

(Shri Hajarnavis)

riage (Amendment) Bill by Shri Ajit Singh Sarhadi which was circulated for the purpose of eliciting opinion thereon by the Direction of House on the 24th February, 1961.

Government on the recommendations contained in the Ninety-seventh Report of the Estimates Committee on the Dandakaranya Project.

12.25½ hrs.

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

MINUTES

Sardar Hukam Singh (Bhatinda): I beg to lay on the Table the Minutes of the Ninety-third sitting of the Committee on Private Members' Bills and Resolutions held during the Sixteenth Session.

- (2) Hundred and sixty-seventh Report on the Ministry of Commerce and Industry—Khadi and Village Industries Commission, Bombay.
- (3) Hundred and sixty-eighth Report on the Ministry of Transport and Communications (Department of Communications and Civil Aviation)—India Meteorological Department.

12.26 hrs.

COMMITTEE ON GOVERNMENT ASSURANCES

MINUTES

Pandit Thakur Das Bhargava (Hisar): I beg to lay on the Table the Minutes of the Twenty-third sitting of the Committee on Government Assurances held during the Sixteenth Session.

12.27 hrs

PUBLIC ACCOUNTS COMMITTEE

FORTY-THIRD REPORT

Shri C. R. Pattabhi Raman: (Kumbakonam): I beg to present the Forty-third Report of the Public Accounts Committee on the Appropriation Accounts (Defence Services) 1959-60 and Audit Report, 1961.

SECOND REPORT

Pandit Thakur Das Bhargava: I beg to present the Second Report of the Committee on Government Assurances.

12.27½ hrs.

RESIGNATION OF A MEMBER

Mr. Speaker: I have to inform the House that Shri Dwarikanath Tewari, an elected Member from Cachar Constituency of Assam, has resigned his seat in the Lok Sabha with effect from the 12th March, 1962.

12.26½ hrs.

ESTIMATES COMMITTEE

HUNDRED AND FIFTY-THIRD, HUNDRED AND FIFTY-SEVENTH AND HUNDRED AND SIXTY-EIGHTH REPORTS

Shri Dasappa (Bangalore): I beg to present the following Reports of the Estimates Committee:

- (1) Hundred and fifty-third Report on the Ministry of Rehabilitation—Action taken by

12.27½ hrs.

AIR CORPORATIONS (AMENDMENT) BILL—contd.

Mr. Speaker: The House will now proceed with the further discussion of the following Motion moved by Shri

Mohiuddin on the 28th March, 1962, namely:—

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

Shri Prabhat Kar (Hooghly): Mr. Speaker, yesterday, many hon. Members have spoken on the Air Corporations (Amendment) Bill and it was evident that this Bill which has been brought at the fag end of the session, has created confusion in the minds of the Members, whether the amendment moved in this Bill goes against the letter and spirit of the Industrial Policy Resolution of 1956.

12.28 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

I wish to draw your attention to the clause which amends section 18 of the Air Corporations Act, 1953. Clause 2 says that the following clause shall be inserted namely:

“to operate, with the previous permission of the Central Government for such period and subject to such terms and conditions as that Government may determine, any scheduled air transport service as aforesaid which is not provided by either of the Corporations or their associates.”

The Industrial Policy Resolution states clearly that Railways, Air transport and Arms and ammunition and atomic energy will be developed as Central Government monopolies. I am quite sure that the Resolution adopted the words used in the Resolution with a purpose. I am quite sure the hon. Minister understands the meaning of the word ‘monopoly’. If he does not understand it, I would draw his attention to the dictionary meaning of the word ‘monopoly’:

“Exclusive possession of the trade in some commodity; this conferred as privilege by State; exclusive possession, control or exercise of; thing that is monopolised.”

The word monopoly has been used in the case of railways and air transport that they should be developed as Central Government monopolies. By this amendment, the Ministry now proposes to grant certain non-scheduled air companies to take over lines where the Corporations are not functioning today. That means that the direction that was given, namely that it should be developed as a Central Government monopoly has not been acted upon, because the development is now to be handed over to the private sector, which goes against the letter and the spirit of the Industrial Policy Resolution.

Yesterday, while moving this Bill for consideration, the Deputy Minister stated that during the last ten years of his life in this Parliament, he has never known a Bill which has raised so much of controversy and misunderstanding as this Bill. I would only point out to him that there is no scope for any misunderstanding in this Bill, because all those who have read the Industrial Policy Resolution and who understand the spirit of the Industrial Policy Resolution understand it perfectly well that today the Transport and Communications Ministry is trying to circumvent the policy enunciated in that resolution and trying to interpret it in a manner which may create confusion in the minds of the people.

If there is any misunderstanding anywhere, it is in the mind of the Transport Minister who is trying to take recourse to all sorts of extraneous considerations in requesting the House to pass this Bill.

The point that was made out by the Deputy Minister was that today these non-scheduled operators are already running certain lines, and they have been granted permission under rule 134 of the Air Corporation Rules, by the Director-General of Civil Aviation, and what the Bill now proposes to do is to bring them under the

[Shri Prabhat Kar]

category of scheduled operators, and, therefore, according to him, they will be under control. First of all, I do not know what the necessity is to bring them within the category of scheduled service. The IAC is in a position today, if it wants, to have more flights on those routes, and those can be brought directly under the Corporation.

Now, we know the past of these private companies. Very recently, the matter was brought up during Question Hour in this House, as to how one of the British Lieutenants, who, with the help of one of these companies, was flying in a Dakota and was taking photographs in an area which was prohibited, was chased by the Army and was asked to land.

The position in regard to accidents is also well known. There have been several enquiries, and they have shown that often, manipulations are done in the records to hide the real cause. In the case of the aircrafts VT-DGP of the Kalinga Airlines, it was pointed out that there was a wrong entry in the workshop register to hide the oil leakage from the starboard engine.

Today, the hon. Minister is stating that the IAC are grounding the Dakotas because there are no spare parts, and they are trying to discard them because of this, though the Dakotas are very useful planes. With all the resources of the IAC, with the best engineers that it has at its disposal and with the maintenance of a very good laboratory, the IAC has been forced to ground these Dakotas because it has not been able to get spare parts. But the non-scheduled operators will be running these Dakotas, and they will continue to run them, and by bringing them under the category of scheduled services, we shall be exposing the passengers to a risk which under no circumstances can be allowed.

Even then, I do not see why we should go against the letter and spirit of the Industrial Policy Resolution. It was pointed out yesterday by my hon. friend Shri Indrajit Gupta that today there has been so much of clamour in regard to the opening up of new railway lines, and there has been a hue and cry in regard to the shortage of coal and so on; suppose a company comes and says that it will build a new railway line, shall we allow them to do so? We should not allow them, because so far as railway transport and air transport are concerned, they must be under the control of the State, and that was why this particular decision was taken in the year 1956.

Today, we are not to discuss the meaning of 'mixed economy' and whether the public and private sectors should go together. This Bill has got nothing to do with that. We had accepted this concept of mixed economy long ago, and it is in the background of that mixed economy that we have adopted the Industrial Policy Resolution, and, therefore, there is no scope now to discuss what the term 'mixed economy' means, whether there should be competition between the private sector and the public sector, whether that is a healthy thing and so on. There is no scope for such discussions at this moment.

I would, therefore, request that this matter be taken note of by the hon. Minister. Today, we shall be discarding some of the Dakotas, as the hon. Minister has stated, and those Dakotas will be purchased by those companies which will be running certain scheduled services. Government would be discarding these Dakotas because they feel that any further continuance of these Dakotas on the air will be dangerous, but those very Dakotas will be purchased by the private companies to carry the passengers

Mr. Deputy-Speaker: Government have power to see that their aircraft also are air-worthy.

Shri Prabhat Kar: How do they have that power? In the Bill we find only the following wording namely 'subject to such terms and conditions as that Government may determine'. I could understand if there had been a schedule attached to this Bill in which they would have enumerated the terms and conditions.

Mr. Deputy-Speaker: The terms and conditions would always be for the Government to determine, and they would see that the aircraft that are running do not entail any dangers or risk to the passengers who want to fly by them.

The Deputy Minister of Civil Aviation (Shri Mohiuddin): I may state that even though it may not be a scheduled route as at present and it may be only a non-scheduled service, Government take every step to see that the Dakotas or whatever 'planes they are running are properly overhauled and inspected and there is nothing wrong in the operations of the aircraft.

Mr. Deputy-Speaker: The apprehension that the hon. Member is entertaining is that there might be aircraft which may not be air-worthy. He has just cited the instance of the Dakotas. Government are discarding them, and these private operators will come forward and buy them, and they will fly the same Dakotas which Government have discarded. That is what the hon. Member is making out. Have Government power to control and see that such Dakotas as have been found unfit by the IAC are not allowed to fly under the private operators?

Shri Mohiuddin: I do not know what is going to happen in regard to the sale of the Dakotas. The IAC have sold some Dakotas already. They have sold them not to the private operators, but to others; they have sold some to the Defence Ministry; and two aircraft have been sold outside, to Indonesia, for example. We have not sold to the private

operators so far. I do not know what would happen in the future, but as far as the safety of the aircraft is concerned, that is the responsibility of Government.

Shri Prabhat Kar: I have already drawn attention to one of the instances where an accident took place, and where even the workshop register was manipulated in order to conceal the exact position of the leakage of oil from the starboard engine.

On the one hand, we have got efficient engineers in the IAC, with a good laboratory and other facilities; and we have seen how in spite of all possible care being taken by them, often the flights are delayed. On the other side, we find that there will be persons who will not have the benefit of such laboratory facilities, and who will be running scheduled services. To suggest that the same efficiency and the same care will be shown by them is, I feel, a dream which cannot be fulfilled.

Secondly, I do not understand what is meant by this scheduled service. In banking, we know what happens in the case of scheduled banks. What is the check which Government or the Reserve Bank has got on their operations? So, the term 'scheduled' does not mean anything. Here, according to me, it may only mean that there will be a time-table, and a scale of freight rates and passenger fares, and they will see that these things are made known to the public. But what is the check about these things? According to the hon. Minister, 'scheduled' will only mean that these are all the things which will be decided.

You know that today the non-scheduled lines are operating at lesser cost, that means, they are charging less. The net result is that the IAC is running at a loss. Tomorrow, if the non-scheduled lines are made scheduled, it is not as if they will charge the same fare as the IAC.

[Shri Prabhat Kar]

They will fix a lesser fare and Government will have to agree to it. The IAC will be charging, say, Rs. 124 on the line and they will be charging Rs. 74 on the same line. This unhealthy competition will result in the IAC running at a loss. More and more Dakotas will be sold to them so that they may flourish.

That is why it was specifically pointed out here that the railways and air transport should be developed as Central Government monopolies. The word 'monopoly' cannot be construed in any other way than that the Government will have the control. But we see that the Industrial Policy Resolution is not adhered to and we see that the IAC is running at a loss. The private operators have been granted licences by the Director General of Civil Aviation under rule 134. We are not doing anything to bring them under us because they are not under our control. Tomorrow they will be under our control. If they are to be taken under control, why could they not be nationalised? When development and expansion should take place, it should be under the Indian Airlines Corporation. There is no need to allow them to become scheduled instead of non-scheduled. Tomorrow people will be told, 'You may go in the IAC or in Kalinga or in Darbhanga'. Why expose them to risk? Why should there be this sort of unhealthy competition in a sector where there should not be any competition according to the Industrial Policy Resolution?

Shri Indrajit Gupta and myself had tabled an amendment to delete the proposed amendment to section 18. But we were told that it could not be circulated because it relates to the deletion of the clause, and we could vote against the clause.

I do not want to go into the details about the working because we have already got a list of the accidents. Questions have been put here about their functioning, how they do not

properly observe the rules and regulations, how they have exposed passengers to risk—not only about how they deal with their employees, their service conditions and so on. All these things have been repeatedly discussed. I was under the impression that if at all any steps had to be taken, all these scheduled lines had to be taken over by Government. Instead, at the fag end of this lame duck Session the Minister has thought it fit to bring in this Bill. Yesterday, Shri Harish Chandra Mathur who belongs to the Congress Party also expressed the view that this is definitely not warranted now.

Mr. Deputy-Speaker: Ducks are not behaving as lame as they are thought to be; they are quite active.

Shri Prabhat Kar: You can see that most of the benches are empty and few Members are interested.

Mr. Deputy-Speaker: Even then, there are alert Members.

Shri Prabhat Kar: I would request you not to allow this important Bill where a controversy has been raised and which constitutes a deviation from the Industrial Policy Resolution. I have drawn your attention to the word 'monopoly' which means a definite thing. Here reasons have been given, but they have got nothing to do with the argument that they are completely forgetting the Industrial Policy Resolution. Many Members have expressed that it is embarrassing for them to vote on this Bill at this particular moment; they are concerned about the propriety of passing such a Bill which is a controversial Bill in this Session. I would make a request to the hon. Minister through you to withdraw this Bill. Heavens will not fall if this is held over for another 15 days. I may be told that the Congress Party is in power and the same Bill will be brought up again. But anyway at that time, we will have an opportunity of thoroughly discussing it instead of

hurrying it through. In 15 days, nothing is going to happen. There is no need for hurrying it through when the Minister himself admits that during his ten years in Parliament he has not seen such a controversial Bill creating so much misunderstanding. I would request him to withdraw this Bill. It will only be in consonance with democratic principles if he did so. I would request you as one of the protagonists of the democratic functioning of Parliament not to allow this Bill.

Mr. Deputy-Speaker: I do not know whether the compliment is justified.

Mr. Warrior (Trichur): The compliment is quite justified.

Mr. Deputy-Speaker: If I act according to his wishes, perhaps it may be justified.

Shri Prabhat Kar: I know how you feel. I know you cannot withdraw the Bill. It is the Minister who has to do it. I am requesting you to ask him to withdraw it.

Mr. Deputy-Speaker: Can I do that?

Shri Prabhat Kar: I am quite sure you can express your views. I request that this should be withdrawn. This Bill should not be allowed to be passed now. We had tabled an amendment . . .

Mr. Deputy-Speaker: He has said it already.

Shri Warrior: A word from you will go a long way.

Mr. Deputy-Speaker: But the hon. Member should not throw me off the track.

Shri Prabhat Kar: I again request the hon. Minister to withdraw the Bill.

Shri Sadhan Gupta (Calcutta-East): It seems to me rather strange that a Bill of this kind should have been inflicted on this House at the fag end

of its life. It is certainly a controversial Bill and there is no sense, no reason, why the Bill should be rushed through at all.

Mr. Deputy-Speaker: Why should there be a complaint of that character? I am giving opportunity to every hon. Member who desires to speak as long as he wishes to. Then if this accusation is levelled that it is being rushed through. I cannot follow it.

Shri Sadhan Gupta: It is not a reflection on you, Sir. By 'rushed through', I mean that there was no necessity, no hurry to proceed with the Bill so that it should be passed at the fag end. It might have waited for the next House.

I have to make rather strong remarks about this Bill—which usually I am not in the habit of doing. I make these remarks for this reason that this Bill has at last thrown off the nine-year old sham which has persisted in the aviation line. This Bill is doing nothing new. It is giving legal shape, legal fiat, to what was being done completely in violation of the law up to this time. Section 18 of the Air Corporations Act provides that a scheduled air transport service can be operated only by the two Corporations, that is, the IAC and Air-India International and its associates. No other concern, no other individual or company has any right to operate any scheduled air transport service. A scheduled air transport service has been defined in section 2 of the Air Corporations Act. It means in short either an air transport service operating to a fixed published time-table or an air transport service operating at a frequency which is recognizable as a system. These so-called non-scheduled air transport services have been mostly operating in the latter category, that is to say, at a particular frequency which is very easily recognisable as a system. It is virtually a time-table though they do not publish it. They only keep clear of the first part of the definition, but they have always been well within the second part. There are operators

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who run freighter services or passenger services so many times a day, leaving at such and such time in the morning, coming back at noon, leaving again in the afternoon, coming back in the evening and so on. If that is not a recognizable system, I do not know what a recognizable system is. Yet, the Civil Aviation Department has been so soft to these operators that it has deliberately encouraged them to violate an Act which has been passed by the predecessor of this House in 1953, which clearly lays down that this kind of thing is unlawful. This has been allowed to continue not for one or two days, because then it is quite conceivable that they may not have been aware of the whole thing, but it has been allowed to continue for nine long years ever since the Air Corporations Act came into being. Can you conceive of a situation where a Government department closes its eye, not only closes its eye but by issuing permits encourages the violation of a law passed by this House? It is a flagrant violation, there can be no controversy about it.

I have drawn the attention of the hon. Minister of Transport and Communications by correspondence to this fact, and the only reply he gave me was that since they were not able to cope with the situation, they were allowing the non-scheduled operators to operate. I had drawn pointed attention to the fact that these non-scheduled operators were not really non-scheduled, they were scheduled, 100 per cent scheduled, and yet that was the reply given. That point was not met, because the reply given was that since the IAC could not cope with the demand, this was being allowed. Is the IAC's inability any reason for allowing a continuous violation of an Act of Parliament to go on? You must look at this Bill in this background.

Let us at least enquire whether the Government has sufficient power to control the operators in the matter of safety of their aircraft. There may be

powers, but if the Government are so soft to them that they allow them to violate the law, would you not expect that things could be managed in such a manner that in the interests of their profits, considerations of safety will suffer? Already Government have the powers, and you have seen how these private operators have been allowed to operate to the detriment of public safety. A number of accidents has taken place in spite of the powers which they have. In spite of the fact that they were operating an unlawful service and in spite of the powers Government had to control these operators, a number of accidents has taken place. Therefore, the fact that the Government will have ample power to control them does not at all assure the people that the control would be really exercised in the public interest.

The other question is also clear. After much deliberation we have laid down an industrial policy. It was not laid down in haste. There was one in 1948 and there was another in 1956, in which, after much deliberation, we had laid down that aircraft was to be a State monopoly. Now, are we justified in going back, are we justified in scrapping the industrial policy resolution in this manner? Are resolutions to be made only to be given the go by on the flimsiest pretext? We swear by the socialist pattern. If we give the go by to these resolutions in the interests of certain operators who have not made too good a show in running these transport services, in whose case many faults have been detected, even attempts to hoodwink the Government by tampering with entries have been detected, if in such a context we give a go by to the industrial policy resolution which was solemnly taken and which has had the approval of all the people and by which we swear, will the people have any faith in our profession of a socialist pattern? I think that this kind of a deviation from the industrial policy resolution is only the first step to give a complete go by to the objective of the socialist pattern or

the socialist society which we are professing to build up. Therefore, in the interests of the country, in the interests of decency I would say, and in the interests of all that we have done solemnly, I would request the hon. Minister to withdraw this Bill from this House, and of course also not to bring it up before the next House, because it is a Bill which does not merit a moment's consideration. It is a Bill which is clearly designed to serve the interests of some people who seem to have considerable influence with the Civil Aviation Department. This kind of influence is pernicious and should be completely stopped. I would submit that if the Bill is persisted with, the House may be pleased to throw it out, because it is contrary to all the principles we have held sacred, that is to say, it gives the imprimatur to the violation of law that has been persisted in for nine years, it is contrary to the socialist pattern of society and last but not the least, it is a great public risk which we are inflicting on the people of this country.

There is no doubt about the profits which the non-scheduled operators, who are now to be turned into scheduled operators, will make. These profits will be made mostly at the expense of margin in the aircraft. Perhaps heavier loads will be taken than permitted. You can never check these things effectively. If you load 1,000 or 2,000 lbs. more in your plane, it cannot be detected everyday, and there are ways in which detection can be avoided. There are influences which can be exerted, there are palms which can be greased and detection of this kind can be avoided. You have just to compare the accident rate among the non-scheduled operators or the accident rate among the air companies before IAC came into existence with the accident rate of the IAC to see how different the public sector and the private sector are in the air transport industry.

13 hrs.

I would submit that the reason is that the IAC works on a much sound

der basis, on a much greater safety margin than the non-scheduled operators or than the scheduled operators would do when they get the privilege of being called scheduled operators.

In these circumstances, I would urge upon Government to come to its senses and even at this stage withdraw the Bill and give up this idea, which, I think, all section of the House detest.

श्री बजराल सिंह (फिरोजाबाद) :
उपाध्यक्ष महोदय, इस विधेयक के सम्बन्ध में बहुत कुछ कहा जा चुका है और सभी वक्ताओं ने, जिन्होंने इस में हिस्सा लिया है, इंडस्ट्रियल पालिसी रेजोल्यूशन का जिक्र किया है। ऐसा लगता है कि अब सन् १९५६ के इंडस्ट्रियल पालिसी रेजोल्यूशन को बिना सरकार के पूरे विचार के, बिना इस सदन की स्वीकृति के तोड़ने का एक षडयंत्र रच लिया गया है। और यह बिल उसे तोड़ने की शुरुआत है। इस के बाद कुछ दूसरे प्रभाव भी काम कर रहे हैं मुल्क में, और वे बिजली पर चलेंगे, कोयले पर चलेंगे, स्टील पर चलेंगे, और शायद उन दूसरे क्षेत्रों पर भी जिन को इंडस्ट्रियल पालिसी रेजोल्यूशन के कटेगरी 'ए' में कहा गया है, इस का हमला होगा और सरकार से उस में जो यह कहा गया था कि वह इन चीजों को सिर्फ राजकीय अथवा पब्लिक सेक्टर में ही रखे, वह उन को कायम नहीं रख सकेगी। मेरा निवेदन है कि सन् १९५६ के इंडस्ट्रियल पालिसी रेजोल्यूशन के रहते क्या कोई भी इस तरह का विधेयक इस सदन में लाया जा सकता है? इस इंडस्ट्रियल पालिसी रेजोल्यूशन में यह कहा गया है :

"In the first category will be the industries the future development of which will be the exclusive responsibility of the State. The second category will consist of industries which will be progressively state-owned and in

[श्री ब्रजराज सिंह]

which the State will therefore generally take the initiative in establishing new undertakings, but in which private enterprise will also be expected to supplement the effort of the State.

इस के बाद थर्ड कैटेगरी है। वहां पैराग्राफ कहता है :

"Industries in the first category have been listed in Schedule A of this Resolution. All new units in these industries, save where their establishment in the private sector has already been approved, will be set up only by the State."

इस में एअर ट्रांसपोर्ट आता है। उस के बाद यह कहता है :

"This does not preclude the expansion of the existing privately-owned units or the possibility of the State securing the co-operation of private enterprise in the establishment of new units when the national interests so require"

शायद इस प्राविजन के अन्तर्गत मिनिस्टर महोदय कहना चाहते हैं कि वे यह कह रहे हैं, लेकिन इंडस्ट्रियल पालिसी रेजोल्यूशन कहता है :

"Railways and air transport, arms and ammunition and atomic energy will, however, be developed as Central Government monopolies."

इस के बाद यह कहता है कि एअर ट्रांसपोर्ट के बारे में जो यह थोड़ी सी ढील दी गई है वह दी नहीं जा सकती। जब इंडस्ट्रियल पालिसी रेजोल्यूशन के पैराग्राफ ८ में साफ कहा है :

"Railways and air transport, arms and ammunition and atomic energy will, however, be developed as Central Government monopolies."

इस के बाद इस तरह का बिल लाना जिस में कि आप प्राइवेट आपरेटर्स को एअर ट्रांसपोर्ट का काम आगे देने की व्यवस्था कर रहे हैं, मैं समझता हूँ कि इंडस्ट्रियल पालिसी रेजोल्यूशन के निश्चयों के खिलाफ है, उस के निर्णयों के खिलाफ है, उस की भावनाओं के खिलाफ है। सन् १९५६ के इंडस्ट्रियल पालिसी रेजोल्यूशन के रहते हुए इस तरह का बिल इस सदन में नहीं लाया जा सकता है। हो यह रहा है कि जब यह सदन भंग होने जा रहा है तब यह बिल लाया जा रहा है। इस के लिये सरकार से कहा जाये . . .

उपाध्यक्ष महोदय : शायद गवर्नमेंट इस में सहारा ले कि हम डेवलपमेंट नहीं कर रहे हैं। सर्विस चल रही है, उस को इस में ले रहे हैं। यह आसरा है उस के लिये, हम डेवलपमेंट नहीं कर रहे हैं।

Shri Sadhan Gupta: It is contrary to the Industrial Policy Resolution.

Mr. Deputy-Speaker: I am putting a possibility; I do not know what the Government has in mind.

श्री ब्रजराज सिंह : आप कहते हैं कि गवर्नमेंट शायद सहारा ले। इस के बाद अगर आप आगे पढ़ेंगे, जोकि मैं ने पहले पढ़ा और अब पढ़ रहा हूँ, तो लिखा है :

"Whenever co-operation with private enterprise is necessary, the State will ensure, either through majority participation in the capital or otherwise, that it has the requisite powers to guide the policy and control the operations of the undertaking."

लेकिन यह सारा जो कुछ है वह है कैटेगरी 'ए' में दूसरी जो इंडस्ट्रीज आती हैं उन के बारे में। इस पैराग्राफ में जो कहा है इन चीजों के लिये :

"Railways and air transport, arms and ammunition and atomic energy."

तो उन के बारे में यह लागू नहीं हो ही नहीं सकता। हमारे इंडस्ट्रियल पालिसी रेजोल्यूशन में यह बात सब कुछ सोच समझ कर ही कही गई है। जब इस तरह की व्यवस्था है तो मैं नहीं समझता कि सरकार को इतनी जल्दी क्यों है। कहा जा सकता है कि अगर हम इस समय इस को न भी करें तो पन्द्रह दिन बाद कर लेंगे। लेकिन फिर भी मैं निवेदन करना चाहूंगा कि आखिर इस तरह की बात को करने की जल्दी क्या है, यह बात सदन के सामने स्पष्ट होनी चाहिये। क्या यह बात सही नहीं है कि सरकार ने कुछ बिजिनेसमेन घुस गये हैं और वे ही लोग जो इन कामों को करते हैं मंत्री बने हुए हैं और अपने इस प्रभाव को केन्द्रीय सरकार में इस्तेमाल करना चाहते हैं और जो केन्द्रीय सरकार के अपने निश्चय पहले के हैं उन को वे बदलवाना चाहते हैं? अगर इस तरह की बात शुरू होती है तो यह देश के लिये बहुत खतरनाक है। हिन्दुस्तान की उस नीति के लिये जो हिन्दुस्तान की इसी सरकार ने कायम की है बहुत खतरनाक है। सोशलिस्ट पैटर्न का प्रस्ताव संसद् से पास कराया हुआ है। जब तक सरकार उसको पुनः संसद् में नहीं लाती है, उस में परिवर्तन नहीं कराती है, तब तक इस तरह का कोई भी बिल इस सदन में नहीं आना चाहिये।

जिस कम्पनी की चर्चा पहले इस सदन में हो चुकी है, मैं समझता हूँ कि उसी के सम्बन्ध में इस बिल में यह विशेष व्यवस्था की जा रही है। जब उस कम्पनी के संबंध में इस सदन में चर्चा की गई थी तो मंत्री महोदय का कहना था कि कोई खास बात नहीं है। लेकिन अब कहा जायेगा कि जो हमारा अपना कारपोरेशन है वह इस सर्विस को चला नहीं सकता। यह हमेशा नहीं कहा जायेगा। इस का क्या ठिकाना है? क्या आगे यह नहीं कहा जायेगा कि हम कोयला अभी नहीं ढो सकते। कोयला इसलिये नहीं ढो सकते कि वैगन हमारे नहीं हैं। इसलिये

अगर कोई बड़ा सेठ आता है और वह वैगन बनाता है और रेलवे लाइन बनाता है तो रेलवे भी उसे दे दी जायेगी। क्या यह नहीं कहा जायेगा कि कोयले का नया उत्पादन जो करना चाहे हम उस नये आदमी को उसे दे देंगे। क्यों दे देंगे? क्योंकि हमारे पास साधन नहीं हैं। इसी तरह से स्टील आइरन, सभी के लिये यह बात कही जा सकती है। इसलिये अगर यह होता है तो एक नया हमला है हिन्दुस्तान की सरकार द्वारा और देश के संसद् द्वारा पास किये गये इंडस्ट्रियल पालिसी रेजोल्यूशन के खिलाफ जोकि उन्होंने सन् १९५६ में पास किया है, और इस को आसानी से पास नहीं किया जाना चाहिये। यहां पर एक नये सिद्धान्त की रचना की जा रही है, एक नया रास्ता बनाया जा रहा है, नया दरवाजा खोला जा रहा है। हम ने जो एक रास्ता बनाया हुआ था उस को गिरा कर नई जमीन पर चलने के लिये नई बात की जा रही है। यहां पर यह सवाल नहीं है कि आप किसी को आपरेशन की इजाजत दे रहे हैं, लेकिन इस तरह की संस्थाओं को मदद दे कर क्या आप अपने पालिसी रेजोल्यूशन को ताक पर नहीं रखते, उस की भावनाओं का विनाश नहीं करते? हम आगे के लिये भी रास्ता खोल जायेगे और दरवाजा खोल जायेंगे। इस से हम देखते हैं कि आज मुल्क में किस तरह की हवा पैदा की जा रही है।

अभी अभी हमारे विज्ञान भवन में एक बड़ी भारी संस्था ने, पैसे वाली संस्था ने अपना सम्मेलन किया। इस सम्मेलन में इस तरह की मांग की गई कि कोयले के उत्पादन की बात पूरी तरह प्राइवेट सेक्टर में दी जानी चाहिये, इस में ज्यादा रिजिडिटी नहीं होनी चाहिये। प्रैगमैटिक ऐप्रोच आदि की बातें कही जाती हैं। मुझे लगता है कि सरकार में प्रैगमैटिक ऐप्रोच बहुत ज्यादा घर करती जा रही है। अगर यह हो रहा है तो खुले दिल से सरकार मुल्क के सामने

[श्री ब्रजराज सिंह]

आये और कहे कि जो इंडस्ट्रियल पालिसी रीजोल्यूशन हम ने पास किया था उस में कुछ परिवर्तन की जरूरत पड़ गई है। अब संशोधन लाये कि पुराना जो सोशललिज्म है वह सोशललिज्म नहीं है, सौशललिज्म है रंगा साहब का मसानी साहब का जो कि एक नई और स्वतंत्र पालिसी की तरफ जाने वाला है। इसलिये हम उस में कुछ संशोधन चाहते हैं। हम अब कोई सोशललिस्ट पैटर्न की बात नहीं करना चाहते, हम स्वतंत्र पालिसी की बात करना चाहते हैं। अगर इस तरह का कोई इंडस्ट्रियल पालिसी रीजोल्यूशन आप पास कर लें तो कोई ऐतराज नहीं होगा। अपनी पुरानी पालिसी को तुरन्त बदल लें तो आप सारे का सारा काम किसी को भी दे दें। कोयले का काम किसी को दे दें, रेलों का सारा काम किसी को दे दें, उस में कोई ऐतराज की बात नहीं होगी। लेकिन इंडस्ट्रियल पालिसी रीजोल्यूशन के रहते इस तरह का संशोधन लाना उचित नहीं है। मैं यह निवेदन करना चाहता हूँ कि सरकार में यह साहस होना चाहिये कि पहले इस इंडस्ट्रियल पालिसी रीजोल्यूशन में इस तरह का संशोधन कराये और उस के बाद ही इस प्रकार का बिल लाये।

मैं एक बात आप से निवेदन करना चाहूंगा। यह इंडस्ट्रियल पालिसी रीजोल्यूशन इस सदन ने पास किया था। जब सदन इस तरह का रीजोल्यूशन पास करता है तो क्या उस रीजोल्यूशन की भावनाओं के खिलाफ सरकार को कोई कानून बनाने का हक है? मैं समझता हूँ कि आप को व्यवस्था देनी चाहिये कि इस पालिसी रीजोल्यूशन के रहते इस तरह का कोई कानून सदन में लाया ही नहीं जा सकता। मिनिस्टर महोदय से अपील की गई है और मैं भी अपनी कमजोर आवाज में कहना चाहूंगा कि यह अच्छा होगा कि सरकार इस बिल को वापस ले ले। लेकिन अगर मंत्री महोदय

ऐसा करना उचित नहीं समझते, जिस के बहुत से कारण हो सकते हैं, उन के साथ बंधे हो सकते हैं, तो मैं आप से निवेदन करना चाहूंगा कि आप व्यवस्था दें कि क्या जब इस सदन ने एक प्रस्ताव पास किया हुआ है और एक निर्णय दिया हुआ है, क्या उस निर्णय के खिलाफ सरकार कोई ऐसा कानून बना सकती है।

उपाध्यक्ष महोदय : उसी सेशन में कानून नहीं बदला जा सकता, बाद में तो हक है।

श्री ब्रजराज सिंह : उस रीजोल्यूशन को बिना बदले ?

उपाध्यक्ष महोदय : यह रीजोल्यूशन भी इसी हाउस का होगा।

श्री ब्रजराज सिंह : खैर जो आप उचित समझें। मैं यह समझता था कि शायद आप सरकार के हाथों को बांध सकते हैं कि जब तक वह इंडस्ट्रियल पालिसी रीजोल्यूशन में संशोधन नहीं कर देती तब तक ऐसा कोई कानून नहीं बन सकेगा।

श्री इन्द्रजीत गुप्त : गवर्नमेंट कहती है कि कोई परिवर्तन नहीं किया जा रहा है।

श्री ब्रजराज सिंह : परिवर्तन साफ हो रहा है और उस से गवर्नमेंट इन्कार नहीं कर सकती। पैराग्राफ ८ में कैटगरी ए का जिक्र किया गया है और उस में कहा गया है :

“Railways, Air transport and arms and ammunition and atomic energy will however be developed as Central Government monopolies.”

मैं और कुछ न कहते हुए यही चाहूंगा कि इस अन्तिम वक्त भी सरकार को वृद्धि पैदा हो और वह कोई ऐसा काम न करे जो कहा जाय कि उन्होंने ने ऐसे प्रभावों की वजह से किया जो उचित प्रभाव नहीं थे।

Mr. Deputy-Speaker: Some hon. Member had written to me that he wanted to speak but I do not find any one rising in his seat.

Shri Basumatari (Goalpara—Reservé—Sch. Tribes): I want to speak. I sent you a chit.

Mr. Deputy Speaker: That is not sufficient. It is only when an hon. Member rises in his seat that he can catch my eye; that is the preliminary criterion. Even if he has sent in a chit he should rise in his seat if he wants to speak; otherwise the chit would be ignored.

I will give him a chance this time but it must be understood very well that unless an hon. Member rises in his seat, even though he might have sent notice to me, he will not be given an opportunity.

Shri Basumatari: Sir, I wholeheartedly support this amendment. I do not understand why our friends opposite are opposing it. It is a question of meeting the demands of the public. We know how the railways cannot meet the demands fully; sometimes they take even three to four days especially in Assam to reach from place to place. We do not have efficient railway system there. So, air transport is the only means. But the IAC too could not meet the demands fully. I do not understand why our friends opposite say that it is just to encourage the private operators. I quite admit that something should not be handed over to anybody because he is just a capitalist. But it is not a question of a capitalist or somebody; it is a question of meeting public demand. There are places which the IAC is unable to serve; sometimes food has to be air dropped in some areas like the NEFA. The private operators are more efficient than the IAC. The other day the hon. Prime Minister admitted that there were some very efficient officers and pilots who run these private services; in NEFA they know every nook and corner and they are dropping supplies very efficiently.

I have visited all the States in some capacity or the other. The private operator was more efficient in catering to the demands. In certain aerodromes like Dum Dum the IAC could not keep to the timings; they are not regular and the staff are not disciplined. I request the hon. Minister to see that the staff and officials behave properly to the passengers, they behave very badly in certain offices. When a plane is held up due to some reasons, they do not announce it and people are simply to wait from two to seven hours in a great anxiety. There is another thing in the Assam route. It takes two to three hours for a flight. Magazines and other things are not supplied. I do not understand why there is this discrepancy between a trunk route and another ordinary route. I earnestly request the hon. Minister to look into the behaviour of the officers towards the passengers. The passengers feel disappointed.

There are some grievances from the staff side also. They are not paid for the overtime work. In some aerodromes the officers are not getting quarters and they have to stay with some other officers. They feel that they are not treated well as other officers are treated in other departments. I do not know whether there is some difference between IAC and the other departments. I hope the hon. Minister will look into these matters too.

Mr. Deputy-Speaker: I find some hon. Member standing in the pathway. If any hon. Member wants to talk to another person, he should sit with him and not stand in the passage for a long time. The hon. Minister.

Shri Mohiuddin: Mr. Deputy-Speaker, Sir, the debate on this Bill since yesterday has been very interesting but I am afraid that the arguments advanced now have been repeated a hundred times in this House. I will first take up the attack that this Bill is a violation of the Industrial Policy Resolution. I stated yes-

[Shri Mohiuddin]

terday that the Government stands by that Resolution, and that there is not even a slight shade of the intention to deviate from it. Are we deviating from the policy as alleged by hon. Members on the other side and some hon. Members on this side? Shri Sadhan Gupta stated that it is a deviation in words, while Shri Harish Chandra Mathur on this side said that it is against the spirit of the industrial policy resolution. Shri Braj Raj Singh said that it is both against the letter and the spirit of the industrial policy resolution. Shri Sadhan Gupta has again, of course, very strongly attacked the so-called deviation from the industrial policy resolution.

I may mention that when in 1953 the Air Corporations Act was passed, by which the private airlines were nationalised, the Government deliberately excluded certain airlines from the operation of the Act. Even then this question was asked: why these other airlines have not been included in the list of the airlines that would be nationalised. The hon. Minister in charge at that moment had clearly stated that he anticipated—looking into the very difficult conditions prevailing in the eastern region, namely, the road, rail and other means of communication—that it may not be possible for the IAC to take over the lines that were serving that area. It was expected at that time that in due course it would be possible to take them over. But, as I explained yesterday, it has not been possible so far, because the replacement of the Dakotas, as was expected at that time, by some modern aircraft like the turbo-prop aircraft and so on, has not so far been possible.

So, either we, on the part of the Government, give a directive to the IAC that they should take over the Dakotas and pay about Rs. 50 lakhs or Rs. 60 lakhs as compensation to private operators for taking the Dakotas from them, or we stop the service. You will have to pay some price

and the price is about Rs. 2½ lakhs to Rs. 3 lakhs per Dakota nowadays. I do not exactly remember the price, but it is in that range. So, either you pay to the private operators Rs. 2 lakhs to Rs. 3 lakhs per Dakota and take them over, or cancel their licences. And you pay for what? For the doctrinaire satisfaction of some hon. Member that the private operators have been eliminated! The result will be that the IAC, as I stated yesterday, has been arguing—and they have urged—that their losses would increase, and if they acquire more Dakotas, while they are disposing of their own surplus Dakotas, they will be still increasing their losses per year, and they will be acquiring an asset which, in the course of three or four years, will have no value.

Mr. Deputy-Speaker: The hon. Minister will excuse me if I point out this. Hon. Members argued that if the private companies can run the same Dakotas and run them at a profit, how is it that the IAC feels that it would be a loss to them, especially when the Government, at the same time, assure the public that they would see to the safety and security of the public.

Shri Mohiuddin: I will come to that point. I have got the figures about the cost of operation of the private operators and the cost of operation for the Dakotas of the IAC. I have brought the figures with me, because that point was raised. Now, the dilemma was, and is, that either you allow the private operators to continue under the correct interpretation of the Act, as Shri Sadhan Gupta has put it, or you stop them, thereby causing great inconvenience to the public, or you acquire the aircraft. These are the three courses which are now available.

As I shall point out in a few minutes, the cost of operation of the IAC is such that unless they incur very heavy losses and make the poor tax-payer pay for it, they cannot take them over. The other alternative was to regularise the present

services. I entirely agree with Shri Sadhan Gupta that this Bill does nothing. There is nothing new in it. I agree. No new element has been introduced into this Bill. It only says that the present services that are run under the so-called name of "non-scheduled" should be called scheduled services. According to the definition they are scheduled. Either the IAC could take them over—we were hoping that they will take them over—or we regularise them by amending the Act. That is the important consideration, and I entirely agree with Shri Sadhan Gupta that on the strict interpretation of the law, these services that we are running from Calcutta on the east or on the north Bengal side are more or less scheduled. Of course, in order to avoid the law, they could simply change the timings from eight to 8.30 or do something like that. But that was not the correct policy.

The hon. Member also referred to the answer given by the hon. Minister that because the IAC could not take over these services, we have got to allow them to continue, and that was a frank answer and a very straightforward one, not evading the question whether it is strictly according to the law or not. We are now coming forward, frankly stating that these services which have been running were called non-scheduled. It is not correct; and now they should be called scheduled services; if they are to be run at all, they should be called scheduled services and regulated accordingly.

I shall now come to the industrial policy resolution. It was passed in 1956 and the Air Corporations Act was passed in 1953. When the resolution was passed it was known that there were and there would be, for sometime, private operators and they could not be taken over for some time.

That was exactly the reason why the industrial policy resolution mentioned that private operators would

be allowed but as far as air transport was concerned, it would be developed. How will it be developed? It was expected even in 1956 that it would be developed into a monopoly, but you must have the tools to do it. The IAC had proposed five or six years ago that they would require a number of aircraft such as turbo-prop aircraft along with the Viscounts. The Viscounts did come in, but there were other proposals in the meanwhile for the manufacture of medium-sized aircraft in India. I hope our Indian-manufactured aeroplanes will be coming into the sky very soon and we will be able to use them, if they show economic operation. The operations, I hope, will be suitable for the purposes for which they are intended. But, as I said yesterday, it has not been possible to extend the IAC services to those areas where private operators are still operating, because, as I said—I will give more reasons for not taking them over—the losses of the IAC will increase considerably.

Shri Prabhat Kar: You were referring to the Industrial Policy Resolution. Explain that first:

Shri Mohiuddin: I have explained the Industrial Policy Resolution; it was stated that it will be developed.

Shri Braj Raj Singh and some other hon. Members stated that unless the Industrial Policy Resolution is amended, this will be a violation. In this connection, I invite attention to the policy statement which the Minister made in this House last year about private operators. This has a direct bearing on the Industrial Policy Resolution. The policy with regard to private operators was stated in this House and it was open to hon. Members opposite to raise a discussion on it and to repudiate the suggestion made in the policy statement. The policy statement said:

"I now come to the question of Government's policy towards non-scheduled operators. In reply to questions in Parliament, Govern-

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ment had stated on more than one occasion that there was no intention to change the basic policy towards non-scheduled operators, which in the main has been that while they should be allowed to function as hitherto, no additional capacities will be permitted to the private sector."

So, it is not a new phenomenon that is coming before the House.

"The views expressed on this question fall under two groups. While one school of thought has demanded that as a matter of policy, the non-scheduled operator should be nationalised, the other school, which has generally been endorsed by the Estimates Committee, has held the view that a more liberal policy which would encourage the private operators is called for.

The matter has been considered by Government carefully once again and their conclusion is that in the present stage of development in civil aviation, there is no justification at present for a radical change in the basic policy towards independent non-scheduled operators. There are only four non-scheduled operators operating commercial services with the type of aircraft like Dakotas and their activities are at present mainly confined to the Bengal-Assam region. Considering that permits are granted to independent operators only on routes on which nationalised corporation has not extended its services, it is evident that they are playing a useful part in the transport system of the country."

I would emphasise the last sentence:

"Therefore, the Government are of the view that not only is there no justification for nationalising these few operators, but if new routes are to be developed without any undue burden on the tax-payer, it

would appear that the private operators have a part to play.

There is another consideration which cannot be lost sight of . . ."

These are the statements that were made.

Mr. Deputy-Speaker: Members take exception to the provision on the ground that no routes should be given over to private companies on which the IAC is already operating.

Shri Mohiuddin: No, Sir; no such routes will be given to any private operator.

Mr. Deputy-Speaker: Clause 2 says:

"(e) to operate, with the previous permission of the Central Government for such period and subject to such terms and conditions as that Government may determine, any scheduled air transport service."

Shri Mohiuddin: I have clearly stated that the intention is that the present routes on which the private operators are operating will be allowed to continue on more strict conditions of a scheduled line, if they apply for it. The conditions are more strict. If at any time IAC wants to take over any of those routes, they will be given to them. As I stated yesterday, under the present licence, the private operators could start any service between two points where IAC is not operating. I gave the illustration of the Bombay-Baroda route. IAC was not serving that route and a private operator went there. Everybody was surprised. Under the present licence they could start that service, but immediately IAC stepped in and they had to go out. But under the amended Act, they will not be able to start anywhere without permission from the Government.

Shri Prabhat Kar: The hon. Deputy Minister was explaining the basic policy regarding private operators enunciated by the hon. Minister for Transport and Communications, which according to him was

not opposed to the Industrial Policy Resolution. Even accepting that as the basic policy, clause 2 of this amending Bill says:

"to operate, with the previous permission of the Central Government for such period and subject to such terms and conditions as that Government may determine, any scheduled air transport service as aforesaid which is not provided by either of the Corporations or their associates."

According to the basic principle, wherever the private operators are operating today, that will not be extended. But here power has been taken to allow them to expand and operate on any route where today IAC is not functioning. It goes against the basic principle which was enunciated by the hon. Transport Minister.

Mr. Deputy-Speaker: One is a resolution of the House and other is a statement by the Minister. The statement could only be by way of explanation, elucidation or interpretation and nothing more. The Minister would rely more upon that resolution, because the explanation or statement that the Minister might have made could not over-ride the conditions laid down in the resolution.

Shri Sinhasan Singh (Garakhpur): The Minister says that this amendment would not be used to give further routes to the private operators. But the Parliament is giving this power to the Government. Today this Minister might say one thing. Tomorrow there may be some other Minister who will say, the Act is there and the Government can act upon the power conferred by the legislature. He is taking the power from this august House to act against his own statement.

Mr. Deputy-Speaker: Clause 2 says:

"to operate, with the previous permission of the Central Government for such period and subject to

such terms and conditions as that Government may determine, any scheduled air transport service as aforesaid."

Then, it is qualified like this:

"which is not provided by either of the Corporations or their associates."

Shri Sadhan Gupta: The question is whether the private operators will be allowed to go into new routes which the corporations are not serving.

Mr. Deputy-Speaker: I was on this question whether we are giving the authority that any service that is being provided by the corporation might be given to a private operator.

Shri Sadhan Gupta: No, that is not possible until that service is stopped by the corporation.

Mr. Deputy-Speaker: So only services which are not provided by either of the corporations can be given to a private operator.

The second question is whether a new service that is being taken up afresh, which is not being served by either of the corporations, can be given to a private operator.

Shri Braj Raj Singh: Power is being taken to do that.

Mr. Deputy-Speaker: There the power is being given by this amendment so that Government can give a new route or such services as may not have been operated by the two corporations to private companies. Is that correct?

Shri Mohiuddin: I think it is correct.

Mr. Deputy-Speaker: Then the argument of the Members of the opposition is: if the Resolution says that further development would be undertaken only by the Government and it would be a Government monopoly to develop that, would not the giving over of fresh routes to private companies come under that "further development"?

Shri Mohiuddin: I have explained just now that under the Industrial Policy Resolution our intention is to develop air transport as a monopoly of Government, and Government stick to that policy. But, under the present conditions, as we have not got sufficient economic type of aircrafts—that is the point—which can operate services on an economic basis, we have got to continue to allow these four or five private operators to serve those areas where services are needed and necessary. For example, Shri Sinhasan Singh wanted a service to a particular place.

Mr. Deputy-Speaker: That is all understood. So far as the continuance of service by the private companies is concerned, it is concerned that it would be covered by the Resolution and it does not violate the Resolution. Hon. Members of the opposition argue that, so far as opening of new routes is concerned, Parliament is now giving power by this amendment to the Government so that they might give these new routes to the private companies.

Shri Mohiuddin: I think this is not a new power.

Shri Braj Raj Singh: Are you sure?

Shri Mohiuddin: As far as my experience goes, the policy so far has been that if a private operator wants to run a service on a particular route, and this happens mainly in the eastern region except the one route in the Baroda side, we ask the IAC whether they would be able to run it. If IAC says "No, we cannot do it" or "we will not do it", we allow the private operator to run it. If we refuse the private operator also to run that services, it will mean inconvenience to the public. Though I do not remember any such cases, if the situation is that IAC refuses to run the service and if we refuse permission to the private operators to run the service, that would be a serious situation, so far as the convenience of the public is concerned.

Mr. Deputy-Speaker: I admit that it would be a serious situation which might inconvenience the public. But the question is whether such development in the hands of the private operator, in case the IAC refuses to work that new route would not be a violation of the Resolution that we passed.

Shri Prabhat Kar: There is another aspect. You have stated that private operators are allowed to run their services in those routes in which the two Corporations are not running their services. We have got the Dum Dum airport from which the IAC operates. Just by the side of the Dum Dum airport there is the Barrackpore airport from where the non-scheduled operators operate. The Indian Airlines Corporation land their planes at Santa Cruz. So, a non-scheduled operator can run a service from Barrackpore to Baroda, as this will not be a line in which the IAC is operating, and that is exactly what is now happening.

Shri Mohiuddin: That is exactly what is intended to be stopped by this legislation. Suppose a scheduled service goes up to a certain point in the eastern region. The private operators have arranged for a private air-field within five or ten miles of the scheduled aerodrome and run a service to that air field. If we laid down a condition that no non-scheduled operator will go within ten or fifteen miles of the scheduled aerodrome, it was found that he may go and prepare an aerodrome on the eleventh or sixteenth mile. So, our intention is that all these non-scheduled operators, who are operating within a limited distance of the scheduled aerodrome, should not be allowed to go there. That is the intention, so far as I am concerned.

Shri Braj Raj Singh: You personally or the Government?

Mr. Deputy-Speaker: What he says, he says on behalf of the Government.

Shri Braj Raj Singh: He emphasises "as far as I am concerned".

Mr. Deputy-Speaker: But the hon. Member knows that he can speak only on behalf of the Government.

Shri Indrajit Gupta: Is it possible for anybody to construct these private air-fields or private aerodromes without the consent and approval of the Government? Why was it allowed to be done?

Shri Mohiuddin: There are rules under which the DGCA has to allow it. Hon. Members may object to them, but they are existing rules. If a private operator constructs an aerodrome and tells the DGCA "such and such air-field has been constructed; will you please come and inspect it", the technical officers go, inspect and see whether technically it is a good aerodrome for the type of aircraft for which it is meant—for example, it may be only a one-engined aircraft or it may be a two-engined aircraft—and if the DGCA is satisfied, he certifies that aerodrome for that particular purpose.

Shri Sadhan Gupta: Why should licence be issued to these operators?

Mr. Deputy-Speaker: Let us hear the Minister.

Shri Mohiuddin: What I said before the interruption is that the Industrial Policy Resolution is not a doctrinaire resolution.

Shri Braj Raj Singh: Are you a member of the Government?

Shri Mohiuddin: We have a dynamic economy today.

Shri Braj Raj Singh: Have you?

Shri Mohiuddin: We have, certainly.

Shri Prabhat Kar: Take away the Resolution and discard it.

Shri Mohiuddin: The statement I made in this House is a partial interpretation of the Industrial Policy Resolution.

Shri Prabhat Kar: This amendment is against the Industrial Policy Resolution.

Mr. Deputy-Speaker: He has already said it so many times. Why repeat it?

Shri Mohiuddin: As I said, there are serious difficulties of communication, especially in the eastern region. We have only three alternatives. We can compel the IAC to take over the 15 or 16 Dakotas that are there, by paying a heavy price, and run the services which are not remunerative.

Dr. Samantsinhar: Are all your services now remunerative?

Shri Mohiuddin: The second alternative is to stop the private operators from running the services. I agree with Shri Sadhan Gupta that they are....

Shri Indrajit Gupta: Illegal services.

Shri Mohiuddin: We know it and hon. Members know it on certain interpretation of words.

Mr. Deputy-Speaker: Now we should talk of the Bill that is before us.

Shri Mohiuddin: Thirdly, we can regularise the services, as is being done now. The effect of this regularisation will be that we now act according to the word of the law and the spirit of the law, as far as this matter is concerned,.....

Shri Braj Raj Singh: Do you mean to say that so far you have not been acting according to the spirit of the Law?

Mr. Deputy-Speaker: Should I allow this criticism and this running commentary also?

Shri Mohiuddin:and also lay down conditions for the scheduled.

[Shri Mohiuddin]

services of the private operators only for such period till the IAC is in a position to take them over. I hope that with the Avro-748 coming into the sky or with our foreign exchange position becoming better we will be able to buy a few more medium-sized aircraft like the Fokker so that we can serve specially the Eastern Region where communications are extremely difficult and for which we have got to allow private operators to serve so that the public may not be put to great inconvenience.

Shri Indrajit Gupta: With your permission, Sir.....

Mr. Deputy-Speaker: We have had enough of it, I suppose.

Shri Indrajit Gupta: On this point I would like to ask one thing for information. He has not replied to that though it was raised so many times. If it is uneconomic for the Corporation to operate certain routes with those Dakotas, how is it economic for these private operators to do it.....

Shri Mohiuddin: I am coming to that point.

Shri Indrajit Gupta: with the lower fares than the Corporation charges?

Mr. Deputy-Speaker: That is exactly the question I asked.

Shri Indrajit Gupta: I want to get a reply to that for you also.

Mr. Deputy-Speaker: He tells me that he is coming to that if the hon. Member will have patience.

Dr. Samantsinhar (Bhubaneshwar): I want a clarification whether this amendment has been brought to give some particular private concern this line. We want this clarification from the Government.

Shri Braj Raj Singh: Of course.

Mr. Deputy-Speaker: Let us allow the hon. Minister to proceed in his own way and he will answer all the objections that have been raised.

Shri Mohiuddin: Shri Mathur and Shri Gupta asked yesterday why it is that Dakotas run on profit by private operators and on a loss by the Indian Airlines Corporation, that is, by the nationalised sector. It is a very important question.

13.52 hours

[SHRI HEDA in the Chair]

Shri Mathur even went to the extent of saying that if our nationalised sector cannot run them at the same cost as the private sector then he has got to consider whether nationalisation is desirable or not. I am not quoting his words; I am only giving the meaning of what he said.

Now, hon. Members may recall that about three years ago Government had appointed an expert committee to go into the cost structure of the Indian Airlines Corporation. The report was placed on the Table of the House. Hon. Members could see from the Cost Structure Committee's Report what the expenses incurred on the various items are. I shall not go into those details. But I will only give here the cost of operation for Dakotas of the Indian Airlines Corporation for passenger and freight, that is, a combined figure. The direct cost which would mean petrol, oil, other expenses and so on.....

Shri Indrajit Gupta: This is all beside the point.

Shri Mohiuddin: I am going to tell you what the cost of operation by a private operator is.

Shri Prabhat Kar: A plane does not fly with kerosene. That is definite.

Shri Mohiuddin: No; it is not correct. They must use the proper fuel as laid down by the rules.

Shri Indrajit Gupta: Where would they get the spare parts from?

Shri Mohiuddin: They get the spare parts from Europe. They import them.

An Hon. Member: They are not sold by you?

Shri Mohiuddin: That may happen. I will not deny such allegations.

The cost of operation of a Dakota by the Indian Airlines Corporation is Rs. 820 per hour. It has gone up in the last four years from Rs. 725 to Rs. 820. Hon. Members may remember that only during the last year the wages and salaries of the IAC employees were increased by Rs. 90 lakhs a year.

Shri Prabhat Kar: How many employees are there?

Shri Mohiuddin: Whatever the number may be, 7,000 or 8,000 employees.

That is the cost of operation of IAC. I have not got the exact figures of the private operators.

Shri Braj Raj Singh: Then how can we come to a conclusion?

Mr. Chairman: I would request hon. Members not to have the running commentary. He is coming to the point.

Shri Mohiuddin: I have got tentative figures. The DGCA could get the figures, but they were not calculated. If you want I will get them calculated. The figure that I have got here is about Rs. 430 plus Rs. 100 as overheads, that is, Rs. 530 as the cost of operation of a Dakota on the Assam side. I would not be able to explain why there is such a difference. But on the Assam side the cost of operation of a Dakota by a private operator is Rs. 530 as compared with Rs. 820 by the IAC.

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Now, here is a reply to my hon. friend, Shri Mathur, who asked yesterday, "Why is it that the IAC does not take over the unremunerative sectors and make up the loss on the unremunerative sector from the profits that it earns on the remunerative sector?" I shall give you some figures about the remunerative and the unremunerative sectors. There are 64 routes operated by the IAC. Out of these 64 routes, 18 routes mostly operated by Viscounts were fully remunerative. That is to say, their operation resulted in a surplus to the Corporation. All the other 46 routes mostly operated by Dakotas are unremunerative. There are certain routes which do not even meet their direct cost, that is, the salary of the crew, the cost of oil and petrol and so on. There are 16 routes that do not even meet the direct variable cost. The losses sustained on the 46 routes were of the order of Rs. 145 lakhs.

Shri Harish Chandra Mathur (Pali): Jodhpur is not one of them?

Shri Mohiuddin: I have got the list. If you want it, of course I will give it to you later.

On the remunerative routes the surplus earned was Rs. 132 lakhs.

14 hrs.

Shri Prabhat Kar: May I know if you have ascertained how it is possible for non-scheduled operators to spend only 500 and odd and run and the I.A.C. has to spend Rs. 800 an hour: whether it is that they are purchasing fuel at a lower cost or not replacing spare parts or they pay less to the employees? What are the reasons?

Shri Mohiuddin: As far as spare parts, inspection of aircraft, and overhaul are concerned, I may assure you that they are duly checked and inspected: not once, but at many stages. The cost of operation with them is low because, in the first inst-

[Shri Mohiuddin]

ance, overheads are very low. I agree with our friends opposite that the wages paid by them to their employees and officers are also low. Our wages in the I.A.C. are high. That is one of the reasons why the private operators cost of operation is less than in the I.A.C.

I was talking of commercial aspect why the I.A.C. does not want to take over.

Shri Harish Chandra Mathur: May I know whether you considered them to be substandard methods or not?

Shri Mohiuddin: Not at all.

Shri Harish Chandra Mathur: If they are not sub-standard, why are you paying more? The point is whether these private operators are employing sub-standards: whether their standards are such which would not be permissible by the Government. If they are employing sub-standards, why do you permit them? If they are not sub-standard, why are you paying through the nose?

Shri Mohiuddin: I do not know what is meant by sub-standard.

An Hon. Member: Less qualified.

Shri Mohiuddin: What we see is that a Dakota has a certain schedule of overall, a certain schedule of inspection. By Schedule, I mean, if a part has done so many hours, it should be checked and inspected. If it has done so many hours, it should be replaced. As far as these rules are concerned, I assure hon. Members that they are fully carried out.

Shri S. M. Banerjee rose—

Mr. Chairman: Order, order. I would suggest to hon. Members, let the hon. Minister finish his main reply. If certain points are not replied, I will allow questions.

Shri S. M. Banerjee: I do not want to interrupt. Certainly the rules have

not been observed by Kalinga Airlines. They are non-scheduled operators. There was a Committee appointed. Even the recommendations of the Committee have not been implemented, because Kalinga airlines is owned by a big Chief Minister.

The Minister of Transport and Communications (Dr. P. Subbarayan): Shri Indrajit Gupta, when he spoke about this, said that he is not going to mention any names. I do not think this is fair either for the hon. Member to go out of the way and mention that.

Shri Chintamani Panigrahi (Puri): Kalinga airlines is famous.

Shri Indrajit Gupta: I did not speak on behalf of Shri S. M. Banerjee.

Dr. P. Subbarayan: Shri S. M. Banerjee belongs to your group don't you admit that?

Shri S. M. Banerjee: We do not have groups here. Kalinga Airlines and the Congress Government are in a group. They have a group.

Shri Mohiuddin: The hon. Member is referring to the Committee that was appointed—the Katju Committee.

Mr. Chairman: I would suggest to hon. Minister, if he starts taking note of every interruption, that means an encouragement to the interruption, and I may not be able to control. If the hon. Minister goes on without taking note of any interruption, I think he will be able to finish.

Shri Mohiuddin: May I submit, Sir, the hon. Member has made a serious allegation against the Government? If you will allow me later, I will come to that point and give a reply. He has made a serious allegation against the Government.

Shri S. M. Banerjee: Against both.

Shri Mohiuddin: I have explained the Industrial Policy Resolution. I

have also explained the cost of the operation of the I.A.C. and the private operators and the reason why the I.A.C. is reluctant to take over more nonremunerative lines because their cost will increase. I have also explained that we hope that suitable aircraft will be available so that the I.A.C. can operate more economically not only in the eastern region, but also on many other routes, for example, Jodhpur route which Shri Harish Chandra Mathur referred, and operate in such a way that the tax-payer is not called upon to meet the losses. I might remind hon. Members that four years ago, the loss of the Indian Airlines Corporation was over Rs. one crore. Now, it has come down to a small profit of Rs. 4 to 6 lakhs. I might also remind hon. Members that it is not a profit in the real sense of the word, because the I.A.C. has got to pay interest to the Government. That interest has been waived by the Government till 1966. They have got to be ready in about three years time to earn sufficient revenue and sufficient surplus to be able to pay interest. Otherwise, the Government will have again to come before the House to write off their losses every year. These are important considerations.

Shri Indrajit Gupta said that we are promoting non-scheduled operators—giving them better status. There is no intention of promoting as school-boys are promoted from the sixth class to the 8th class.

Shri Indrajit Gupta: Ministers are also promoted.

Shri Mohiuddin: The intention is that the services should be regularised and they should not be against the spirit and the word of the law, of section 18 of the Air Corporations Act. That is the purpose for which this Bill is brought.

Shri Prabhat Kar: A black act should be done in the open. That is how you are trying to do it.

Shri Mohiuddin: This is not a black Act.

Shri Prabhat Kar: What they are doing.

Shri Braj Raj Singh: A law should be broken legally.

Mr. Chairman: Order, order.

Shri Mohiuddin: I have mentioned most of the points. I thank Shrimati Ila Palchoudhuri because she was the only Member who supported the Bill.

Shri Chintamani Panigrahi: It is a good compliment.

Shri Mohiuddin: I am very frank. She suggested that we should have an Air Transport Board. A proposal to have an Air Transport Board will again cause strong suspicion in the minds of my hon. friends on the other side, why this Board? The function of a Board as we understand it is to recommend to the Government competitive lines, as to who should run on particular lines. That is the usual function of an Air Transport Board. As our intention is that in due course we should take over even private operators when aircraft are available, I do not think it is necessary to create an Air Transport Board.

Shri Prabhat Kar: Otherwise, they will create complications and they will try to impose so many restrictions on the non-scheduled operators.

Shri Mohiuddin: As far as the Air Transport Council is concerned, there is an amendment which clarifies the situation that the Government has the option of appointing a Board or abolishing a Board when they want.

Shri Indrajit Gupta: Council: not Board.

Shri Mohiuddin: Air Transport Council as I have referred to—I have finished with the Board—for which there is an amendment in this Bill.

Shri Braj Raj Singh: We have seen.

Shri Mohiuddin: It was a very curious situation that the Air Transport

[Shri Mohiuddin]

Council has been in existence without any work. We asked the Corporation, the D.G.,C.A. and also at one stage the Posts and Telegraphs department whether there are any problems, for example, carriage of mails, which could be referred to the Council. They said 'No'. I am glad that they are co-operating with each other, and there are not many disputes, and they can settle their problems amicably. As there is no work, for the Council, the amendment proposes that Government have the power to abolish it. I assure my hon. friend Shri Indrajit Gupta that if there is any need for any problem to be referred to the Council, the Council will be created or will be nominated, and the problem referred to them for advice.

With these words, I move.

Shri Braj Raj Singh: Has the hon. Minister finished? Almost a unanimous appeal was made by the hon. Members who spoke that this Bill should not be rushed through in this Session which is coming to an end now, and in this House which is coming to an end, but it should only be taken up in the new House. What is the reaction of the hon. Minister to this suggestion? What is the urgency for this Bill to be passed now?

Dr. P. Subbarayan: It has already been passed by the other House where also there was a dispute raised by hon. Members belonging to the other side, but it was passed all right.

Shri Sadhan Gupta: But the other House is a permanent House.

Shri Braj Raj Singh: The other House is never dissolved. It continues.

Dr. P. Subbarayan: This House may be dissolved, but still it is meeting in a 'lame duck' Session, and hon. Members can pass it, if it is necessary.

Shri Sadhan Gupta: It is not a 'lame duck' but a 'walking duck'.

Shri Rane (Buldana): Now, the consideration stage is over, and the motion should be put to vote.

Mr. Chairman: The question is:

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

Those in favour will say 'Aye'.

Some Hon. Members 'Aye'.

Mr. Chairman: Those against will say 'No'.

Some Hon. Members: 'No'.

Mr. Chairman: The 'Ayes' have it....

Some Hon. Members: The 'Noes' have it.

Mr. Chairman: I shall put the motion again.

Shri Sadhan Gupta: On a point of order. You have heard both sides, and it is up to you now to give your decision. If you think that the 'Ayes' are more numerous, then you can give the decision that the 'Ayes' have it; if you think that the 'Noes' are more numerous, then you can give the decision that the 'Noes' have it. Why should the motion be put again?

Mr. Chairman: I was only trying to be a little lenient. The point is that certain voices were louder, while certain other voices were more numerous but not louder.

Shri Mohiuddin: Only one voice was louder.

Mr. Chairman: Just to give the satisfaction to the Members, I was putting it again. If the hon. Member insists I shall give my own decision.

Shri S. M. Banerjee: My point is this. The other voices were not louder, because they never wanted this Bill to be passed, and they were not in favour of this.

Dr. P. Subbarayan: In case my hon. friend Shri S. M. Banerjee is not well acquainted with parliamentary procedure, I might tell him that unless a poll is called for, generally, the Speaker or whoever is presiding in the Chair, decides in favour of Government.

Mr. Chairman: I shall put the motion again to vote.

The question is:

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

Those in favour will say 'Aye'.

Some Hon. Members: 'Aye'.

Mr. Chairman: Those against will say 'No'.

Some Hon. Members: 'No'.

Shri Chairman: The 'Ayes' have it.....

Shri Sadhan Gupta: The 'Noes' have it....

Mr. Chairman: Then, those who are opposed to this motion will kindly rise in their seats.

Shri Sadhan Gupta: On a point of order. No division can take place before 2-30 p.m. Secondly, this is such an important Bill that we wish to go on record, especially those of us who are not coming back again.

Mr. Chairman: In that case, this would be deferred till 2.30 p.m. Until the consideration motion is disposed of, we cannot proceed with the further stages of the Bill. In the meantime, we shall take up the next Bill on the Order Paper.

14.15 hrs.

HINDI SAHITYA SAMMELAN BILL

The Minister of Education (Dr. K. L. Shrimall): I beg to move:

"That the Bill to declare the institution known as the Hindi

Sahitya Sammelan having its head office at Allahabad to be an institution of national importance and to provide for its incorporation and matters connected therewith, as passed by Rajya Sabha, be taken into consideration".

While moving this motion, I should like to say a few words with regard to the background under which this measure has been brought forward before this House.

This is a non-controversial measure. It has already received the unanimous support of the other House, and I feel sure that this House also would bless this measure, and it would soon be passed into an Act.

The story of Hindi Sahitya Sammelan is known to most of the Members who have been interested in the progress of Hindi. The Sammelan was established in 1910, and it has a glorious record of service for nearly half a century. It has been associated with some of our best leaders in public life including Mahatma Gandhi, and it has developed into a truly national institution. It has a very fine library, one of the best in the country, and also a collection of rare and ancient manuscripts which also, I believe, is one of the best in the country.

The Sammelan has its branches all over the country. It conducts examinations which have been recognised by the Government and by the universities as equivalent to matric, B.A., and some post-graduate examinations also.

The Sammelan has unfortunately fallen to evil days. After the declaration of Hindi as the official language of the Union, it was deemed necessary to make certain changes in the constitution of the Sammelan. A session was held at Hyderabad and a resolution was passed for the amendment of the constitution, and a committee of 21 members was constituted to revise the rules and place its recommendations before a special session of the Sammelan to be held at

[Dr. K. L. Shrimali]

Patna. The Sammelan had a special session at Patna, but, unfortunately, certain differences arose among the members, and another session was held at Kotah in December, 1950, and somehow or other, on account of the group rivalries which unfortunately had developed in this institution, they could not come to an agreement. The present position is that the Sammelan is in the hands of an official receiver.

Various efforts were made by the U.P. Government and also by various people to bring about some kind of amicable settlement between these two conflicting groups, but unfortunately, all the efforts have failed so far, and there is no other remedy but to pass a legislation and rescue this institution out of the difficulty into which it has got itself.

The U.P. Government passed an Act in 1956. Again, that Act was declared *ultra vires*, because the High Court ruled that since the scope of the Sammelan was not confined to U.P. only but extended to other parts of the country as well, the U.P. Government were not competent to enact legislation. So, the Government of India have considered the matter. In fact, this matter has been before Government for the last several years, and representations have come to Government from writers and from lovers of Hindi all over the country. It is under these circumstances that we have brought forward this measure.

With regard to the income of the Sammelan, it is supporting itself at the present moment. Government do give some grants to the institution, but they are mainly grants given for certain development purposes. The income of the Sammelan during 1959-60 was about Rs. 4.25 lakhs and the total expenditure during the same period about Rs. 2.52 lakhs. There was this a saving of nearly Rs. 1.73 lakhs. It is estimated that 1960-61, there was an income of about Rs. 3.5 lakhs. So

it is not necessary at present to present any financial memorandum. In fact, there is no financial memorandum for this very reason that the institution can support itself. Government have been giving grants to the institution for certain specific purposes and, of course, those will be continued.

Dr. M. S. Aney (Nagpur): What is the source of its income—publications?

Dr. K. L. Shrimali: Publications, but mainly examination fees. It conducts examinations all over the country.

In the first place, we would like this institution to function as an autonomous body. But before it can do so, its autonomy has to be restored because at present it is defunct—a dead institution. Therefore, we are proposing to have a first Governing Body which will be completely nominated. It will consist of a Chairman, Secretary and 13 other members, all nominated by the Central Government. Its function will be to clear the stables and determine what kind of membership there should be and so on. After this has been done, another Governing Body which will not be completely nominated—in fact, most of the members will be chosen according to the rules prepared by the Governing Body—will come into existence.

Clause 12 of the Bill empowers this Governing Body to make, with the approval of the Central Government, the rules of the Sammelan. The matters in respect of which regulations may be made relate to membership including qualifications and disqualifications of membership of the Sammelan, powers and functions of the Governing Body, conduct of elections for the constitution of the Governing Body and the decisions on doubts and disputes at or in connection with the said elections etc. These are matters of detail and, therefore, no mention has been made in the Act itself. It is the Governing Body which will take care of these rules. Clause 12

also provides for the appointment of an executive committee which will be mainly the executive body of the Sammelan.

These are the main provisions of the Bill. As I said, it is one of our premier institutions. Unfortunately, due to inner factions and disputes, the institution is not functioning as an active organisation. This institution, if received, can function as an instrument for the propagation and development of Hindi. As I said, it had rendered great service to the country. The Sammelan had focussed the attention of the country on the need for development of Hindi. One of its earlier founders, Shri Purushottamdasji Tandon is, unfortunately, confined to bed at the present moment, has been connected with this institution for all these years. He had dedicated himself to the service of this institution. I am sure this House would like that at this time when he is confined to bed, this institution must be restored to its former position so that it may give him a new lease of life and he may continue to live for many more years to serve the country.

Mr. Chairman: Motion moved:

"That the Bill to declare the institution known as the Hindi Sahitya Sammelan having its head office at Allahabad to be an institution of national importance and to provide for its incorporation and matters connected therewith, as passed by Rajya Sabha, be taken into consideration".

डा० गोविन्द दास (जबलपुर) : सभापति जी, मैं इस प्रस्ताव का हृदय से समर्थन करना चाहता हूँ। मैं डा० श्रीमाली जी को इस बात के लिये बधाई देना चाहता हूँ कि उन्होंने ने अपने कार्य-काल में इस प्रकारका विधेयक हमारे सामने उपस्थित किया कि हिन्दी का उन्होंने ने बहुत काम किया है।

14.26 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

केन्द्रीय सरकार से हमारी हमेशा यह शिकायत रही है कि वह हिन्दी का काम बहुत धीरे धीरे कर रही है। उन के कार्य-काल में इस काम में तेजी आई है, यद्यपि जितना संतोष हम लोगों को केन्द्रीय सरकार के द्वारा हिन्दी के कार्य के संबंध में होना चाहिये, उतना संतोष हमें अभी भी नहीं है। फिर भी मैं यह कहे बगैर नहीं रह सकता कि श्रीमाली जी के यहां आने के बाद और उन के एक सैक्रेटरी के रूप में हमारे मध्य प्रदेश से श्री रमाप्रसन्न नायक जी के आने के बाद केन्द्रीय सरकार में हिन्दी के काम में अवश्य प्रगति हुई है।

जैसाकि डा० श्रीमाली ने कहा है, सम्मेलन की स्थापना आज से कोई बावन वर्ष पूर्व १९१० में वाराणसी में हुई थी। उस के पहले अध्यक्ष महात्मा मालवीय जी थे। दो बार मालवीय जी इस के अध्यक्ष हुए। दो बार गांधी जी इस के अध्यक्ष हुए। एक बार हमारे वर्तमान राष्ट्रपति, डा० राजेन्द्र प्रसाद जी इस के अध्यक्ष हुए। एक बार हमारे राजपि पुरुषोत्तम दास टंडन इस के अध्यक्ष हुए।

अहिन्दी-भाषाभाषी भी इस संस्था के अध्यक्ष हो चुके हैं। श्री अमृतलाल चक्रवर्ती, पंडित माधवराव सप्रे, श्री बाबूराव विष्णु पराङ्कर, श्री गौरीशंकर हीराचंद ओझा और श्री कन्हैयालाल माणिकलाल मुंशी ऐसे अहिन्दी-भाषाभाषी लोग हैं, जिन्होंने ने इस पद को गौरवान्वित किया है। टंडन जी पंद्रह वर्ष तक इस संस्था के कार्य-संचालक अध्यक्ष रहे और दस वर्ष तक प्रधान मंत्री।

आधुनिक युग में इस देश में दो सार्वजनिक संस्थायें स्थापित हैं—एक कांग्रेस और दूसरा सम्मेलन।

[डा० गोविन्द दास]

14.29 hrs.

[MR. SPEAKER in the Chair]

कांग्रेस ने हम को स्वाधीनता दिलाई और सम्मेलन ने हम को वाणी की स्वतंत्रता देने का प्रयत्न किया। स्वाधीनता के पश्चात् वाणी की स्वतंत्रता मानव के लिए सबसे अधिक आवश्यक है। मानव में और दूसरे प्राणियों में जो अन्तर है, वह यह है कि निसर्ग ने मानव को जो ज्ञान-शक्ति दी है, वह किसी दूसरे प्राणी को नहीं दी। उस ज्ञान के कारण मानव जैसी वाणी बोलता है, अन्य जीव नहीं बोलते। हमारी पराधीनता का यह सब से बड़ा अभिशाप था कि एक विदेशी भाषा हमारे ऊपर लदी रही। सम्मेलन ने जब हम परतंत्र थे उस समय से इस बात का प्रयत्न किया कि जो भाषा इस देश के लगभग आधे लोगों की मातृभाषा है और जिसे दक्षिण के कुछ भागों को छोड़ कर शेष सारा भारतवर्ष समझता है, उस भाषा को उस का उचित स्थान मिले। यह सब से बड़ा प्रयत्न सम्मेलन ने किया। हिन्दी भाषा को राष्ट्र भाषा के पद पर आसीन कराने का प्रयत्न उस ने किया। फिर समूचे भारत में हिन्दी का उस ने प्रचार किया। दक्षिण भारत में हिन्दी प्रचार सभा की स्थापना कर शेष पूर्वी और पश्चिमी भाग में राष्ट्र भाषा प्रचार समिति की स्थापना कर भारत के हर राज्य में एक शाखा और अधिकांश राज्यों में एक एक भवन और उन शाखाओं की उप-शाखायें हर जनपद में स्थापित हुईं जहां वैतनिक और अर्वातनिक दोनों प्रकार के लोग कार्य करते हैं। भारत के बाहर भी लंका में, बर्मा में, मारिशस में हिन्दी साहित्य सम्मेलन की शाखायें हैं।

परीक्षायें सम्मेलन लेता है। दक्षिण भारत हिन्दी प्रचार सभा और राष्ट्र भाषा प्रचार समिति की भी परीक्षाएँ होती हैं। राष्ट्र भाषा प्रचार समिति की परीक्षाओं में प्रतिवर्ष कोई सवा लाख विद्यार्थी बैठते

हैं। संसार की किसी भी भाषा की केवल साहित्यिक परीक्षाओं में परीक्षार्थियों की इतनी बड़ी संख्या नहीं है।

लगभग पांच सौ प्रकाशन इस सम्मेलन के द्वारा हुए हैं। कोषों की बड़ी कमी थी जो हमें खटकती थी। पारिभाषिक शब्द कोष पहला कोष है जो लगभग बारह वर्ष पूर्व सम्मेलन ने बनाया। शासन शब्द कोष भी बारह वर्ष पूर्व सम्मेलन ने प्रकाशित किया। समाचारपत्र शब्द कोष कोई बीस वर्ष पूर्व सम्मेलन के द्वारा प्रकाशित हुआ। हिन्दी विज्ञान कोष, मानक हिन्दी कोष, संस्कृत हिन्दी कोष इस प्रकार के कोष अब तक सम्मेलन प्रकाशित कर चुका है। सरकार के पास सम्मेलन ने दो कोषों की योजना को रखा है जो सरकार के द्वारा विचाराधीन हैं, एक धर्म तथा नीति कोष, रिलिजन एंड एथिक्स और दूसरा समाज शास्त्र विश्व-कोष, सोशल साइंसिस का। प्रकाशनों में इस बात का ध्यान रखा गया है कि मानव ज्ञान के जो दो मोटे विभाग हैं, एक विज्ञान और एक ललित कला, उन दोनों को इसके प्रकाशनों में स्थान मिले और आप देखें कि पांच सौ जो प्रकाशन सम्मेलन के द्वारा हुए हैं, यह कितना बड़ा क्षेत्र है कि जिस में सम्मेलन ने प्रकाशन का कार्य किया है।

संग्रहालय की चर्चा अभी श्रीमाली जी ने की। शायद हिन्दी का कोई ग्रन्थ ऐसा नहीं है जो प्रकाशित हुआ हो और जो सम्मेलन के संग्रहालय में न हो। हस्तलिखित ग्रंथ भी वहां बहुत हैं। भारतवर्ष का हिन्दी का सब से बड़ा यह संग्रहालय है।

खेद की बात है कि कोई बारह वर्ष से एक विवाद खड़ा हो गया। इस विषेयक के द्वारा उसका अन्त होगा। इस विषेयक के कुछ विरोधी भी हैं। वे कहते हैं कि सरकारी हस्तक्षेप पर यह संस्था सरकारी हो जायेगी।

मैं उन से कहना चाहता हूँ कि पहले तो उन्हें इस बात में भेद करना चाहिए कि आज जो सरकार है वह हमारी सरकार है। दूसरे इस विधेयक के बनने से यह संस्था सरकार की किसी प्रकार नहीं हो सकती और उसी प्रकार की यह संस्था हो सकती है जिस प्रकार हमारे विश्वविद्यालय आदि हैं। यह तो सम्मेलन के लिए और हिन्दी भाषा भाषियों के लिए बड़े गौरव की बात है कि हिन्दी की इतनी बड़ी संस्था को यह पद दिलाया जा रहा है। पहले जैसे ही गर्वनिग काउंसिल बनेगी वह नियमावली का निर्माण करेगी और उस नियमावली के बाद यह संस्था उसी प्रकार की एक संस्था हो जायेगी जिस प्रकार की संस्थायें विश्वविद्यालय हैं या ऐसी ही दूसरी संस्थायें हैं। इस विधेयक का यह अर्थ कदापि नहीं हो सकता और यह भ्रम लोगों के मन में से दूर हो जाना चाहिए कि इस विधेयक के पास होने का अर्थ सम्मेलन का सरकारी संस्था हो जाना है। यह बात नहीं होने वाली है।

एक बात अवश्य है कि इन झगड़ों के कारण हम ने एक बात देखी है कि चुनाव इत्यादि का जो पचड़ा होता है वह अगर रचनात्मक संस्थाओं में भी आ जाये तो उनकी बड़ी हानि होती है। महात्मा गांधी ने इसी लिए जितनी रचनात्मक संस्थायें स्थापित कीं, उनमें चुनाव या इस प्रकार की चीज को अलग रखा। मैं आशा करता हूँ कि गर्वनिग बाड़ी भी इस प्रकार की नियमावली बनायेगी कि जिस में चुनाव इत्यादि का पचड़ा इतने अधिक परिमाण में न आने पाये कि आगे चल कर फिर इस में इस प्रकार के झगड़े उठ सकें।

श्री रघुनाथ सिंह (वाराणसी) : प्राप डिक्टेटरशिप चाहते हैं ?

डा० गोविन्द दास : मैं डिक्टेटरशिप नहीं चाहता। लेकिन यह मैं जरूर चाहता हूँ कि जिस तरह से गांधी जी चाहते थे कि ये

रचनात्मक संस्थायें काम करें, उस तरह से यह संस्था भी काम करे। गांधी जी डिक्टेटर नहीं थे। लेकिन यह बात जरूर है कि वे चाहते थे कि रचनात्मक संस्थाओं में इस प्रकार का चुनाव का पचड़ा न आ जाये कि जिससे, जिस तरह वे झगड़े अभी सम्मेलन में उठे और बारह वर्ष तक सम्मेलन कोई कार्य नहीं कर सका, उस प्रकार की परिस्थिति उत्पन्न हो।

राज्य सभा में इस विधेयक पर काफी बहस हुई और उस बहस के दौरान मैं एक प्रश्न और उठा और वह हिन्दी के स्वरूप के सम्बन्ध में है। मैं कहना चाहता हूँ कि हिन्दी के स्वरूप का विषय बार बार जिस को अंग्रेजी में एंबुडास चैस्ट कहते हैं, उस रूप में हमारे सामने आता है। इस विषय में बहुत से भ्रम लोगों के मनों में हैं। एक बात में कोई सन्देह नहीं हो सकता और इस पक्ष में सब लोग हैं कि हिन्दी का स्वरूप सरल से सरल होना चाहिए। लेकिन सरल स्वरूप कौन सा समझा जाये यह बड़े विवाद का प्रश्न है। कुछ लोग अरबी और फारसी या उर्दू-मिश्रित शब्दावली को हिन्दी का सरल स्वरूप मानते हैं। कुछ लोग संस्कृत से मिश्रित शब्दों वाली हिन्दी का सरल स्वरूप मानते हैं। अभी राज्य सभा में जब इस पर विवाद हो रहा था तब श्री मलकानी जी और संतानम साहब के जो भाषण हुए उस में विषय और भी स्पष्ट हो गया। मैं कहना चाहता हूँ कि यदि हम पंजाब और दिल्ली और उत्तर के कुछ क्षेत्रों को छोड़ दें तो बाकी जितना भारतवर्ष है उसमें संस्कृत मिश्रित शब्दों की ही हिन्दी का सरल स्वरूप माना जायेगा क्योंकि गुजराती, मराठी, बंगला, उड़िया, असमिया, यहाँ तक कि तेलगू, मलयालम और कन्नड़ भी संस्कृत से निकली हैं या कम से कम इन तीन दक्षिण की भाषाओं में यानी मलयालम, कन्नड़ और तेलगू में पचास प्रतिशत से ऊपर संस्कृत के शब्द हैं। तमिल भाषा को अमर हम छोड़ दें जिस में भी पर्याप्त मात्रा में संस्कृत के शब्द हैं, तो भी बाकी जितनी भाषायें हैं वे सब संस्कृत से निकलने के कारण या उन में

[डा० गोविन्द दास]

संस्कृत शब्दों के मिश्रित होने के कारण संस्कृत शब्दों के बाहुल्य वाली जो हिन्दी है, वही सरल मानी जा सकती है ।

लेकिन जैसा मैंने अभी निवेदन किया कि भाषा सरल हो इस में किसी का मतभेद नहीं । जो शब्द हमारी भाषा में अरबी या फारसी या दूसरी भाषाओं के आये हैं, अंग्रेजी के आये हैं, उनको अलग नहीं करना चाहिए । लेकिन एक बात इसी के सम्बन्ध में और है कि भाषा विषय के अनुसार चलती है । आज भी आप अंग्रेजी के फर्स्ट क्लास एम० ए० के सामने अगर कोई वैज्ञानिक पुस्तक रख दें जैसी एलोपैथी की या और किसी विज्ञान की तो उसकी समझ में एक अक्षर भी नहीं आ सकता । इसलिए शास्त्रीय या वैज्ञानिक पुस्तकों की भाषा को सरल भाषा बनाने का प्रयत्न करना, असम्भव बात है । दुनिया की किसी भाषा में यह नहीं हुआ है और न होने वाला है । इसलिए जैसा मैंने निवेदन किया है भाषा सदा विषय के अनुसार चलती है । उपन्यास की भाषा, कहानी की भाषा, लेख की भाषा, अखबार की भाषा, ये सब सरल रह सकती हैं और रहनी चाहिये भी । लेकिन कविता की भाषा उतनी सरल नहीं रह सकती और वैज्ञानिक तथा शास्त्रीय भाषा तो सरल रह ही नहीं सकती । इसलिए जब हम ने संविधान बनाया उस समय स्पष्ट कर दिया कि मुख्यतः हमारी शब्दावली संस्कृत से आयेगी । हमारे संविधान में यह बात लिखी हुई है । इसी लिए आज जो वैज्ञानिक शब्दावली बन रही है मेरा इससे सदा मतभेद रहा है । इस शब्दावली को अन्तर्राष्ट्रीय शब्दावली समझना मेरी दृष्टि में बहुत भूल है । अंग्रेजी की शब्दावली को आज यदि हम देखें तो इंग्लिस्तान, अमरीका और इंग्लैंड की जो चार कौलोनीज हैं, उपनिवेश हैं, कनाडा, आस्ट्रेलिया, न्यूजीलैंड और अफ्रीका, इनको छोड़ कर वह शब्दावली कहीं नहीं चलती । फ्रांस में वह शब्दावली नहीं चलती, जर्मनी में नहीं चलती, रूस में नहीं चलती । इसलिए यह कहना कि

हम वैज्ञानिक शब्दावली को, अंग्रेजी शब्दावली, इंटरनेशनल शब्दावली मान कर बनायें तो यह कोई ठीक चीज नहीं है । इस मामले में जो प्रयत्न किये जाते हैं, मुझे भय है कि २० वर्षों बाद वे सारे प्रयत्न निरर्थक हो जायेंगे । २० वर्षों के बाद हम को नई शब्दावली बनानी पड़ेगी । यह विषय कोई १००, ५००, १०००, २०००, शब्दों का नहीं है । यह लाखों शब्दों का विषय है । हम अंग्रेजी की वैज्ञानिक शब्दावली को अन्तर्राष्ट्रीय शब्दावली मान कर वैसे का वैसे स्वीकार कर लें तो जो हमारे संविधान में यह कहा गया है कि हमारी शब्दावली प्रधानतया संस्कृत से ली जायेगी, यह उस के पूर्णतया विरुद्ध होगा, यह हमारे संविधान के विरुद्ध जाना होगा । इस लिये मैं आप से कहना चाहता हूँ कि भाषा विषय के अनुसार चलने के कारण हमें अपनी वैज्ञानिक शब्दावली, पारिभाषिक शब्दावली मुख्यतया संस्कृत से लेनी चाहिये ।

जहां तक हमारी राज्य सभा के वाद-विवाद का सम्बन्ध है, मैं यहां पर कोई उस प्रकार का विवाद नहीं उठाना चाहता, लेकिन मैं एक बात जरूर कहूंगा कि श्री काका साहब कालेलकर का, जिन के प्रति मेरी बड़ी श्रद्धा है, भाषण जो वहां पर हुआ वह बहुत ही दुर्भाग्यपूर्ण भाषण हुआ । मैं काका साहब के सदृश एक ऐसे वरिष्ठ नेता, साहित्यकार और एक ऐसे व्यक्ति से जिन का सम्मेलन से और पूज्य टंडन जी से सम्बन्ध रहा है, इस प्रकार के भाषण की आशा नहीं करना था । उन्होंने टंडन जी के लिये न जाने क्या क्या कह दिया, सम्मेलन के लिये क्या क्या कह दिया, सम्मेलन वालाज, यू० पी० वालाज और नहीं मालम किन किन शब्दों का प्रयोग किया, जो कि उन को प्रतिष्ठा के अनुरूप नहीं था । मैं ने आप से कहा कि मैं कोई विवाद नहीं उठाना चाहता, लेकिन मैं यह अवश्य कहना चाहता हूँ कि जहां तक राजर्षि टंडन जी का सम्बन्ध है और हिन्दी के सम्बन्ध में उन के

कार्यों का सम्बन्ध है, उस में साम्प्रदायिकता को दूढ़ना या उन के काम में कुछ दकियानूसियत को दूढ़ना या उन के काम में इस तरह की बातों को दूढ़ना बड़े से बड़ा अन्याय है। टंडन जी ने हिन्दी भाषा के लिये, सम्मेलन के लिये और इस देश के लिये जो कुछ किया है वह इस देश के इतिहास में स्वर्णाक्षरों में लिखा जायेगा। मैं आशा करता हूँ कि जब काका साहब अपने भाषण पर पुनर्विचार करेंगे तो उन्हें स्वयम् खेद होगा कि उन्होंने किस प्रकार के शब्दों का और किस प्रकार की भावनाओं का उपयोग राज्य सभा में अपने भाषण में किया। जैसा मैं ने आप से कहा, काका साहब के प्रति मेरी बड़ी श्रद्धा है, मैं उन की इज्जत करता हूँ और इस लिये मुझे उन के भाषण को सुन कर दुःख हुआ। मैं आशा करता हूँ कि इस प्रकार के जो भ्रम हैं, जो भावनायें हैं, उन का अन्त होगा।

जैसा मैं ने आप से निवेदन किया इस देश में वर्तमान युग में दो ही बड़ी सार्वजनिक संस्थायें बनी थीं : एक कांग्रेस जिस ने हमें स्वतंत्रता दिलाई और दूसरे सम्मेलन जिस ने हमें वाणी की स्वतन्त्रता दी। वाणी की

स्वतन्त्रता मानव के लिये मैं राजनीतिक स्वतन्त्रता से कम नहीं मानना। इस सम्मेलन का इस विषयक से इस प्रकार का स्वरूप हो जायेगा कि जिस से उस ने जो काम आज तक किया है वह और बढ़ जायेगा और इस का बहुत बड़ा श्रेय केन्द्रीय सरकार को होगा। मैं इस विषयक का हृदय से समर्थन करता हूँ।

14.44 hrs.

AIR CORPORATIONS (AMENDMENT) BILL— *contd.*

Mr. Speaker: The consideration motion in respect of the Air Corporations (Amendment) Bill which was held over has to be voted by the House.

The question is:

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

The Lok Sabha divided:

Shri N. B. Maiti (Ghatal): I have voted for abstention by mistake. It should be "Aye".

Mr. Speaker: Plus one for "Ayes".

Division No. 4]

AYES

[14.48 hrs.]

Agarwal, Shri Manabhai
Ambalam, Shri Subbiah
Aney, Dr. M.S.
Arumugham, Shri S.R.
Bahunath Singh, Shri
Barman, Shri
Basumatari, Shri
Bhakt Darshan, Shri
Bhatkar, Shri
Bhoji Bhai, Shri
Bidari, Shri
Bisoi, Shri J.B.S.
Biswas, Shri Bholanath
Brahm Prakash, Ch.
Brajeshwar Prasad, Shri
Chettiar, Shri Ramanathan
Chuni Lal, Shri
Damani, Shri
Das, Dr. M.M.
Das, Shri N.T.
Dasappa, Shri
Deshmukh, Shri K.G.
Dindod, Shri

Dwivedi, Shri M. L.
Ganapathy, Shri
Gautam, Shri C.D.
Govind Das, Dr.
Gupta, Shri Ram Krishan
Hajarnavis, Shri
Hansda, Shri Subodh
Hazarika, Shri J.N.
Hemra, Shri
Hem Raj, Shri
Hukam Singh, Sardar
Jena, Shri K.C.
Jyotishi, Pandit J.P.
Kayal, Shri P. N.
Kiledar, Shri R.S.
Koratkar, Shri
Kotoki, Shri Liladhar
Krishna, Shri M.R.
Lachhi Ran, Shri
Mahadeo Prasad, Shri
Maiti, Shri N.B.
Mandal, Shri J.

Mandal, Dr. Pashurati
Maniyangadun, Shri
Masuriya Din, Shri
Mathur, Shri Harish Chandra
Mehta, Shri I.R.
Mehta, Shrimati Krishna
Minimata, Shrimati
Mishra, Shri Bishuri
Misra, Shri B.D.
Mohideen, Shri Gulam
Mohjudin, Shri
Murthy, Shri M.S.
Muthukrishnan, Shri
Nair, Shri Kuttikrishnan
Naldarekar, Shri
Nallakoya, Shri,
Nanjappa, Shri
Nehra, Shrimati Uma
Oza, Shri
Pahadia, Shri
Palaniyandy, Shri
Palchoudhuri, Shrimati Ila
Panna Lal, Shri

Parmar, Shri Deen Bandhu
Patel, Shri N. N.
Patel, Shri P. R.
Patel, Shri Rajeshwar
Pillai, Shri Thanu
Radha Raman, Shri
Raghubir Sahai, Shri
Raghunath Singh, Shri
Rai, Shrimati Sahodrabai
Ram Garib, Shri
Ram Shankar Lal, Shri
Ram Subhag Singh, Dr.
Ramaswamy, Shri K. S.

Rampure, Shri M.
Rane, Shri
Rao, Shri Thirumala
Sahu Shri Ramreshwar
Saigal, Sardar A. S.
Samanta, Shri S. C.
Sanji Purji, Shri
Sarma, Shri A. T.
Satish Chandra, Shri
Sen, Shri P. G.
Shah, Shrimati Jayaband
Shastri, Swami Ramanand
Shukla, Shri Vidya Charan

Siddananjappa, Shri
Sinha, Shri B. P.
Sinhasan Singh, Shri
Subbarayan, Dr. P.
Subramanayam, Shri T.
Sunder Lal, Shri
Thimmaiah, Shri
Tiwari, Shri R. S.
Tyagi, Shri
Uike, Shri
Varma, Shri M. L.
Vyas, Shri Radbelal
Wadiwa, Shri
Wasnik, Shri Balkrishna

NOES

Banerjee, Shri S. M.
Braj Raj Singh, Shri
Dharmalingam, Shri
Elias, Shri Muhammed
Ghosal, Shri Aurobindo
Godsora, Shri S. C.
Gupta, Shri Indrajit
Gurta, Shri Sadhan
Kar, Shri Prabhat
Madhok, Shri Bal Raj

Mahagankar, Shri
Majhi, Shri R. C.
Matera, Shri
Mukerjee, Shri H. N.
Nair, Shri Vasudevan
Panigrahi, Shri Chintamani
Parmar, Shri K. U.
Parulekar, Shri
Parvathi Krishnan, Shrimati

Patil, Shri Balasahab
Patil, Shri Nana
Raman, Shri
Samantsinhar, Dr.
Shastri, Shri Prakash Vir-
goren, Shri Debi
Tangamani, Shri
Verma, Shri Ramii
Warior, Shri

Mr. Speaker: Ayes: 108; Noes: 28.

The motion was adopted.

Mr. Speaker: Now we take up the clauses. There are no amendments except to Clause 1 of the Bill.

Shri Prabhat Kar: Clause 2 may be put separately.

Mr. Speaker: He wants to speak again?

Clause 2.—(Amendment of Section 18.)

Shri Prabhat Kar: I requested you to take up clause 2 separately because we want to oppose clause 2. It is giving power to Government to grant licences to the private sector which was operating not only in a particular locality but with this power the Government will be able to allow the private sector to run the air transport where the IAC is not operating today.

It was the intention of the Industrial Policy Resolution that the development of air transport should be the Central Government monopoly. At that particular time, it was true that

certain private sector people were operating and they were allowed to continue. But, with this particular amendment, hence forward, the private sector can start a new line in any part of India. Government is taking this power which goes against the Industrial Policy Resolution.

We were told that already certain licences were given. We were never told to whom and for what line the licence had been granted. Take for instance the route from Delhi to Kanpur. There is no IAC plane plying there. So any licence can be given to the private sector to start and run a line from Delhi to Kanpur. This power which has been taken by Government goes against the Industrial Policy Resolution; and, therefore, I oppose it.

श्री बजराम सिंह : अध्यक्ष महोदय, इस क्लॉज का विरोध करते हुए मैं एक सुझाव सरकार को देना चाहता हूँ। जो ताकत इसके मातहत सरकार ल रही है, उसका जो भी इस्तेमाल किया जाए—यदि इसे वह वापस नहीं लेती है—तो कम

से कम इस बात के लिए सरकार को रजामन्द हो जाना चाहिए कि जिन जिन प्राइवेट आपरेटरों को इजाजत दी जाए नए रूट चलाने की, उनके बारे में एक वक्तव्य इस सदन की मेज पर रखा जाए और सदन को सूचित किया जाए कि इन इन नए प्राइवेट आपरेटरों को हम इजाजत दे रहे हैं। मैं यह इसलिए कहना चाहता हूँ कि इंडस्ट्रियल पालिसी रिजोल्यूशन में यह व्यवस्था नहीं थी कि कोई नई रूट प्राइवेट आपरेटर को दी जाएगी, और हमारी यह मान्यता है कि इस क्लॉज के मातहत सरकार इंडस्ट्रियल पालिसी रिजोल्यूशन को तोड़ रही है, और इसलिए मैंने निवेदन किया था कि अगर ऐसा कोई संशोधन पास कराना है तो इंडस्ट्रियल पालिसी रिजोल्यूशन को पहले अमेंड करा लेना चाहिए। लेकिन सरकार उसके लिए सहमत नहीं है। खैर, जो भी हो, सरकार उससे सहमत न हो तो कम से कम इस बात के लिए उसे सहमत हो जाना चाहिए कि सरकार जिन नए आपरेटर्स को इजाजत दे उनके नाम सदन की मेज पर रख दिए जाएं। अभी माननीय मंत्री ने महोदय ने आश्वासन दिया था कि इस क्लॉज से उनका मंशा सिर्फ कुछ अनियमितताओं को नियमित करना है। अगर केवल यह मंशा है तो उनको इस तरह का क्लॉज नहीं लाना चाहिए था। उनको सिर्फ इतना कहना चाहिए था कि जो प्राइवेट आपरेटर अनियमित रूप से नान शिड्यूल्ड आपरेटर्स के नाम से सेवाएं दे रहे थे उनको शेड्यूल्ड कर दिया जाएगा, और नए का कोई सवाल ही नहीं उठेगा। लेकिन इस क्लॉज के मातहत तोनए लोगों को भी इजाजत दी जा सकेगी और जब नए लोन को इजाजत देने की बात हो रही है तो मैं सरकार से यह चाहूंगा कि वह सदन को ह आश्वासन दे कि जिन नए आपरेटर्स को सरविस दी जाएगी उनके नाम तुरन्त सदन को सूचित किए जाएंगे जिससे कि अगर सदन उचित समझे तो उस पर विचार कर सके।

Shri Sadhan Gupta: Mr. Speaker, Sir, I oppose this clause because it is a strange kind of what the hon. Deputy Minister was pleased to call dynamism. There is no doubt that we have convincingly proved that this Bill is a definite departure from the Industrial Policy Resolution. The Industrial Policy Resolution envisages that air transport will be developed as a State monopoly. Monopoly means a monopoly; and monopoly does not admit of any other person coming into the field. The hon. Deputy Minister has said that we are dynamic, that we are not doctrinaire. Therefore, when we have not the tools to open up different lines, we do not stick to the very words of the Industrial Policy Resolution and we allow the private sector to function. If that is dynamism, I am not for that kind of dynamism.

You lay down a policy and yet, after laying down the policy, you find excuses to depart from it and call it dynamism. This dynamism is not something which I can support.

This particular Bill is really dynamism to the power two. The Industrial Policy Resolution clearly envisages that there would be no other people entering air transport. There is dynamism again in the Minister's policy which the hon. Deputy Minister read out—what the Minister was pleased to call the basic policy. That basic policy was that the existing private operators would be allowed to continue their operation because of the exigencies and the needs of air transport. That was clearly against the Act itself. But that was laid down as the basic policy, in complete violation of the law. That was dynamism to the power of one.

Now, it has moved away still further. You know that dynamism is nothing but a movement. So, it has moved away even further. The Bill provides that Government will have power not only to allow the existing private operators to continue but actually allow new operators to come into

[Shri Sadhan Gupta]

the field or the existing operators to open new lines. If that is a kind of dynamism, I think, we should be beware of it. In the name of this kind of dynamism, all the things we have solemnly laid down, the Industrial Policy, the socialist pattern of society, everything is being given the go-by. In other words, it is what we call opportunism, not dynamism.

Therefore, I strongly oppose this clause.

Shri Harish Chandra Mathur: I would like to have an opportunity to say a few words, Sir. Clause 2 is the main clause of the Bill over which there has been some discussion and I associated myself with the discussion. While the hon. Deputy Minister made a reply, I must confess, he could not carry conviction to me at least. The reason advanced by him was that the cost of private operators per hour was something like Rs. 500 and odd as against the Corporation's cost of Rs. 800 and odd. We would like to be convinced as to why there is this difference.

If we are going to give it to the private operators and if they are not to employ sub-standard methods or sub-standard practices, how is it that their cost is low to that extent? If they could run the services efficiently and if their over-heads could be much smaller than those of the Corporation, it is a vital question which faces us; it is a policy matter which faces us. What is going to be the attitude of the public sector in these matters? I ask a question whether it is inherent in the public sector that it is much more costly and less efficient than the private sector. I cannot understand this. The explanation is that it means that the private sector is more efficient and that the private sector must find a place. Then, why run all the other unremu-

15.hrs.

nerative lines? Why cannot we hand over all the other 46 lines to the private sector? Why is it that we are running all these lines and paying through our nose? That is an important matter to which an answer will have to be given by the hon. Minister to the satisfaction of the House. They are running the trunk routes to the satisfaction of the country and they are earning huge profits there and they are putting these profits on these 46 lines while they expect the private operator to take up the less remunerative lines than even these 46 lines. The routes that are going to the private operators are much less profitable than even these 46 lines. If they are prepared to take over and run such lines, then something has got to be explained to this House. My friend says that they pay much less salary. If the lesser wage which they pay is acceptable to the country then there is no justification for the Corporation to pay higher rates. Shall we permit lower wages to be paid because the services are run by private operators? It is said that their over-seas are much less. If you call yourself a commercial concern why are your over-heads so much?

There is another matter also. My friend says that at present the Corporation is not paying interest on the amount advanced. Therefore, the profit that is shown in the balance sheet is almost an illusion. Therefore, they say: we are giving the Corporation three years' time and we have given them notice that they should come up in their performance. Do I take it that this is the way that they have found out to come up? By giving all these routes to the private sector so that they may be able to say: look here, we are making good profits and paying interest on the amount advanced to us. Should we not do it by greater efficiency than by these artificial methods of handing over unremunerative routes to the private sector? This is a big challenge and we have got to be satisfied that

the public sector is run efficiently. We find that the public sector has justified itself. We discussed yesterday another public sector enterprise HMT and we were proud of its working. There are other equally good enterprises and we feel proud of them. I wish that the Corporation, instead of adopting these circuitous methods and saying that they are running efficiently, were to adopt a straight line and say: we will run all the unremunerative routes in the country. Apart from that, what have they done? The M.P. Government wanted a regular service to Bhopal and Gwalior. The Corporation is not prepared for that but they want the State Government to contribute. Therefore, they have got to contribute towards the losses. It is obvious that there are two or three other similar procedures which they have adopted. By this Bill the scope of the Corporation is going to shrink further from year to year and the private sector is going to come into play in a bigger and bigger manner. If that is the policy of the Government let us have it clearly stated here on the floor of this House. They say that it is not so. I wish that we have a clear mind on this point and our Corporation functions in a manner which gives satisfaction to the entire country. Since the Corporation is making huge profits on the trunk routes it has a social and moral obligation to take the other unremunerative routes instead of asking the private sector to go for them. It is only with a profit motive that the private sector can take them up and they will employ malpractices and sub-standard methods to make their profit. These are not first class routes; these are not even second class routes which the Corporation runs at a loss. These are third class routes which are worse than even the second class routes. The private sector will take them over and run them at profit. By what magic and by what methods? This is a challenge to the public sector which has got to be faced by it. Therefore, I strongly oppose this clause as it stands.

Shri Tyagi: Arising from the speech of the hon. Member, I want to put a question for clarification: whether the private parties which are going to be sanctioned or licensed to run these lines will in any way be aided by the State Exchequer by way of grants or subsidies for meeting losses or by way of loans etc. or they will be told to run these lines on their own accord?

Shrimati Ila Palchaudhuri (Nabadwip): The hon. Member has just said that we must be satisfied as to how the private sector was going to run these lines at a lesser cost. Has he himself said, one of the factors is that they pay rather less to the people they employ than what the IAC pays.

Shri Harish Chandra Mathur: Then is it not exploitation of these people who work these lines? If it is not exploitation, why should the Corporation pay more?

Shrimati Ila Palchoudhuri: The private entrepreneurs very often take our boys who are not able to find any other jobs and they are well trained and equipped. So they are willing to work for lesser pay than the IAC which cannot absorb them. These are trained personnel who can be made use of in times of emergency; they will have so many flying hours to their credit. We can take advantage of their service as we would be able to take advantage of the merchant navy in times of emergency; that is also in the private sector. These private operators who employ them pay lesser salary and keep them in tip-top flying condition (*Interruptions.*)

Shri Thirumala Rao (Kakinada): Sir, I was rather suprised to listen to my hon. friend Shri Mathur who was very keen in protecting the public sector from any inroads from the private sector. The industrial policy resolution to which my hon. friend opposite referred is sacrosanct to the extent that it will serve the best interests of the public. If you see how

[Shri Thirumala Rao]

these air-routes are covered, you will see that large parts of the country are yet to be fully included. Take, for instance, Andhra Pradesh or the extreme southern States. They are not fully covered by the air services in tune with the fast developing economic activity of the country. There is no use sticking to slogans that we are entirely for the public sector if it has not served the purpose for which it is intended to serve.

I know that the Government have framed a policy, but that does not mean that large parts of the country should permanently suffer simply because the public sector enterprise, namely, the Air Corporations in this case, cannot cater to the needs of the people of this vast country which has not yet fully developed. We want to have proper air communication from Hyderabad to Visakhapatnam and from Hyderabad to Madras and other southern areas. But the Air Corporations want a subsidy from the State Government

My hon. friend was asking why the Air Corporations are not able to cater to the needs. The standards of public employment and the privileges conferred on public employees are quite different from the private employment. I would like to ask my hon. friend Shri Harish Chandra Mathur whether he pays his stenographer the same amount of salary which a stenographer under a public sector enterprise is entitled to? To that extent, is he not exploiting the employees who are helpless

Therefore, I want to say that the Government have to examine the question impartially and make certain exceptions in these matters and come to the aid of the public without doing any deep violence to the main policy that they have adopted. For instance, the railways are under public sector. The Posts and Telegraphs are under the public sector, and the air services are under the public sector, because all these are strategic as well

as utility services for the whole country. Therefore, it is right that these things should be under public control. But, if you go on telling us that until the Indian Airlines Corporation is self-paying and is able to pay dividends, the remote parts of the country should suffer it is not fair.

With regard to the argument that huge profits are made by the trunk routes, I want to ask whether they have taken into account the interest that is due to the capital amounts that are sunk in them? They have not. Even these profits are fictitious profits. No interest is paid on the capital and the profits shown are not real. The time has come when the Government of India has to think seriously about catering to the needs of the public, while having the main policy for the country in view. They have to make certain exceptions where they have to allow private operators, provided all other conditions are fulfilled, to run their services efficiently in all parts of the country.

Now, for instance, every section of this House was one in asking for air concession for Members of Parliament. It was very essential especially for Members coming from the extreme south, from Kerala or from Bangalore. They have to spend three or four days in the rollicking trains and they are completely exhausted when they reach Delhi. When they are away for ten days from Delhi, nearly six days are lost in the railway journeys. But the Government are not prepared to allow them this concession because there is already too much of envy towards the poor emoluments of the Members of Parliament! But, considering all these difficulties, if a man wants to attend to an urgent business, he is not able to reach the farthest part of this country by air in time. This is a small concession which was asked for. I hope the Air Corporations and the concerned Ministry will attend to

these needs that are put forward on the floor of this House.

I wholeheartedly support this clause.

श्री मा० ला० बर्मा (उदयपुर) : अध्यक्ष महोदय, अभी माननीय सदस्य ने जो दलीलें दी हैं, वे प्राइवेट सेक्टर को मदद देने के लिए ही दी हैं और वे गलत हैं। हमने भारतीय संविधान में समाजवाद के सिद्धान्त को अपनाया है और मेरी निश्चित राय है कि यह मिनिस्ट्री उसके अनुसार काम करने में फ़ेल हुई है। इसीलिए प्राइवेट सेक्टर को मदद देने के लिए यह संशोधन लाया गया है। यह ठीक है कि हम इसका समर्थन करेंगे, क्योंकि हम पार्टी में हैं। यह निश्चित बात है कि प्राइवेट सेक्टर में तनख्वाहें कम दी जाती हैं और इसी कारण उसमें पांच सौ रुपये खर्च होते हैं। जब कि कार्पोरेशन के आठ सौ रुपये खर्च होते हैं। इसके मायने ये हैं कि हमारी कमजोरी है। प्राइवेट सेक्टर को सफल बनाने और पब्लिक सेक्टर को फ़ेल करने के लिए यह कोशिश की जा रही है। इन साक्ष्यों की ओर मैं मिनिस्टर साहब का ध्यान आकर्षित करना चाहता हूँ। मैं उनको इस बात का चैलेंज करता हूँ कि वह बताएं कि इस प्रकार वह पब्लिक सेक्टर को सफल बना रहे हैं या प्राइवेट सेक्टर को। इस तरफ उनका ध्यान दिलाने के लिए ही मैं उठा हूँ, हालांकि मैं इसका समर्थन करूँगा।

Shri S. M. Banerjee: I want to speak only for two minutes.

Mr. Speaker: We have exceeded the time by 40 minutes already.

Shri S. M. Banerjee: It is a controversial Bill.

Mr. Speaker: Enough has been said. The protest has been lodged. The protest is that the private sector ought not to come in.

Shri S. M. Banerjee: It is not only that.

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Dr. P. Subbarayan: We have had a very long discussion on the private and the public sector.

Mr. Speaker: There is one aspect. Before the Government comes to the conclusion that licences must be given to a private company, I think option is not given to the Airlines Corporation to take up the route and run its service. At any rate, should not an option be given? There seems to be a demand here that until you make arrangements to run a service within a particular period, until you are able to do so, the service may be given to a private company.

Shri Mohiuddin: In sub-clause (e), it has been provided as follows:

“...any scheduled air transport service as aforesaid which is not provided by either of the Corporations or their associates.”

That is stated there. Even a new line will be asked to say whether it can run the service.

Mr. Speaker: It says: “not provided”. If it is not provided, after asking, what happens.

Shri Mohiuddin: The Air Corporation will have the first preference.

Dr. Samantsinhar: How will the private lines be given this work? Will it be by a tender or will it depend on the decision of the Government who may give it to anybody they like?

Mr. Speaker: All those aspects will be taken into consideration. If they want to give it to the private sector, there will be a public notice and there will be advertisements, and all that, I am sure, will be done.

Dr. Samantsinhar: We must have a reply from the Government on that question, instead of from the Chair, Sir.

Dr. P. Subbarayan: Only those people who are recognised as private

[Dr. P. Subbarayan]

operators can come into this. We do not ask for new people. The intention of the Government is that eventually all these air services will be in the hands of the Government. What the Government are trying to do today is to get proper aircraft which will run at a profit and not incur these losses. Therefore, sooner or later, I can assure the House that all these air services will be the monopoly of the Government as is mentioned in the industrial policy resolution. But, of course, it takes sometime to cater for the convenience of the people concerned; in areas where there are no air services, this procedure is adopted.

The amendment which the hon. Members are objecting to also gives power to the Government to see that certain rules are adopted. If certain routes are to be operated as scheduled services by the private operators, they will have to obey the rules, etc., which will be framed under section 18 of the Act which is being amended now.

Shri Chintamani Panigrahi: How many years have you, taken since the industrial policy resolution was passed, and by what time would you complete this?

Dr. P. Subbarayan: The hon. Member believes in the Tamil proverb that as soon as a woman conceives she must have the child!

Shri Chintamani Panigrahi: I did not know that in some parts of India the time lag between the conception and the delivery of a child is six years. How much time will you take to accomplish this?

Mr. Speaker: Order, order. Enough has been said. The hon. Minister has assured the House that nothing will be done to the prejudice of the industrial policy resolution under which the air services will be certainly a monopoly of the State. In the meanwhile, until the time when they are able to put up an air

service in a scheduled route to provide convenience for the public, somebody will be allowed to do it. Tenders and other things will be given. The private operators themselves will be invited, and the best operator will be given the chance. When the Government or the Corporation is able to take it up, certainly the other one will be terminated. Possibly there will be a clause to the effect that there will be a reasonable notice of three or six months, when the Government wants to take it up, before the other service can be terminated. There will be all these conditions. What more assurance is necessary from the hon. Minister? The alternative is to allow that route to go without having a service.

Dr. Samantsinhar: There should be no backdoor policy adopted.

Mr. Speaker: The hon. Minister is as much a patriot, if not a greater patriot, than anybody else here. I shall now put the question.

The question is:

"That clause 2 stand part of the Bill."

The motion was adopted.

Clause 2 was added to the Bill.

Clauses 3 to 8 were added to the Bill.

Clause 1.—(Short Title)

Amendment made:

Page 1, line 4, for "1961", substitute "1962".

—[Shri Mohiuddin]

"That the Enacting Formula, as

"That clause 1, as amended, stand part of the Bill."

The motion was adopted.

Clause 1, as amended, was added to the Bill

Enacting Formula

Amendment made:

Page 1, line 1, for "Twelfth Year" substitute "Thirteenth Year".

—[Shri Mohiuddin]

Mr. Speaker: The question is:

"That the Enacting Formula, as amended, stand part of the Bill."

The motion was adopted.

The Enacting Formula, as amended was added to the Bill.

The Title was added to the Bill.

Shri Mohiuddin: I beg to move:

"That the Bill, as amended, be passed."

Mr. Speaker: Motion moved:

"That the Bill, as amended, be passed."

Shri S. M. Banerjee: Mr. Speaker, Sir. I have listened with rapt attention to the arguments advanced by the Deputy Minister. It seems to me that the very substance of the Industrial Policy Resolution has been defeated by the introduction of this particular amendment, which has been opposed by all sections of the House. It is not that the opposition parties alone have opposed it; Shri Mathur was much more vocal than the opposition Members.

I feel that by passing this Bill a free hand is being given to the Kalinga Airlines to set up their own empire—the Kalinga Empire—in this country. We were opposed to that. Unfortunately, we cannot possibly mention names, but you will remember that in this House on the Kalinga Airlines question after questions were tabled. They are experimenting with human lives.

Dr. P. Subbarayan: We have the least number of air accidents compared to the whole world. Evidently he is not aware of this.

Shri S. M. Banerjee: I am not mentioning about Government owned I.A.C. I was referring to Kalinga Airlines. It is on parliamentary record; Sir, you were pleased to allow discussions many times about the various accidents.

Mr. Speaker: This is not a Bill in favour of the Kalinga Airlines. Nobody knows which airlines will be given the permission.

Dr. P. Subbarayan: Kalinga Airlines is the brains of the hon. Member.

Shri S. M. Banerjee: It is in the mind of the Government and that is why Kalinga Airlines have been able to set up a small empire.

Mr. Speaker: The hon. Member has been returned to the House. When Kalinga Airlines comes up, let him move a resolution and oppose it.

Shri S. M. Banerjee: This is a Bill about private operators.

Mr. Speaker: All that he wants to say is, it is no good giving the routes to private airlines. He agrees with the Minister that the accidents have been the least so far as the corporations are concerned. He has in view the manner in which Kalinga Airlines have been operating.

Dr. P. Subbarayan: That is why I said, we will as soon as possible bring everything under the I.A.C.

Shri S. M. Banerjee: Let this Bill be passed. I would request the hon. Minister to seriously consider the nationalisation of Kalinga Airlines; that is my last request.

Dr. P. Subbarayan: It is in the hands of Government, not of Shri Banerjee.

Dr. Samantsinhar: Sir, this departure of this House from the Industrial Policy Resolution and the policy of nationalisation gives me great pain. After two Plans and having said so much about nationalisation, if at this stage we again go back to patronise the private sector, I think what we have been told all the days is baseless. Shall I think that this is particularly due to the emergence of the Swatantra Party in the last general elections?

During the second reading of the Bill, the hon. Minister was pleased to say that because the lines taken by the corporation are not remunerative, private companies are allowed to run their services. Once the Prime Minister referred in Patna during the Congress Session to the Swatantra Party as the helicopted party. I do not know why this policy is again adopted by Government. We know the difficulties experienced by the public when they travel in private railways, private conveyances, etc. After all, the Bill is going to be passed and I request the Government to bear in mind the comforts of the general public. The passengers should not be exploited and full amenities should be given to them.

I apprehend what will happen if we allow this competition between the public sector and the private sector side by side. Once, I remember, Shri T. T. Krishnamachari saying, when he was leaving the Finance Ministry, that the private sector would one day swallow the public sector. I hope that must not happen.

Shri Tyagi: We have passed the Bill already. I must sound a note . . .

An Hon. Member: The Bill is not passed yet.

Shri Tyagi: The third reading comes after every clause is passed. We have passed the whole Bill because there is no clause under consideration. I hope my colleagues will

realise that this is not a happy Bill. It is unfortunate that the corporation could not run these lines, because of fear of loss to the exchequer. It is well-intentioned no doubt, but it is definite that it goes against the policy which has been defined already, a policy of which we have made so much of capital. Socialist pattern and all those slogans go hollow.

Even though it is late, I would like to have some information, viz., what proportion of the income of the corporation comes from passengers who travel at Government expense. That too is a loss in a way, because it is only a transfer of accounts from the State exchequer to the corporation. My fear is that quite a lot of the income comes from Government exchequer again and that goes into the coffers of the corporation as income. If you take that into account, perhaps the losses might be greater still.

Therefore, this is an occasion when you must also see to it that our corporation becomes an economic unit. Otherwise, the corporation will become bankrupt one day and the Government will have to give away all the lines to the private sector, who can run it more economically. It is not a good compliment for the corporation that it is not running its services economically. This must be looked into.

Another question on which I would like the Minister to throw some light is, has he some private parties in mind already? If he has, my request is to keep Kalinga in the back and prefer some other lines. First do not start with Kalinga. Otherwise, people will read meanings. It is my advice to the Minister not to prefer Kalinga Airlines first. Let other lines come in and let us see what happens. It must also be clarified as to whether it is the intention of the Government to give any financial assistance to these private airlines which will come into the field if they want any type of aid, subsidy or loan. If it is not so, let it be made clear in this House.

Shri Prabhat Kar: Now this Bill is going to be passed, although we requested that such controversial Bills should not be so hurriedly passed through the lame duck session when many of the Members are feeling embarrassed to speak and also to vote. The arguments which have been put forward in support of this Bill show how dangerous the trend is. The hon. Member, Shri Thirumala Rao put forward a suggestion that because there is necessity for people to travel and because the IAC is not in a position to start a new line, therefore, this should be given to the private sector.

Shri Thirumala Rao: Please permit me to clarify the position. I wholeheartedly support the policy of the Government that airlines should be in the public sector. I want to make it quite clear. But, at the same time, the convenience of the public should also be looked into. Large parts of the country are not served by the Airlines and so, while they should see that the public sector will cater to their needs, in the mean while, if there are certain modifications or compromises here and there necessary, it should be left to the Government to make them without making any violation or departure from the main policy resolution. I have not spoken for the private sector as opposed to the public sector.

Shri Tyagi: It is on that ground that we have agreed to pass it.

Shri Prabhat Kar: You will remember, Sir, that during the discussion on the railway budget members from every part of India were requesting the Government that some new railway lines will have to be opened in their areas. You were also pleased to allow every State to be represented in the discussion so that they can ventilate their grievances. It is a well-known fact that at least thousand times more passengers travel by the railways than by the air. The hon. Member was talking of the convenience of 500 Members. What about the convenience of 50 lakhs of

people who travel by rail. In order to improve their position, or eliminate or minimise their difficulties, let us have railway lines run by private companies. According to the logic of Shri Thirumala Rao this should be done. I do not know how many people travel by air in this country or how many people can afford to travel by air. He is talking of the convenience of the travelling public and says that we must hand over the public sector to the private sector, which actually amounts to giving the go-by to the Resolution passed by this House, according to the convenience of certain individuals or private entrepreneurs. This is a strange argument put forward by such a respectable Member of this House, and this at least gives us a view of the things to come.

This Bill will, of course, be passed because they have got the majority, and even those who have opposed it from the ruling party will vote for it. That is well known. But I want to give this warning that if this is going to be the trend, it is better they come before this House and scrap the Industrial Policy Resolution so that people will know which way the Government is moving, instead of bringing it through the back door.

Shri Tyagi: It is only temporary.

Shri Prabhat Kar: In that way, the whole life is temporary. This Parliament is going to be over tomorrow and a new set of people will come next time. So, everything is temporary; the whole world is temporary. I only wish that my warning should be taken note of before passing this measure.

Mr. Speaker: The hon. Minister.

Shri Harish Chandra Mathur: May I say a word?

Mr. Speaker: I am sorry, he has already spoken in this Bill.

Shri Harish Chandra Mathur: I am not giving any arguments. After I have spoken, something was said.

Mr. Speaker: No, no. I am not going to allow him another opportunity. Enough has been said.

Shri Harish Chandra Mathur: I am not expressing my views on anything new.

Mr. Speaker: I am not going to allow him any opportunity now.

Dr. P. Subbarayan: I only wanted to refer to one or two points. Shri Tyagi asked whether we will give any subsidy. In fact, the airlines was nationalised by my respected and lamented friend, Shri Rafi Ahmad Kidwai because he did not want to go on paying subsidy to the private operators. Therefore, there is no question of any subsidy to any private operators who choose to operate lines which are not operated by the Indian Airlines Corporation.

Shri Tyagi: Nor loans, I suppose.

Dr. P. Subbarayan: No loans either.

Coming to what Shri Prabhat Kar said, there is no question of going behind the Industrial Policy Resolution. Some Member on the other side talked of the Swatantra party. The Swatantra Party met with its own fate. The Government's Industrial Policy is quite clear and, I am sure, as time goes on, people will realise that the Government really follow the policy they have laid down, of socialism being adopted by the Government, because even in an under developed country like ours, there is no alternative to socialism. That is why Government have adopted that, and I am sure the Government will show that they are not merely playing with words but they are really interested and earnest about the introduction of socialism.

I know my friends opposite are very keen on this question of socialism, but their idea of socialism is different from ours. They believe in State capitalism, if I may say so, which is

followed in Communist countries. That is not our intention at all. Our intention is to have freedom for the people as well, which is absent in countries which practice the kind of socialism which my hon. friends so much talk about every day in their lives.

Shri Tyagi: He has not replied to my question. I put a question as to how much proportion of the income of the Corporation comes from passengers who travel at Government expense. The other biggest category of travellers are directors of companies who get rebate of income-tax for travelling expenses. So, that income also comes from another Government department, namely, income-tax department which is losing that money indirectly.

Dr. P. Subbarayan: I have no information on that point. I doubt whether even the Corporation maintains any account of the Government servants and private persons separately, because the profits of the Corporation come from both sources.

Shri Tyagi: But the Government must have some information . . .

Mr. Speaker: It is irrelevant. I am not going to allow it, as it does not arise out of this. Let there be no further discussion on this. The question is:

"That the Bill, as amended, be passed".

The motion was adopted.

15.38 hrs.

HINDI SAHITYA SAMMELAN BILL
—contd.

Mr. Speaker: The House will now take up further consideration of the Hindi Sahitya Sammelan Bill for which two hours have been allotted.