourists in large numbers, it is hoped that in 1974 Orissa will get about 150 tourists a day. The hon. Minister should look into this matter. The Government of India should take over the construction of the Puri Konarak marine drive, an ideal drive along the beach. I also request the Government to prepare a master plan for the development of tourism in Orissa and to provide all facilities for foreigners to stay in the State for at least three days, which a tourist may be expected to spend there.

PROF. MADHU DANDAVATE (Rajapur) : Mr. Chairman, Sir, as one experiences the chronic and recurring delays in the air flights, one is reminded of a very interesting cartoon by Artist Lakshman, who had once put in the *Times of India* a cartoon wherein he gives an announcement by Indian Airlines. Indian Airlines regrets to announce a slight delay in flight. All the passengers are requested to get down from the aircraft. They should go to the canteen upstairs. They will be served breakfast at 8 30 a.m. They will be given lunch at 1 30 P.M. and dinner at 7.30 p.m.

Sir, I do concede that this is an exaggeration by an Artist but essentially it also indicates a reality towards a certain extent. Whenever there have been so many delays, with a very constructive approach, I tried to find out from the authorities concerned as to why so many delays were there. Then I came to know that there was lack of co-ordination between the various Departments. Of course, announcement is made that due to certain mechanical defects there will be an hour or half-an-hour delay but the fact of the situation is that there is lack of co-ordination between various departments, and as a result of that very often there is delay in the flights,

Sir, when I am on this point of lack of co-ordination, let me jump over to another important point *i.e.* the methodology of settling industrial disputes especially in the Air transport industry. I would not like to repeat

[Prof. Madhu Dandavate]

what my friends have said in this House. I would like to make a concrete suggestion. When there was a dispute between the engineers of Indian Airlines and the Management, the matter was taken up by the Labour Ministry. The matter was also taken up by the Civil Aviation Ministry and already the facts have come before the House. On 17th April, 1972 there was a Call Attention Motion. Some of us also raised points as to how is it that at 10 O'Clock a tentative agreement was already arrived at and no motion of it was made during the call Attention motion. Some sort of explanation was given. I do not want to attribute any motive to any one but at the same time it is our experience that whenever the representatives of the Trade Unions met, the Labour Ministry and they also met the Civil Aviation Ministry and the Management, it was always found that at least on this issue of industrial dispute the Labour Ministry and the Civil Aviation Ministry are working at cross purposes. The Labour Ministry is trying to seek *modus operandi* by which some sort of settlement is brought by referring certain problems to arbitration and already a tentative agreement is arrived at. It seems Management is coming in the way and I will not be wrong if I say that, probably, Civil Aviation Ministry also feel on this score that management is not on the wrong side. If this is the situation, I feel there is a lack of co-ordination between the Labour Ministry and the Civil Aviation Ministry, and they probably suggest that. If such a situation arises, it is better that the Prime Minister intervenes and tries to bring about co-ordination between the two points of view of the two Ministers. Prime Minister has been intervening in so many affairs. She has been intervening in State affairs, but it is better she intervenes in the affairs going round about her very citadel and she brings co-ordination between two Ministries. The obvious working at cross purposes can be completely eliminated and justice can be done to these engineers who have given a concrete assurance that if a matter is referred to arbitration then on a number of points there can be agreement. If there has been some point of difference, let us refer the matter to arbitration. Let there be no obstacle created by the management. Then one the problem can be solved.

I would like to touch one more point / e,

the relationship between the Indian Airlines and Air India. Sir, to-day we find there is overlapping between the spheres of Air India and of Airlines. Someone rightly pointed out that Air India is trying to take up certain routes. No doubt, financially they are quite beneficial. I do concede without any slur on the efficiency of the Indian Airlines that Air India has been maintaining a higher degree of efficiency. Not that the Indian Airlines is less efficient. Because if you compare this particular transport system of air services with the efficiency of other services like motor transport or railways, I think we will have to concede that efficiency of Air service is far better than the rest modes of transport. Even then, Air India is more efficient. Rather than taking up a few routes here and there and thereby reducing the resources of Indian Airlines, it is better that Air India should completely take over the management of Indian Airlines, in addition to the present management of Air India. If that is done, probably, there will be better efficiency.

I would like to touch, in passing some administrative discrepancies and failures. I would like to concretise the allegations I want to make. There are some cases of corruption, lack of coordination, etc., but I would like to give a very significant instance. In almost all international airports, the restaurants are given to certain caterers and a definite percentage of the income has to be handed over to Government. The same system operates here. At the Bombay airport, a case was brought to notice that one caterer was actually trying to have duplication of accounts in order to escape the necessary payment to Government. One Aerodrome Officer intervened and went to check up the accounts. The caterer tried to offer a bribe of Rs. 20,000 to that officer. Thanks to the integrity of that officer, he refused to accept the bribe. On the contrary, he kept a tape-recorder operating and produced evidence to prove that an act of corruption was indulged in. He reported the matter to the Control Officer. You will be surprised to know that some time after the investigations were started, that Aerodrome Officer was transferred. To bring about his transfer, 14 wireless signals were used. There was also a move to see that the Control Officer was also transferred, but there was a lot of uproar in the press and as a result of public pressure generated, that eventually did not come about.

SHRI DINEN BHATTACHARYYA (Serampore) : What happened to the caterer ?

PROF. MADHU DANDAVATE : That only the caterer knows and probably the ministry knows

I will give another instance. At Bombay, a new Department of Public Relations was created and a number of ladies working in the commercial department were transferred to that new department. They were told that when this new Department is closed down, they will be transferred back to the original department, in their original grade and nobody's seniority will be disturbed by them. But actually when they are transferred back, due to certain reasons, seniority of a number of officers is suffering. So, much discrepancies are there. If streamlining and rationalisation of the administration is brought about, the efficiency which already exists to a certain degree could be stepped up. I am sure that that will be done.

I had raised on the floor of the House the affair of Air France. I just take this opportunity to appreciate the good gesture by Air France in coming out with regrets. That only shows that something was wrong. I hope in future such episodes in which Indians are humiliated will not take place. Once before they had tendered their apology to Government and it was read out by Prof. Humayun Kabir on the floor of Rajya Sabha. Again, they have expressed their regrets. I hope in future there will be no opportunity to express such regrets.

SHRI D. BASUMATARI (Kokrajhar) : Sir, I rise to support the Demands under the control of the Ministry of Tourism and Civil Aviation. It reminds me when Queen Elizabeth first visited India, she said "World is too small now a days". When her husband came to India two years later he took 14 hours. But when she came to India after two years she arrived here within 7 hours. She added that when her son would be the King of England, he would love to come to India he might perhaps take only a few seconds. I too arrived here at Delhi from Moscow within five hours. These things encourage us to look to the management of our air services and no one would be disappointed on that score. If I want to go to Assam it takes only three hours now whereas it used to take

the whole day in the past. So, these improvements should inspire us rather than disappoint or frustrate us.

If in spite of these improvements we see some snags here and there, they are due to the bureaucratic officials who are controlling the two organisations. If we look at the set up of Air India and the Indian Airlines Corporation we will see that they are confined to only a few families and it is not possible to break up this small circle and get in for an outsider.

I have myself appealed to the Chairman to change their outlook. I have not seen any change in the outlook yet. I would request the hon. Minister, Dr. Karan Singh—even though he comes from a royal family, the ruling class, whenever I look at him I feel myself very inspired—I would request him to go into it and see whether the bureaucratic set up can be changed.

I have had the privilege of going outside and I have seen how very efficiently Air India is functioning as compared to the other foreign services. Many of our hon. Members have referred to the colossal losses incurred by the airlines. What is the reason? The main reasons are non-cooperation among them, lack of fellow feeling and parochial bureaucratic ideas.

When the Committee on welfare of the Scheduled Castes and Scheduled Tribes examined the question of reservation for Scheduled Castes and Tribes in the Indian airlines and Air India some of them were returned saying that Scheduled Castes and Tribes cannot go there. We have heard some hon. Members here saying how harshly they have been treated by the airlines. Whenever any question is asked they say that suitable candidates belonging to the Scheduled Castes and Tribes are not available. Only before the mid-term poll one professor who had got a high second class degree was refused entry as a Transport officer because he belonged to the scheduled tribes, but he came out successful in the IAS. So, this is the mentality and behaviour of the bureaucratic machinery. Yet, we talk of socialism and *garibi hatao*. When this is the attitude of the backward classes how can we remove *garibi*? So, I would appeal to the hon. Minister, who comes from a royal family, to make an appeal to these bureaucratic people just to change their outlook.

[Shri D. Basumatari]

We all agreed that there should be reservation for Scheduled Castes and Tribes in both Air India and the Indian Airlines Corporation. While they have accepted it, the advertisement which they have sent to the Members of Parliament applies only to Class 4 services, which means chaprasi, and not to any other service. So, it is their idea that the tribal people who remain in the jungles cannot come up. But if you look at the examination results, many of the tribals have come up successful in the competitive examinations with very good marks. Shri F. A. Ahmed knows very well that in the Assam cadre there are many officers coming from the Scheduled Tribes and 75 per cent of the tribals have come up when they were given the proper facilities. Yet, there are certain people who do not understand these things. They have their own mental reservation. So, I would request the Minister to look into this matter.

This bureaucratic feeling and idea should be wiped out from their mind. This is free India. We have to develop our country; we have to bring up these people to the level of others. So, in my opinion, rather than cry for driving out poverty, we should cry for driving out bureaucracy. Also, *Amiri hatao* should be the slogan so that we can *hatao* these *amirs*.

SHRI JYOTIRMOY BOSU : Not *garibi hatao* ?

SHRI D. BASUMATARI : Including you, Amirs, who are on the top, should be brought down. There should be bureaucracy *hatao* including our Shri Bosu, who pretends to be very poor but whose way of life is not at all that of the poor.

Therefore, my appeal, first and last, to the Minister is to see to the interests of the Tribals and the Scheduled Castes so that they may find a place in his department.

SHRI BRIJ RAJ SINGH-KOTAH (Jhalawar) : Sir, it is a pity that the Demands of the Tourism Ministry always fare very low in priority; at times, they get guillotined. I think, they are coming up after a year or two of absence from the debate.

Tourism is a commodity which a nation has to sell. It is a wrapped-up, rolled-up package that one has to sell. With this Ministry under the charge of a handsome Minister and a charming Minister of State. I think, we have been doing not as bad as we were doing before. I hope, the selling of tourism in India will be accelerated and we shall hope to see better results.

The first thing that we must do for that is to start with quality air hostesses in the Indian Airlines. I think, your days get bad if when you travel you see a bad face the first thing, you enter the Aircraft. Among the other ailments that are ailing the Indian Airlines, I think this is the ailment with the simplest remedy, namely, to recruit more charming Indian ladies which I do not think are very difficult to find.

Now that the time is so short, one cannot devote much attention to the general subject and I shall now go to the relevant points in as brief as I can. Starting with the airports, I will say that lately we have put a very energetic officer in charge of the Airports Authority. I hope that the condition of Palam and Santa Cruz, which are our two biggest international airports, will improve. If a tourist walks through Palam and goes into the international arrival lounge, he sees rather a dismal thing in spite of the cheap brass and colour-tainted lamps which denote that this is the customs lounge this is the passport and so on. It is not as good as it ought to be. I hope, these things will be rectified.

In Bombay, I am shocked to say that if one goes to it at night, one finds that it is a sleeping chamber for anybody who can afford to pay Re 1/- and sleep in the air-conditioned comfort of that Airports lounge. We do not want our international lounges to become repositories of anybody going and sleeping there because it is the cheapest place to have air-conditioned comfort; you pay Re 1/- and sleep the whole night and there is nobody to bother you. I hope, these ailments, which bring a bad name to India, will be removed.

Travel agencies have a very important role to play for the development of tourism. This industry of travel agents is getting no incentives like the other exporting houses are getting. They get no taxation relief; nothing. If the other export houses get all these reliefs, I feel that something should be done for this industry also.

Coming to a purely parochial point, I repeat once again that eastern Rajasthan and Kotal finds no place either on the air map or on the tourist map of India. We have quite a lot to offer and the Minister is aware of all that. I hope that he will do something about it during these five years.

Jaisalmer in West has so far got no place where a tourist can go and stay in neat comfort. What is happening in this country is that we are devoting too much of our attention on five-star hotels, de luxe joints and all that. That is all right, but tourism does not exist only on five-star hotels; it exists on places or lodges which may be small—two-star, one-star or three-star— but which have to be clean, neat and tidy. And that is all that one expects in these distant places. Recently the Minister opened a lodge—I think, it was a tourist lodge or youth hostel—in Jaipur. I remember his saying that this lodge today is perfectly shining and efficient and everything and he only hoped that it will be there as it is after a year. The trouble that we face in many of the tourist places is that, when they are opened, they are perfect, but after a year there is no maintenance and things are dirty, the bath rooms leak, when you pull the plug nothing happens, when you open the tap, it just hiccups and no water comes. All these things depend upon efficient maintenance. What is needed is to maintain what we have and keep them clean.

I would also like to say that, if tourism is to develop, one of the very important things to do is to have uniform road signs throughout the country. If today an Indian tourist happens to go to Punjab or if I go to Punjab, I am at a loss; I cannot understand the Gurmukhi which is written all over; I have to go five or ten miles before I know where I am. If a foreign tourist comes, then he will be at a bigger loss. We should have same international signs denoting that this road goes to Ajmer, this road goes to Bombay, this is a national highway or State highway, etc. There are no uniform road signs. I have visited various parts of the country. Every State has a different sign, different colours. Something should be done on this point.

Then, I would say that there is a lot of scope for employing some of our ex-service men in the Tourist Department. I do not mean in the Ministry, but amongst your

ITDC concerns. You can have them as receptionists, as guides or in various other capacities. They are educated people. They can be well looked after, if the Minister makes an effort on this side.

Lastly I will touch on the Wild Life Park. It is very heartening to know that the Minister himself is the Chairman of the Wild Life Board. A lot has been done to rationalise and systematise the working of the National Park. As one hon. Member said before—I forget who said it that if we see the other countries like the East African countries—Kenya, Uganda and Tanganyika—we will find that they have much better wild life than what we have and that they have developed the system of parks and game reserves to such an extent that these bring in lot of tourists to shoot at animals not with rifles but with cameras. Our game conditions are very different from those existing in Africa. Still we have Kaziranga, Kanha Kisli, Corbett National Park; and in Rajasthan if you go to Suratgarh, you will see black bucks which you cannot see elsewhere in such numbers as there; then we have Sariska in Alwar and Darrah in Kotah. But they must be developed in a business-like fashion where we draw in tourists and make a lot of revenue. I hope, the Minister will see for himself how things are run in East Africa and then try to get the same sort of spirit infused in our wild life parks.

I will now end because my time is up.

श्री परिपूर्ण नन्द पंत्युली (टिहरी-गढ़वाल) :
सभापति महोदय, मैं टूरिज्म और सिविल एविएशन
मिनिस्ट्री की डिमांड्स का समर्थन करता हूँ।
डा० सरोजिनी महिषी ने जो हमारी मिनिस्टर
आफ स्टेट हैं, बहुत अच्छी बातें कही हैं।
इससे मुझको कालीदास का कथन याद आता है।
उन्होंने कहा था :

मधुतिष्ठति वाचियोषिताम्

अर्थात् स्त्रियों के मुंह में मिठास बहुत होती है।
उन्होंने बहुत-सी अच्छी बातें इन्टर्नल टूरिज्म
के बारे में कही हैं। मैं अपनी बात इन्टर्नल टूरिज्म
तक ही सीमित रखना चाहता हूँ। मैं आपसे निवेदन
करना चाहता हूँ कि इन्टर्नल टूरिज्म का नैशनल
इंटेन्शन में बहुत बड़ा योगदान होता है। नैशनल

[श्री परिपूर्णानन्द पंयूली]

इन्ट्रेशन को लाने के लिए इन्टर्नल टूरिज्म को बढ़ावा देना बहुत आवश्यक है लेकिन हमारा पर्यटन विभाग उतनी मुस्तैदी से काम नहीं कर रहा है, ऐसा प्रतीत होता है।

आज के युग में मंहगाई इतनी अधिक हो गई है कि साधारण लोगों का दूर करना कठिन हो गया है। हिन्दुस्तान के एक हिस्से से दूसरे हिस्से में आने जाने के सम्बन्ध में यात्रियों को बड़ी असुविधा होती है। पर्यटन विभाग को दूसरे मंत्रालयों के सहयोग से ऐसी व्यवस्था करनी चाहिए कि देश के एक भाग से दूसरे भाग में अधिक से अधिक संख्या में लोग आ जा सकें। आज तो स्थिति यह है कि कहीं पर तो पांच स्टार होटल होते हैं और कहीं पर अच्छे प्रकार के ढाबे तक उपलब्ध नहीं हैं। हमारे देश के अधिकांश लोगों को पांच स्टार होटल की आवश्यकता नहीं है, उन्हें स्वच्छ और अच्छे किस्म के भोजन की आवश्यकता है। इन सब चीजों के लिए व्यवस्था करना आवश्यक है जिसमें पर्यटन विभाग अपना अधिक से अधिक योगदान पर्यटन के विकास में दे सके।

भारत सरकार ने पर्यटन के विकास के लिए और पर्यटकों को आकर्षित करने के लिए और इन्फ्रा-स्ट्रक्चर बनाने के लिए यूनेस्को तथा यूनाइटेड नेशन्स डेवलेपमेंट प्रोग्राम के विशेषज्ञों की सेवाएँ प्राप्त करने का निश्चय किया है। आर्कैलाजिकल विभाग के सहयोग से धार्मिक और ऐतिहासिक महत्व के जिन स्थलों को चुना गया है उनका अध्ययन किया जा रहा है और विकसित किया जा रहा है। ऐसे महत्व के स्थलों में एलिफंटा, एलोरा, अजन्ता के गुफा मन्दिर, मारनाथ, गया, नालन्दा खजुराहो भुवनेश्वर, पुरी, कोणार्क आदि हैं। किन्तु पता नहीं क्यों डा० कर्णसिंह और डा० सरोजिनी महिषी का ध्यान हिन्दुस्तान के सबसे बड़े और प्रमुख तीर्थ स्थलों वद्रीनाथ और केदारनाथ की ओर नहीं गया है।

यह स्थान उत्तराखण्ड के ही नहीं, भारत के सब प्रमुख स्थलों में से हैं। इस सन्दर्भ में मैं डा० कर्ण सिंह का ध्यान उनके ही लिखे गए एक

लेख की ओर आकर्षित करना चाहता हूँ जो उन्होंने कुछ समय पहले मद्रास के हिन्दू में लिखा था।

“The real image of the country is created by its people, their culture and their civilisation This image must be imaginatively projected to different parts of the world”

इसमें कोई शक नहीं कि हमारी सरकार की तरफ से मुसलमानों को मक्का जाने के लिए हर तरह की सुविधा प्राप्त है किन्तु हमारी सरकार ने इस प्रकार का कोई प्रयास नहीं किया कि दूसरे देशों में रहने वाले हिन्दू और सिख भाइयों से है, यहाँ आने के लिए कम आकृष्ट हो, यहाँ भी सभ्यता है, देवी देवता है। मैं चाहता हूँ कि उनको यहाँ पर आकर्षित करने के लिए कोई इस प्रकार की योजना हमारी सरकार बनाये कि दूसरे देशों से यहाँ के तीर्थ-स्थलों को आकर उनका अध्ययन करने के लिए लोग प्रेरित हों। सभापति महोदय, इस सम्बन्ध में मैं उत्तराखण्ड के तीर्थ-स्थलों बद्रीनाथ, केदारनाथ, गंगोत्री, यमुनोत्री आदि का उल्लेख करना चाहना हूँ जो कि इस के ज्वलंत प्रमाण हैं। अब एक ऐसी योजना बनाई जानी चाहिए ताकि दूसरे देशों के रहने वाले लोगो को यहाँ हेमकुण्ड लोकपाल जैसे तीर्थ स्थलों को आने के लिए परित किया जा सके।

हाल ही में अलमोड़े में प्रधान मन्त्री ने एक सार्वजनिक सभा में भाषण देते हुए कहा कि उत्तर प्रदेश के पर्वतीय जिलों में पर्यटन के लिए सम्भावनाएँ हैं। किन्तु हमें वेद के साथ कहना पड़ता है कि केन्द्रीय सरकार से सीतेले व्यवहार के कारण उत्तर प्रदेश के पर्वतीय जिलों में इस प्रमुख उद्योग को विकसित नहीं किया जा सकता। डा० सरोजिनी महिषी ने अभी कहा कि पर्यटन का विकास करना प्रदेश सरकारों का भी काम है। मैं आंशिक रूप से इसमें उनसे सहमत हूँ, किन्तु निवेदन करना चाहता हूँ कि पर्यटन को विकसित करने के लिए केन्द्रीय सरकार को इंट्रिग्रेटेड प्लानिंग की आवश्यकता है। लेकिन इंट्रिग्रेटेड प्लानिंग में अगर आप ने कुछ होस्टल

कुछ जगहों में बना दिये, बाकी सुविधायें पर्यटकों को नहीं मिल पाईं तो आपका वहां पर होस्टल खोलना या न खोलना बराबर है। इसलिए केन्द्रीय सरकार का कर्तव्य ही जाता है कि वह इस बात को एन्धोर करे कि केन्द्रीय सरकार और प्रान्तीय सरकार दोनों के मिले-जुले प्रयास से मधुख-अमुख स्थानों को किसी प्रकार विकसित किया जायेगा।

उत्तर प्रदेश के पर्वतीय क्षेत्र से सारा मैट्रियल मैदानों को चला जाता है, पानी मैदानों को चला जाता है, जंगल का सामान मैदानों को चला जाता है, मिनरल बेल्थ चली जाती है। इसलिए मैं अगर वहां पर कोई वस्तु अच्छी तरह से विकसित की जा सकती है तो वह पर्यटन है। इसलिए मैं आपसे अनुरोध करूंगा कि आप उत्तर प्रदेश के पहाड़ी क्षेत्रों में पर्यटन को विकसित कीजिये। वहां के लिये इन्टेग्रेटेड प्लान इसलिये आवश्यक है कि वहां विकास के और कोई साधन नहीं हैं, वहां की उन्नति के लिए कोई कारखाने नहीं हैं। यही नहीं हमारी केन्द्रीय सरकार का सोनेला व्यवहार वहां तक है कि काश्मीर और दूसरे पहाड़ी स्थानों को जाने के लिये रेलवे कंसेशन देती है, किन्तु बद्रीनाथ, केदारनाथ आदि को जाने के लिये कोई रेलवे कंसेशन की व्यवस्था नहीं है। मैंने बार-बार रेलवे मंत्रालय से इस बात की मांग की, उनको पत्र लिखे, लेकिन अभी कोई जवाब प्राप्त नहीं हुआ।

एक बात मैं और निवेदन करना चाहता हूं। जो उत्तर प्रदेश के पहाड़ी इलाके हैं उनको सीमान्त क्षेत्र मानकर वहां पर विदेशी पर्यटकों का जाना बर्जित किया गया है। मैं जानना चाहता हूं कि क्या काश्मीर सीमान्त क्षेत्र नहीं है? मैं तो कहना चाहता हूं कि काश्मीर अपेक्षाकृत अधिक बल्सरेबल है। वहां जाने के लिये आपने विदेशी पर्यटकों को सुविधा दे रखी है, लेकिन उत्तर प्रदेश के पर्वतीय क्षेत्रों में जाने से उनको वंचित किया हुआ है। यह उचित नहीं है।

काश्मीर, हिमाचल प्रदेश और दूसरे स्थानों में पर्यटन का विकास किया जा रहा है। जैसा

अभी डा० सरोजिनी महिषी ने कहा कि कुल्लू में एक काम्प्लेक्स डेवलप किया जा रहा है। काश्मीर में होटलों में 10,000 बिस्तरों की व्यवस्था की गई है। अकेले गुलमर्ग में विंटर स्पोर्ट्स के लिए विशेष प्रावधान किया गया है। वहां पर गोल्फ कोर्स का आधुनिकीकरण किया जा रहा है, रस्तमगढ़ी पहाड़ी पर आधुनिक होटल में जापानी ढंग का गार्डन विकसित किया जा रहा है। आप काश्मीर में जो पर कैम्पटा एक्स-पेन्डिचर कर रहे हैं उसका 100 वां हिस्सा भी उत्तर प्रदेश के पहाड़ी क्षेत्रों पर व्यय नहीं कर रहे हैं। मैं चाहता हूं कि डा० कर्ण सिंह एक बार वहां अवश्य पधारें। वहां पर तीर्थ-स्थल मौजूद हैं, विदेशी पर्यटकों के लिए आकर्षण केन्द्र वहां मौजूद हैं, माउन्टेनिअरिग के लिए अच्छे से भ्रच्छे स्थान हैं, ऊंची से ऊंची चोटियां मौजूद हैं। अंग्रेजों के शासन काल में जितने घुमन्तु लोग आते थे, माउन्टेनिअर्स आते थे, मेरे ख्याल से अब उनकी संख्या नगण्य है।

मैं केन्द्रीय सरकार से अनुरोध करूंगा कि वह किसी भी प्रकार उत्तर प्रदेश के पहाड़ी इलाकों की उपेक्षा न करे क्योंकि उत्तर प्रदेश के पहाड़ी इलाकों के लिए या दूसरे इलाकों के लिए किसी दूसरे व्यवसाय की व्यवस्था नहीं हो सकती है। वहां पर और कोई उद्योग-धंधे नहीं हो सकते। आप को उन क्षेत्रों के लिए एक टूरिस्ट ओरिएन्टेड प्लान बनानी चाहिए और दूसरे मंत्रालयों से भी इस मांग का समर्थन कराना चाहिए। इसके लिए आप को इन्फ्रास्ट्रक्चर बिल्ड करना चाहिए। आपको यह नहीं देखना चाहिये कि उत्तर प्रदेश की सरकार कितना खर्च करती है। बल्कि आप को तो इसके लिए एक ग्रान्ट इन एड मंजूर करनी चाहिए।

यूनाइटेड नेशन्स डेवेलपमेंट प्रोग्राम दल ने डिपार्टमेंट आफ टूरिज्म और इण्डियन टूरिस्ट कारपोरेशन के एकीकरण का सुझाव दिया है। मैं आशा करता हूं कि इस एकीकरण से आप उत्तर प्रदेश के पहाड़ी क्षेत्रों का विकास करेंगे। मैं डा० कर्ण सिंह से अनुरोध करूंगा कि वह अपने भाषण में स्पेसिफिकली बतलायें कि उत्तर प्रदेश

[श्री परिपूर्णानन्द पंथूली]

के पहाड़ी इलाकों के लिए वे क्या सुविधायें प्रदान करने जा रहे हैं इटैग्रेटिड प्लैनिंग या फाइव इजर प्लैन के लिए तथा ग्रान्ट इन राइट देने जा रहे हैं और इन्फ्रास्ट्रक्चर बनाने के लिए क्या सुविधा देने जा रहे हैं। क्या यह यू पी हिल डेवलपमेंट कारपोरेशन के तत्वावधान में विदेशी पर्यटकों को उत्तर प्रदेश के पहाड़ी स्थानों को जाने देगे ?

मैं केन्द्रीय सरकार से अनुगोघ करूंगा और गृह विभाग से इस बात की सिफारिश करूंगा कि उत्तर प्रदेश के पहाड़ी क्षेत्रों को वे सब सुविधायें मुलभ हो जो कश्मीर में प्राप्त हैं। कश्मीर की तरफ आपकी निगाहें जा सकती हैं किन्तु उत्तर प्रदेश के पहाड़ी क्षेत्रों की तरफ नहीं जाती है। वहां के लोगों की आशयें आपकी तरफ लगी हुई हैं।

इन शब्दों के साथ मैं हम मन्त्रालय की मागों का समर्थन करता हूँ।

17 hrs

श्रीमती सहोदराबाई राय (सागर)
सभापति महोदय, आपने मुझे मौका दिया है, इसके लिए मैं आपका धन्यवाद करती हूँ। इन मागों का मैं समर्थन करती हूँ। साथ-साथ मैं यह भी कहना चाहती हूँ कि मध्यप्रदेश में बहुत से जंगल हैं, वन हैं। वहां हिरन आदि कई तरह के जानवर पाये जाते हैं। उनको पाला जाना चाहिये, उनको सुरक्षित रखा जाना चाहिए। उसकी व्यवस्था होनी चाहिए। आप शिकार के लिए जो लोगों को लाइसेंस देते हैं, वह बन्द होने चाहिए। शिकारी लोग रात बारह बजे शिकार करने निकल जाते हैं और सब जानवरों को जो इनके फंदे में फंसे हैं, मार डालते हैं और खा जाते हैं। इस वजह से वहां जानवरों की बहुत कमी हो गई है। दो तीन प्रकार के शिकारी हैं। एक तो कुचबन्दीया है, सपेरे हैं, सिंधीवाले हैं। ये जानवरों को मार डालते हैं। इनके ऊपर प्रतिबन्ध लगना चाहिये। इनके बास्ते आपको कोई और प्रबन्ध करना चाहिए।

मध्य प्रदेश एक डकैती एरिया है। भिड, मुरैना, सागर, छतरपुर आदि में बड़ी डकैतियां पडती हैं। इन इलाकों के लिए हवाई जहाज की सर्विस चालू की जानी चाहिए। अगर हवाई जहाज नहीं यहा आप चला सकते हैं तो हैलीकोप्टर आप चलाये। इनके डर में जो टाकू लोग हैं, वे आत्ममर्पण कर देंगे। इससे डकैती फी जो समस्या है वह भी बम होगी। मध्य प्रदेश के लिए आपने कम हवाई सर्विस दी है। जिन मेम्बर लोगो में आपको डर लगता है उनके बास्ते तो आप जल्दी से प्रबन्ध कर देते हैं लेकिन जो मेम्बर बोलते कम हैं, वहा आप ख्याल ही नहीं करते हैं। तेमा नहीं होना चाहिए। सागर जिले में ढाना एक जगह है। उसके लिए हवाई सर्विस होनी चाहिए। लोग आने-जाते हैं। वह मिलिटरी एरिया है। लोग वहा हवाई जहाज में बैठे उठे नहीं हैं। इस तरफ आप जरूर ध्यान दें।

जो पायलट हवाई जहाज चलाते हैं उनके लिए कानून बनना चाहिए कि वे शराब, ब्राडी पीकर न चलाये। इससे दुर्घटनाएं हो जाती हैं और हवाई जहाज गिर जाते हैं, और लोगों की मृत्यु हो जाती है। जब कोई दुर्घटना हो जाती है फिर आप उसकी जांच करते हैं कि यह क्यों हुई, इजन खराब हुआ या क्या हुआ। शराब, ब्राडी पी कर जो चलते हैं, उन पर आपको कानूनी प्रतिबन्ध लगाना चाहिए।

हमारे देश में बहुत से तीर्थ स्थान हैं। इलाहाबाद है, हरिद्वार है, पुकर है, उज्जैन है। यहा पर हवाई जहाजों की व्यवस्था होनी चाहिये। हमारे यहा साधु लोग हैं जिन को देखने के लिये या जिनके पास लोग जाते हैं और काफी बड़ी तादाद में जाते हैं। जिन स्थानों पर ये केन्द्रित हैं, वहा के लिये आपको हवाई सर्विस चालू करनी चाहिये। इसी तरह से बद्रिनाथ है, रामेश्वरम है, द्वारिका है, पुरी है, नेपाल में पशुपति नाथ का मन्दिर है। ये जो सब स्थान हैं इनके लिये हवाई सर्विस चालू की जाये। इससे आपको आमदनी होगी।

आपके यहा महिलाओं की भी व्यवस्था होनी चाहिये। महिला जी बोल चुकी हैं। उन्होंने

महिलाओं के लिये कुछ नहीं कहा। क्या वह यह चाहती हैं कि इस विभाग में वह अकेली ही रहें? दूसरी महिलायें न आने पायें? महिलाओं को आप लें हवाई जहाजों में काम करने के लिए। लड़कियां अमरीका तथा दूसरे देशों से पढ़ कर आ रही हैं। बड़ी होशियार हैं। उनके लिए व्यवस्था होनी चाहिए।

कई मेम्बर हैं जो पार्लियामेंट में पन्द्रह या बीस बरस से हैं। कुछ तो ऐसे हैं जो दो-दो बार अमरीका, लंदन वगैरह घूम आये हैं। दूसरों का नम्बर ही नहीं आया है। एक दफा तो सबको जाने का मौका आपको देना चाहिये।

इस विभाग में बहुत तरक्की की है और तरक्की करता जा रहा है। राजा माहव की मुस्कान सबको मोह लेती है। लेकिन वह थोड़ा बहुत गरीबों की तरफ भी ध्यान कर लिया करें।

मैं ज्यादा नहीं कहना चाहती। मांगों का मैं समर्थन करती हूँ। मैं मन्त्री जी को बधाई देती हूँ उन बात पर कि वे आगे इस काम को बढ़ाते चले जा रहे हैं, भारतवर्ष को उन्नति के पथ पर ले जा रहे हैं।

इन शब्दों के साथ मैं आपको धन्यवाद देती हूँ कि आपने मुझे मौका दिया।

प्रो० एस० एल० लक्सेना (महाराजगंज) : मुझे बड़ी प्रगन्नता है कि यह डिपार्टमेंट डॉ० कर्ण सिंह के चार्ज में है। जब से उन्होंने इसका चार्ज संभाला है तब से मैं काफी इम्प्रूवमेंट हुआ है। एयर इण्डिया ने दुनिया में नाम कमाया है। मैं उस में कई बार घूमा हूँ। दुनिया में सबसे अच्छी एयर लाइन्स वह समझी जाती है। स्वयं मैंने इसको अनुभव भी किया है। उसमें व्यवहार और खाना आदि सब बहुत अच्छे हैं। उसमें पिछले 21 सालों में दस वर्ष पहली बार घाटा हुआ है, इसका मुझे दुःख है। मैं आशा करता हूँ कि इसके कारणों की जांच की जाएगी और क्यों घाटा हुआ है, इसको देखा जाएगा और उन कारणों को दूर करने की जल्दी से जल्दी कोशिश की जाएगी।

पिछली बार भी मैंने कहा था कि गोरखपुर को हिन्दुस्तान के एयर मैप पर रख दिया जाना

चाहिये। इसका वादा भी किया गया था लेकिन अभी तक वह पूरा नहीं किया गया है। मैं आपको बतलाना चाहता हूँ कि मैं ऐसा क्यों कहना हूँ गोरखपुर एक बहुत बड़ा शहर हो यही बात नहीं है। वह बहुत बड़ा एक प्रकार से तीर्थ स्थान भी है। वहाँ गोरखनाथ का मशहूर मन्दिर है। महात्मा बुद्ध का बचपन काल इसी जिले में बीता था। वहाँ कुशीनगर है नजदीक ही जो कि उनका निर्वाण स्थान है। वहाँ उनकी समाधि एक अद्भुत विशाल मूर्ति बनी है। नजदीक में ही लुमिनी गार्डन है जहाँ पर उनकी पैदाइश हुई थी। और भी बहुत से पवित्र तीर्थ स्थान हैं जहाँ पर दुनिया के कोने-कोने से बुद्ध धर्म के अनुयायी आते हैं और उनके दर्शन करते हैं। लेकिन वहाँ कोई भी इन्तजाम नहीं है। टूरिस्ट जो आते हैं उनके रहने, उनके ठहरने आदि की सुविधा नहीं है। अगर वहाँ पर अच्छी सड़कें, धर्मशालाएँ, होटल आदि बना दिए जायें तो मैं समझता हूँ कि बहुत से बौद्ध टूरिस्ट जो आजकल आकर जन्मी में लौट जाते हैं, वे वहाँ ठहरेंगे, वहाँ ज्यादा दिन बितायेंगे और काफी खर्च करेंगे जो कि हमारे लिये बहुत फायदेमंद होगा। न केवल इस ह्याल से कि गोरखपुर एक बड़ा शहर बन गया है बल्कि वह एक बहुत बड़ा टूरिस्ट सेंटर भी है, इसका डिवेलपमेंट इस लिहाज से किया जाना चाहिये। वहाँ गेम सेंक्चुररी भी है। बड़ा भारी वहाँ जगल है जहाँ पर लोग गेम खेल सकते हैं। वहाँ से नेपाल को भी रास्ता जाता है। जहाँ वाइड लाइफ बहुत बड़ी तादाद में मिलती है। वहाँ पर आम रास्ते बना दें, सड़कें बना दें, उसको आप डिवेलप कर दें तो आपको बहुत फायदा हो सकता है। एक तो वहाँ बड़ा शहर होने की वजह से एयरपोर्ट होना ही चाहिए और साथ साथ वहाँ पर अकॉमोडेशन महत्व की जो चीजें हैं उस प्याइंट आफ व्यू से भी उसका डिवेलपमेंट होना चाहिए, होटल वहाँ खुलने चाहिए, सड़कें बननी चाहिये, रहने का इन्तजाम होना चाहिए। वह बहुत बड़ा टूरिस्ट सेंटर हो सकता है। वहाँ बर्मा से सिलोन से, जापान से तथा दूसरे देशों से जो बुद्धिस्ट आएंगे, जो लोग आएंगे वे वहाँ ठहरना चाहेंगे और वहाँ उनके लिए इन्तजाम होना चाहिए।

[प्रो० एस० एल० सक्सेना]

कुछ दिनों से एयर इण्डिया में मजदूरों की बहुत-सी शिकायतें सामने आई हैं। उनका जिक्र यहाँ किया भी गया है और उस पर बहस भी हुई है। मैं चाहता हूँ मन्त्री महोदय इस ओर और ज्यादा ध्यान दें। मैं जानता हूँ उन्होंने बहुत से मसले हल किए हैं। स्ट्राइक होने वाली जो बात हैं, यह बहुत बुरी बात है। इससे नुकसान होता है। ऐसी मशीनरी बननी चाहिए। ताकि यह हो ही नहीं। इससे देश का बहुत नुकसान होता है। एयर सर्विस भी डिसलोकेट होती है और कर्मचारियों को भी कठिनाई का सामना करना पड़ता है।

उत्तर प्रदेश के अन्दर और भी बहुत-सी जगहें हैं जिनको हम टूरिस्ट्स को एट्रैक्ट करने की दृष्टि से डिबेलेप कर सकते हैं। माननीय सदस्यो ने बद्दीनाथ, केदारनाथ, हरिद्वार, गंगोत्री, जमनोत्री आदि का नाम लिया है। मैं चाहता हूँ कि इसकी तरफ भी ध्यान दिया जाए और गोरखपुर का भी खास ब्याल किया जाए। उससे आपको काफी आमदनी होगी, काफी फायदा होगा।

THE MINISTER OF TOURISM AND CIVIL AVIATION (DR. KARAN SINGH) : Mr. Chairman, the debate this evening has been an extremely wide-ranging one and for me, very valuable, because it is heartening that there are so many members present who take such a keen interest in the various aspects of the working of this Ministry.

My colleague, Dr. Mahishi has dealt with tourism. I will therefore mainly deal today with aviation, but before doing so I would like to say a few things about tourism. Tourism today is the world's largest industry and the world's fast-growing industry. There has been a veritable explosion in tourism. Some figures in this respect will interest hon. members. It is estimated that in 1971, 18 crore people throughout the world travelled.

श्री हुकम चन्द कछवाय (युरेना) : सभापति महोदय, मेरा ब्यवस्था का प्रश्न है। मन्त्री महोदय का भाषण हो रहा है। कितने दुःख की

बात है कि पचास सदस्य भी उनको सुनने के लिए सदन में नहीं हैं। सदन में कोरम नहीं है।

MR. CHAIRMAN : The bell is being rung—Now there is quorum. He may continue.

DR. KARAN SINGH : I was pointing out the tremendous dimension tourism has assumed in the present day world. The turnover is of the order of Rs. 15,000 crores. In India, tourism has grown to a modest extent. We got just over 3 lakh tourists in 1971 and our target is 4 lakhs by 1973 which, we hope, will be achieved. In the Fifth Plan, we are now beginning to think in terms of doubling the intake, from 4 lakhs in 1973 to 8 lakhs in 1978 ; by the end of the decade, by 1980, we should be able to hit the million-mark.

The figures of tourism given in other countries are not really always correctly revealing. India is a vast sub-continent in itself. If you were to count the number of people who travel inside the country as tourists, it might go into many crores. In Europe of course what happens is that a man leaves Italy in the morning, has his lunch in Yugoslavia and comes back ; he is also called a tourist. If you compare it in India with that in Europe, for example, you would find that although we are considerably behind foreign standards, nevertheless, the quantum of home tourism is very large. The figures I have given are only in respect of foreign tourists, that is, tourists from outside bringing with them foreign exchange. As I said, we hope by the end of the Fifth Plan to go up to 8 lakhs earning between Rs. 180—200 crores in foreign exchange through tourism directly and through aviation. But home tourism is the base upon which the super-structure of foreign tourism will have to rest. This is the important point I would like to reiterate. The philosophy of tourism in my Ministry is quite clear. It may appear that we are concentrating only on the more affluent foreign tourists. It is true in a way because with our limited resources, we have got to build up the infra-structure so that the foreigner can come and spend his foreign exchange here, because one of the important purposes of tourism is foreign exchange earning. But in addition to that, we are also trying to build up an infra-structure for less affluent tourists.

In this connection, it is essential that the State Governments, the local bodies and the

travel trade must fully co-operate. Tourism is essential like co-operative venture. Tourism cannot be built by me sitting here in my office at Sardar Patel Bhavan. Tourism can only be built if the entire nation is involved in tourism,—the Government of India, and the State Governments ; Shri Painuli said it does not matter what the State Governments do ; it is not true. The State Governments have to really, fully co-operate. They have got to provide the infra-structure ; land, water, roads, electricity ; all these basic facilities for the tourists have to be provided, because, under the federal system, these have to be provided by the State Governments. It is simply not possible for the Government of India to try and impose tourism upon the States. This is something which must grow from within.

I would like to say that it is now five years since this Ministry was set up, and I would judge as the greatest achievement of our Ministry not so much the rise in tourists but the growth of tourism consciousness in this country. I remember when I took over this Ministry five years ago, tourism was looked upon with a mixture of amusement and contempt, as if it was something really intended either for the very affluent or for the very eccentric. But today, the realization has grown that tourism can become a central economic activity in this country. Tourism can bring employment to lakhs of people ; tourism can help to trigger off the development of various parts of the country in various fields and therefore, it is very encouraging that there has been this growth. I am sure that in the fifth plan we will have a massive investment in tourism. Shri Satpal Kapur made a remark which I wholeheartedly support. He said that the demands which I was presenting are far too low. I agree they are far too low, and I am sorry they are low, because our capacity so far to spend the money creatively has not developed. But I can assure the House that our planning for the fifth Plan period has already started and our targets are going to be much higher than they are in the fourth Plan, and we hope for a massive investment in the Central sector, in the State sector and in the private sector, so that tourism can grow.

One of the things that I intend to do fairly soon —is that I will be announcing the setting up a National Tourism Board which will include representatives not only of aviation and tourism but also of other vital Government of

India ministries which are involved in it—Transport, that is, Road Transport, Railways, Archaeology, Finance and so on, and some non-officials. We already have a body known as the Tourism Development Council which meets once a year and it has representatives from the States. In addition, I intend to set up soon a National Tourism Board, and the task of this Board will be to prepare national plan for tourism, because for the fifth Plan period, I do not want only a Central Plan, but I want a national plan which would include the Central Plan, the State plans and the private sector plans. It is only if we have an integrated total approach to investment in the fifth Plan that we will be able to move forward rapidly, and I am quite sure that the setting up of this National Tourism Board will be a very valuable step in that direction.

SHRI JYOTIRMOY BOSU : What about the purchasing power of the common man ?

DR. KARAN SINGH : The purchasing power itself will be triggered off by tourism activity. As hon Members know, today tourism is something which has cut across ideological barriers.

SHRI JYOTIRMOY BOSU : It is an item of consumption ; it never generates wealth.

DR. KARAN SINGH : It does. Every rupee invested in tourism has the capacity of a multiplier effect. (*Interruptions*) There were a number of interesting points which have been made by various Members. It will not be possible for me to refer to them all, as that would take far more time. However, there are some points which I would like to mention. Firstly, I am delighted that the question of wild life has been so widely covered. This is a thing which happens to be very close to my heart. I am Chairman of the Indian Board for Wild Life. I do not deal with it officially, for the Ministry concerned is the Ministry of Agriculture. As Chairman of the Indian Board for Wild Life, however, I am deeply concerned with the fact that wild life in our country is vanishing,—vanishing at least from our jungles. Whether it is growing elsewhere is something which I leave for the hon. Members to judge. But the fact is that our wild life is rapidly becoming extinct. A number of hon. Members—Shrimati Sahodrabai, Shri Brij Raj Singh—Kotah, Shri Krishnan, Shri Vekaria, Shri Ranabhadur Singh, Shri Daschowdhury—mentioned it.

[Dr. Karan Singh]

The House would be interested to know that I am heading something known as 'Project Tiger'. Our effort is to preserve the tiger which in a way is the symbol of the vanishing wild animals. We have set up a special study group for this and we hope that the world wild life society will help us in this regard. We want to move over from shikar, which to my mind personally is a somewhat primitive concept to the much more civilised of shooting with cameras, photographs, etc. After all these beautiful creatures should not simply become victims of the human lust for killing. They are part of the eco system which links the whole planet together and which modern science and technology have so greatly endangered.

SHRI S. M. BANERJEE : They should also understand that they should not bite us.

DR. KARAN SINGH : We shall try to make them as non-violent as possible. Wild life viewing is very important and as hon. Member Brajraj Singh said the whole of African tourism revolves round wild life. I want to go there myself ; I may go later this year to see what they have done about wild life.

I must say that I was very much interested and moved by the reference to his beautiful tribe by Shri Giridhar Gomango, and to the beauties and glory of tribal life. This is something very precious. I must strike here a note of warning. Tourism is a very welcome activity, but often the cultural impact of tourism is far from healthy. Very often we have seen in many places of the world beautiful areas which were inhabited by healthy human beings in an atmosphere of peace and calm, having been completely shattered and destroyed by an invasion of tourists. Therefore we must be very careful before we start disgorging hords of tourists on unsuspecting tribals. We have got to be careful that they are provided facilities and that they do not disturb the tribal life, of which Shri Gomango spoke so movingly and feelingly.

A number of other points were raised. Shri Painuli mentioned the Kumaon hills. Mountains are indeed the glory of India and they stretch from Kashmir to Arunachal Pradesh and it is difficult to say which area is more beautiful than the other. Each one has its own glory and majesty.

[SHRI K. N. TIWARY in the Chair]

In the Fourth Plan we did not have any integrated project for the development of the hills in the Terai or Kumaon areas but certainly this is a matter which can be considered in the Fifth Plan. Meanwhile we are doing something there. I myself went to Nainital. I agree with him that it is one among the most beautiful areas in India. We shall not be able to put in very much money during the Fourth Plan because our resources are already fully committed. However, planning for the Fifth Plan has already begun and we shall certainly keep his suggestions in mind.

The question of security and restriction, incidentally, is something which has to be considered in consultation with the Ministries of Defence and Home Affairs. It is not something which the Ministry of Tourism can decide on its own ; which areas are to be restricted and which areas are to be thrown open.

SHRI S. M. Banerjee : About the industrial security force ..

DR. KARAN SINGH : I am coming to aviation. I would very much have liked to continue along tourism ; perhaps it is a more romantic and pleasant subject. Yet we now come to aviation. In aviation, to begin with I should like to place on record my appreciation and I am sure the hon. Members and the House will join me—our deep appreciation for the role played by Air India, Indian Airlines and the civil aviation department and the meteorological department during the recent war with Pakistan. The awards and the kudos have gone to the Defence Force—richly deserved—but I know that the boys of the Air India and the Indian Airlines and the people who were posted in the airfields which were constantly pounded by the enemy stuck to their guns and not a single employee left his post, despite the most grave danger. These are the unsung heroes of the war and I should like with your permission to place on record our appreciation for the services that they rendered... (*Interruptions*)

SHRI JYOTIRMOY BOSU : The employees are always good...

DR. KARAN SINGH : Unless they are under your influence.

The setting up of the International Airports Authority of India as a result of a Bill passed

by Parliament is a very major step in aviation history, because the growth of international aviation has now made it essential that special attention should be paid to these international airports. Therefore, the four airports of Delhi, Bombay, Madras and Calcutta have been placed under a new public sector corporation, the International Airports Authority of India. We have got a plan to spend Rs 36 crores on these airports in the current plan. More and more money will be spent. Brand new terminal buildings will be constructed in Delhi and Bombay to begin with. We feel that flexibility and the capacity to spend money creatively and quickly without being tied up by all sorts of bureaucratic rules and regulation is much more in a corporation than in a Government Department. Therefore, they have taken over these four airports and from 1st April this Corporation has come into being. Hon. members will be glad to know that for the first time we have included a representative of the workers on the Board of Directors of this undertaking. I had made this commitment earlier that we would try and do it. We have done that and we hope that this experiment will work. In fact, I would venture to say that as far as the new Corporation is concerned the whole concept of labour and management being in conflict should be given up. After all this is a cooperative endeavour. If in the public sector we are unable to generate the feeling that workers and management are both going towards the same goals, I am afraid our whole experiment in economic development is likely to be very gravely endangered.

One point was raised with regard to the International Airports Authority and that is about the Industrial Security Force. I am afraid these are very vital public installations and after careful consideration, we decided it was necessary to have the Industrial Security Force there. About the fear expressed by some friend that this would result in chowkidars and others being thrown out of employment, I have already said earlier on the floor of the House that we will see that there is no retrenchment. We will adjust and take these people either there or in some other airports. But the necessity for the Industrial Security Force in our international airports cannot be disputed. (*Interruptions*).

Four airports have gone to the international Airports Authority. That leaves 88 other airports in the country, which continue to be

under the control of the Department of Civil Aviation. Considerable improvements have been made in them. For example, in Hyderabad, a beautiful new terminal building has been made. I was there again the other day. The Hyderabad terminal is one of which any country can be proud. We are, within the limitation of our resources, trying steadily to improve the facilities at the airports. I may submit to hon. members that the terminal building is only the one-seventh of the iceberg which is visible, as far as expenditure is concerned. The passenger only sees the terminal building. But we have got to spend large sums of money on the runway, on LCN, on the thickness of the cement concrete poured into the runway, on the very sophisticated electronic equipment required for communications and so on. Therefore, expenditure on airports should not only be measured by what happens to the terminal. There are a lot of other matters upon which money is spent. We are steadily improving our airports within the limit of our resources.

The question of bringing some new airports into operation is one which is constantly exercising the minds of hon. members. This year, Tirupati aerodrome is likely to be ready. We hope in the winter schedule, Tirupati will be connected. As far as Gorakhpur is concerned, Shri Saksena, very senior member has mentioned this. We are in touch with the Defence Ministry. We have surveyed the area. I am hopeful that before the end of this financial year, it will be possible for us to start services to Gorakhpur also.

Shri Krishnan is not here and therefore, I will not refer to the points he mentioned.

PROF. S. L. SAKSENA : What about encouraging tourism in Gorakhpur ?

डा० कर्ण सिंह : जैसा इन्होंने कहा था कि इस क्षेत्र में लुम्बिनी और कुशीनगर जैसे आकर्षक महत्वपूर्ण स्थान हैं, इस समय योजना में तो नहीं है, लेकिन हम अवश्य यत्न करेंगे कि कुछ हो सके। एक बार अहाज जाने आरम्भ हो जायेंगे, तो वहाँ पर्यटक सुविधायें अपने आप बढ़नी आरम्भ हो जायेंगी।

Now I come to Air India. Air India, as hon. Members know, has the unique record

[डा० कर्णसिंह]

of unbroken profitability for 18 years from 1953 to 1970 I do not think there was another airline in the world which had this record of profitability. Certainly, in 1971-72, that is the year that has just ended, and in 1972-73, the current year, for the first time Air India is going to incur losses. The reasons for this are several. One of them, of course, is in the last year there was a definite decrease in the traffic to India as a result of political developments in the sub-continent. The number of people we expected to come did not come, and that quite adversely affected Air India.

Also, Air India has taken a very major step, and that is the acquisition of jumbo-jets. From May 1971 the first Boeing 747 came into operation. This is the latest plane. Air India has always been able to maintain its reputation because it has offered the best competitive equipment in the world. When the plans for the purchase of these planes were first mooted, the matter was very carefully considered by Air India and by the Ministry as to whether it was really necessary for us to go in for jumbo-jets or not. But after very careful studies and surveys, we came to the conclusion that if Air India was to maintain its international reputation as one of the best international airlines, it would have to offer competitive equipment. Otherwise, other airlines would be flying now Boeing 747s whereas we would be flying old Boeing 707s and definitely in the highly competitive international civil aviation field we would have been thrown out of the race. Therefore, we decided to go in for jumbo-jets.

There is already an encouraging rise in utilisation of these planes. I was delighted the other day when some friends said that when they came from Beirut they found the planes were absolutely packed and there was not a single vacant seat. However, it must be remembered that these are very expensive planes and, naturally, whenever a new type of aircraft is bought there would be heavy capitalisation. Therefore, immediately the impact these purchases, make upon the company would necessarily be adverse. Because, as you know, these planes cost Rs. 25 crores each. So, when Rs. 100 crores has got to be invested, there will be payment of interest and repayment of the loan and so on. Here I may mention for the information of the House that the previous loan that was taken for the purchase of Boeing 707

has been completely repaid with interest entirely from the earnings of Air India. This loan also will be more than fully repaid and we will make a lot of money. But, obviously, when you go in for a new purchase of this nature, the immediate impact is adverse.

These are the reasons why Air India for these two years at least would be making losses. But, nevertheless, I can assure the hon. House that the reputation that Air India has for efficiency will continue to improve and it will continue to fly India's flag with distinction and with credit wherever it goes.

One point which I might mention here is that this year Air India has launched two subsidiary companies. One is a Charter Company. As you know, the present international fare structure can only be described as a complete jungle, complete chaos. In this jungle all sorts of under-cutting takes place, all sorts of unethical practices take place and the only safeguard is that we have a charter company so that we ourselves can give lower rates of fare on charter flights, which is approved in international practice. We have, therefore, started this Charter Company. One of the objects of the Charter Company is to try to get ethnic traffic from outside India of people of Indian origin who live in countries abroad, who want to come, not to their mother country but home country or historical country, whatever you call it. We find it very difficult to do so with the regular airlines. One of the main reasons for the Charter Company is to cater to that sort of traffic. It is called Air India Charters.

The second company is the Hotel Corporation. Air India is going into the hotel business because all over the world today there is, what may be called, a symbiotic relationship between tourism and aviation.

A symbiotic relationship is a relationship in which one is dependent entirely upon the other, in which without the other one cannot live. Aviation and tourism are beginning to go more and more together. Most of the great airlines of the world have moved into the hotel business. Air-India also, therefore, in keeping with its tradition of always remaining in the forefront of change, has gone into the hotel business. It is going to construct two hotels to begin with, in Santa Cruz and Juhu, at the total cost of Rs. 8 crores, this supplements the hotel building activities, of the India Tourism

Development Corporation which, as you know, has recently taken over the Akbar Hotel, renovated and furnished it, which is building an airport hotel in Dum Dum and is also building a number of other hotels throughout the country. So, these two new companies of Air-India also add to the richness of its activities.

In Air-India, luckily, labour relations in the year that has just ended remained good.

I come now to the Indian Airlines which somebody described as the sick man of Indian aviation. I do not know whether that is correct or not, but certainly Indian Airlines has been through a difficult period. In the year ended the 31st March, 1972, Indian Airlines has incurred a loss of Rs. 522 crores. The reasons for this loss are numerous and I would like to point out some of them because very often it is blamed upon the management or upon the labour.

For example, we had to overfly the Pakistan-held territory in Bangla Desh. As you know, till Bangla Desh was actually liberated, when Pakistan was in occupation of that area, we could not fly over it and we had to divert all our flights from it. Crores of rupees extra had to be spent on that account and we did that without raising the fares.

Similarly, the Kabul flight which was operated by Indian Airlines over Pakistan territory, had to be discontinued. That was a lucrative flight. As a result of that also, Indian Airlines lost.

Then, fuel costs are steadily going up. With every new levy on kerosene the adverse impact upon Indian Airlines develops more and more. I think, on the fuel bill alone, Indian Airlines' payment to Government is of the magnitude of Rs. 5 crores each year. So, with the recent imposts on kerosene, the fuel costs have gone up.

Then, after the hijacking incident in Pakistan, we insured our fleet against hijacking and we have to pay a crore of rupees a year extra simply as hijacking insurance.

Then, there was a loss of two F-27 planes in accidents—one in Khulna and the other that was hijacked and burnt in Lahore; also, later one was lost at Madurai.

There was a drop in tourists which also affected Indian Airlines. So, all these were major contributory factors towards the difficulty that Indian Airlines is facing. Of course, there is also the rise in wages and the unhappy management-labour relations.

I think, whenever there is an unhappy labour-management situation, it is not possible really to place the blame entirely either on labour or on management; evidently, there is something wrong with both. This is something which has given us a great deal of distress. We have been looking into the matter very carefully, not only into the immediate problem of the wage negotiations, to which Professor Madhu Dandavate referred, that is, negotiations between the management and the engineers, but really into the broader question of the entire structure of wages in the aviation industry. Unfortunately, what has happened is that the structure of aviation wages is bearing less and less resemblance to the general wage pattern in the country. Not only are their problems related to the different parts of industry but the whole structure itself is becoming less and less linked with what is happening in the rest of the country. This is a trend which we simply cannot envisage in the economy. Therefore, we in the Government are at this moment engaged in a very deep and fundamental reappraisal of the entire situation of the wage structure in the aviation industry. I am not in a position at this stage to make any further announcement on this, but I can assure the hon. House that we are looking not only into the immediate problems that are there—the problem of unsigned agreements or those which are pending with Government—but into the deeper and wider problem. I have come to the conclusion that it is no use simply trying to solve each problem as it arises, because then what happens is that we drift from one crisis to another. You sign with one union and the other union starts agitating; you sign with another and the third one starts agitating and the agreements lose their validity and the whole process starts all over again.

Sir, this is something which simply cannot be afforded any longer. The country cannot afford to have constant breakdowns in its aviation industry. Aviation is one of the essential services in any modern developed country, particularly a nation like ours which is so vast and which is so far flung. Therefore, we have to look for a more fundamental solution

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to these problems and we are at present not, only my Ministry, the Ministry of Labour, the Ministry of Finance and so on, we are all involved in this exercise, apart, of course, from the immediate problem with regard to the engineers.

PROF. MADHU DANDAVATE : I think, so far, you tried to arrive at an agreement with various categories one by one and then you came to the engineers. You would agree that probably that was not a correct procedure. This would be a bad procedure.

DR. KARAN SINGH : You are right. The problem is this. There is a multiplicity of unions in these Air-lines. There are seven unions in Indian Airlines and there are six or seven unions in Air India. Each one of them have their own bargaining capacity. So, it is simply not possible for us to bargain with all of them together. That is one of the basic problems.

Sir, a small correction. I said something about the crash at Khulna. It was not really at Khulna, but it was at Sitchar. You might correct it for the record.

Sir, this business of multiplicity of Unions is something which has been giving us a lot of trouble. The total wage-structure in both these Corporations is something that needs to be looked into very carefully.

Sir, several points were raised with regard to the Eastern Sector. My friend Shri Daschowdhury in particular, said that the Eastern Sector was badly neglected. I don't think that is really fair. It is true that many of the airports in the Eastern Sector cannot take larger planes. Gauhati was the first one which could take the larger planes. Immediately I fulfilled the assurance I had given here and I started a direct Calcutta-Gauhati Jet. But many of the airports in the Eastern Sector, particularly in Assam and those areas, are small airports which cannot take these jets. Therefore, perforce we have to send smaller aeroplanes. There are even airports today where DC 3's are operating. It is a ridiculous situation because it is such an uneconomical plane that nowhere in the world would any airline, in its right senses, operate this DC 3. But what is the alternative. The

alternative is to starve those people completely in air-transport; and as was rightly said by the Hon'ble Members, the geographical location is such that if you do not give them the air-services, they have to face great hardship. Therefore, the problems of the Eastern Sector are there and it is for this reason that we have kept the fares in the Eastern Sector comparatively lower than they are in the rest of the country.

One Hon. Member there said how can you talk of aviation being a common man's thing when the fares are so high. He must appreciate that the fare has got to bear some relation to the operational costs. On the one hand this Hon. House expects this Corporation to make profit, on the other hand, you say that you should not fix the fares at economic level. I may submit to the Hon. House that if we were to fix the fares in the Eastern Sector at an economical level, there would immediately be a hundred percent, if not 200%, increase in the fares. It is not generally realised that we are heavily subsidising the Eastern Sector air routes because the cost of operations, the cost of wages, the cost of fuel, the cost of the whole mechanism is there. And therefore, while certainly we would like to keep the fares as low as possible, we have got to raise them as and when the operating costs become intolerable. So, in the Eastern Sector, I would like to say, I am very keenly aware of the problems of the Eastern Sector. There was this question of Gauhati today, but nobody today spoke from Assam.

SHRI D. BASUMATARI : I spoke from Assam.

DR. KARAN SINGH : You, you spoke from Assam. About Gauhati, there is the question of making it a sub-base for Indian Airlines. It is under consideration and I can assure the House that we will do whatever we can, to meet the requirements of the Eastern Sector.

SHRI DASARATHA DEB (Tripura East) : Form Agartala to Calcutta there is the private airlines and the fare is Rs. 50/- or Rs. 52/-. How is the private sector getting the lower rates ?

DR. KARAN SINGH : I have understood your point. I can give the JAM AIR a licence provided by the Indian Airlines because under

the Air Transport Nationalisation Act, I can only give a private sector route which is not operated by Indian Airlines. Therefore, I cannot give them the route.

SHRI DASARATHA DEB : This is not my question. My question is how this private company charges the lower rate, whereas you are charging Rs. 100/-.

DR. KARAN SINGH : I will explain that. The thing is two-fold. Firstly, I am not really sure whether these private airlines can run a viable service for 365 days of the year at that rate. They say that they will run it at a rate and then they cancel the services wherever they cannot get full load of passengers, whereas the Indian Airlines has to operate even if there is one passenger on board. The overhead costs of these smaller companies are much less, whereas we have large overheads we have a large organisation. I assure the hon. Member that the fares in the eastern sector are not unduly high. We have the janata. We will try and expand that wherever possible. (*Interruptions*)

An important point was made ..

SHRI B. K. DASCHOWDHURY : Are you going to introduce the system of concessional return fare in the eastern sector ?

DR. KARAN SINGH : The concessional return fare is only when you do not get any traffic. The concessional fare is a promotional fare to encourage people. Here we have to much of traffic.

SHRI B. K. DASCHOWDHURY : In Calcutta-Cooch Behar line, for example, Sir, it is said by the Department that there is no traffic. When we raise the question of concessional fare, then they say that there is heavy traffic. It is a paradox.

DR. KARAN SINGH : The whole eastern sector has the concessional fare. The fares of the eastern sector are much lower than those in the rest of the country. If the hon. Member would take the trouble one day and come over to me, I will work out for him what the economical fare is between Calcutta and Cooch-Bihar, and I hope he will then agree to pay that fare in addition whenever he travels.

SHRI S. M. BANERJEE : Increase in rail fare is all right, Sir, because people have

the liberty to travel without tickets by rail. Here that is not possible.

DR. KARAN SINGH : I agree ; that is not possible.

श्री विश्वंति मिश्र (मोतीहारी) : आपने मुजफ्फरपुर की सर्विस शुरू की है, लेकिन सर्विस कमिन्सिल हो जाती है, पैमन्जर्म पड़े रह जाते है, उनको जहाज नहीं मिलना है। वेटींग लिम्प्ट पर होते है, लेकिन उनको जगह नही मिली है। नार्थ बिहार की दो करोड़ की पोपुलेशन है।

डा० कर्णसिंह : पंडित जी, आप की आज्ञानुसार हमने मुजफ्फरपुर की सर्विस शुरू की है, लेकिन आप तो तभी मे रुकट हो गए, कम से कम दो वर्ष तो सन्तोष रखिए, तत्पश्चात् हम बात को उठाए।

श्री विश्वंति मिश्र : चेंग्रमैन माहव बैठे हुए है, आप उनसे पूछिए, कई बार जहाज पकड़ने गए, उनको क्या दिक्कन हुई है।

DR. KARAN SINGH : I was going to come to one important point which was raised by Shri Sanghu and also by Shri Dandavate and one or two more members the question of the so-called overlapping between Air India and Indian Airlines. The view that I have taken as Minister on this is that the fleets of Indian Airlines and Air India are both parts of our national wealth. All of them have been purchased by money which we can very ill-afford, in foreign exchange, by the hard earned money of this country. I am not going to let this capacity be under-used simply because one belongs to one Corporation and one belongs to another Corporation. After all, there are demands from all over India to increase our service. If on the trunk routes Air India can take some of the pressure off the Indian Airlines, or if there is certain surplus capacity on the trunk routes in which we can utilise the Air India surplus capacity, we will utilise it even if we have to give a directive. I will take the House in confidence and say that there was a lot of trouble between the two Corporations at what rate they should fly these planes. They were not able to agree. Finally, as Minister, I gave them a directive that 'you fly' because I cannot tolerate a situation in which capacity goes spare just because two Corporations cannot come to an agreement.

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I have got to get the maximum mileage, the optimum utilisation of the fleet for the benefit of the nation. Therefore, I can assure the hon. House that, wherever Air India capacity is surplus on internal routes...

AN HON. MEMBER : Any arrangement between them ?

DR. KARAN SINGH : There is an arrangement between them. For example, there are some international routes which are operated by the Indian Airlines. Nepal is operated by Indian Airlines. Ceylon is operated by Indian Airlines. Also, Afghanistan and Bangla Desh. Tomorrow if our Pakistan services start, that will also be operated by Indian Airlines. Burma is operated by Indian Airlines. There is no rigid or hard and fast rule because we must make the optimum utilisation of our fleet.

Shri Dandavate raised the question of Air France episode. I share his feeling that this was an unfortunate episode. I am glad that Air France has given an unqualified apology. I also hope that this sort of thing will never be repeated in this country. A report has been received by me. It has already come out in the press that they have given this unqualified apology.

Another matter raised by Mr. Dandavate was about the Bombay caterer. My information is this. The contract of this man was terminated. Air India has opened two snack bars at the Bombay International Airport. The caterer went to court and got an injunction. The contract was terminated on 31st December. After that, now the position is, the injunction has been vacated and we are taking action under the Public Premises (Eviction) Act to throw him out. And, the case with regard to the tape-recorders is with the CBI and we have requested the Director of the CBI to expedite the inquiry so that we can take necessary action. As I have mentioned, the first file that came to me when I became Minister in March, 1967 was with regard to the restaurant in Delhi airport. There were a lot of complaints against this man in Delhi. I wrote that his contract may be closed and we may give a new contract. Believe it or not, Sir, 5 years have passed, this is the 6th year, that man is still sitting in the Delhi Airport and nothing

that I can do, with all the might and majesty of the Government of India behind me, can get him out of that, because he has got a writ. It is because he has obtained from the court a stay order. I do not want to comment upon that because, it is not within our competence to comment on that at all.

PROF. MADHU DANDAVATE : Please permit me to ask one question. I just want to know, in this whole episode, why the Aerodrome Officer was transferred.

DR. KARAN SINGH : That Aerodrome Officer was transferred ; there were several other earlier complaints that the airport was not working well, the airport was not as efficient as it should have been, etc. The CBI is enquiring into tape-recording and if anything at all is found we will take action.

Shri Basumatari brought up the question of reservation of Scheduled Castes and Scheduled Tribes. I would like to furnish this information that the percentage of Scheduled Castes and Scheduled Tribes employees has in fact gone up from 17.5% on 1-4-71 to 25.5% on 1.4.72. There has been a marked improvement. As the hon. Member knows, I have taken a personnel interest in this and I have written repeatedly to the Chairman of all the Public Sector Corporations in my Ministry urging upon them that these posts should be filled wherever possible and I will continue to take very keen interest in this and to see that these special categories are given representation which is their due.

Another point raised by Shri Brij Raj Singh—Kotah was with regard to ex-servicemen and it is one which I very strongly endorse because ex-servicemen are people who have risked the best years of their lives in the service of the nation who have been fighting, who have always, as it were, carried their lives very lightly for the sake of the nation. And the nation also owes it to them, to give special consideration. I am very much aware of this. I come from an area which is heavily ex-servicemen oriented. In my own constituency in every other house that you go, you always find there is an ex-servicemen there. It is a major recruiting area and I am aware of this problem and we will do what we can in this regard.

SHRI RAMSHEKHAR PRASAD SINGH : Has he any programme for opening a tourist hotel at Patna ?

DR. KARAN SINGH : We are constructing a very magnificent reception centre at Patna, which is also going to have some residential accommodation. In addition to that, if a private firm would like to come forward and would like to take a loan, if it fulfils the qualifications for the loan, we shall be happy to give it to that party.

SHRI SHIVA CHANDIKA (Banka) : Let the hon. Minister say something about the night economy air service.

DR. KARAN SINGH : Night air mail service at present functions with turbo-prop-aircraft from the four metropolitan cities via Nagpur. Indian Airlines is considering the possibility of using jet aircraft on these routes and thereby also extending the passenger availability. However, a lot of other things have got to be worked out in this regard, the crew availability, the utilisation of planes, the resting of the crew, pavements etc. All these are being worked out.

I would like to end by saying that we are trying in aviation and in tourism to achieve modernity. The world is changing extremely fast, and nowhere faster perhaps than in the field of aviation technology and in the field of tourism. Ours a developing country, and we have tried to project our minds many years ahead. I think that the sort of advance planning that we are doing for our international airports has not, if I may claim, been done by very many other countries in the world. We are looking towards the end of this decade so that our aviation facilities are as good as any in the world, and we want to net the whole of India with aviation services and with tourism so that it becomes part of the new India that we are trying to build.

I would like to emphasise again that I do not look upon tourism as merely something for the few. I look upon tourism and aviation as an integral part of our total attempt to build the new India of our dreams.

श्री रामाबतार शास्त्री : सभापति महोदय, मैं मन्त्री महोदय से एक निवेदन करना चाहता हूँ। अभी जो हवाई जहाज दिल्ली से पटना होकर कलकत्ता जाता है उसका इधर से आने का समय तो ठीक है लेकिन उधर से लौटने का जो समय

है वह 12.25 है। यह बड़ा असुविधाजनक है सब लोगों के लिए। हम लोग जो पार्लियामेंट के मेम्बर हैं उनके लिए भी असुविधाजनक है। इराका जो पहले समय था वह बहुत अच्छा था क्योंकि वह संध्या के समय आता था। इस तरह से दो दिन का समय मिल जाता था काम करने का। मैं निवेदन करना चाहूंगा कि इस सिलसिले में पुनर्बिचार किया जाये और समय को ठीक किया जाए।

श्री हुकमचन्द कछवाय : जब कभी हवाई जहाज का टिकट वापस किया जाता है तब बहुत पैसा काटा जाता है। इसमें कोई सशोधन करना चाहिए। यदि कोई यात्री अपनी यात्रा रद्द कर दे तो उसका इतना पैसा नहीं काटना चाहिए।

डा० कर्णसिंह : जब वह सीट खाली जाती है तब क्या किया जाए। चलने समय पर अगर श्री कछवाय कहें कि मैं नहीं जाता तब हम वहाँ किसको बिठलायेंगे उनकी जगह। वह नुकसान तो हो गया। मैं समझता हूँ कि जो पैसा काटा जाता है उसको और बढ़ाया जाना चाहिए।

MR. CHAIRMAN : I shall now put to vote cut motions Nos. 1 to 7 moved by Shri D. K. Panda, Nos. 8 to 14 moved by Shri P. M. Mehta, Nos. 17 to 66 moved by Shri S. M. Banerjee and Nos. 67 to 86 moved by Ramavatar Shastri.

All the cut motions were put and negatived

MR. CHAIRMAN : The question is :

"That the respective sums not exceeding the amount shown in the fourth column of the Order Paper be granted to the President to complete the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1973, in respect of the heads of Demands entered in the second column thereof against Demands Nos. 78 to 81, 130 and 131, relating to the Ministry of Tourism and Civil Aviation."

The motion was adopted
