

has not been up to the mark and so many people who have imported have not lifted the stock so far? If so, what does he propose to do?

SHRI A. C. GEORGE: The imported chemicals, especially basic chemicals, are of international standard and there are certain stipulations about them. There is no doubt about the quality or standard of them. The slight difficulty was that the cost or incidence of imported price on certain occasions was a little higher than the indigenous price.

‘स्लिप सिस्टम’ लागू करने के पश्चात् एयर इंडिया को हुई हानि

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*571. श्री मूल चन्द डागा :

श्री भोगेन्द्र झा :

क्या पर्यटन और नागर विमानन मंत्री यह बनाने की कृपा करेंगे कि

(क) एयर इंडिया के ऐसे कितने विमान चालक थे जिन्होंने अगस्त 1974 में स्लिप सिस्टम का विरोध किया था और निलयित किए गए विमान चालक विमानों से और उनके नाम क्या हैं तथा उन्हें निलयित किया जाने के पश्चात् उनके विरुद्ध क्या कार्यवाही की गई, और

(ख) स्लिप सिस्टम लागू करने के पश्चात् एयर इंडिया को कुल नि. सं. अधिक हानि हुई और इस हानि को कैसे पूरा किया जा रहा है ?

THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI RAJ BAHADUR): (a) On the 27th July, 1974, the Indian Pilots Guild issued a directive to its members not to undertake any flights involving a slip pattern. Another directive was issued on the 31st July. In consequence of these directives, the pilots refused to operate flights under the slip pattern

on the 1st August, 1974 and the following pilots were placed under suspension:—

1. V. P. Rao
2. N. K. Mukherjee
3. P. K. Ghosh
4. A. Almeida
5. B. S. Sandhu
6. K. Menezies

A further directive was issued by the Indian Pilots Guild on the 2nd August, whereby all members of the Guild were required not to undertake any flights whatever on any of Air-India's routes whether involving the slip pattern or not. For their refusal to undertake flights four more pilots were placed under suspension on the 2nd, namely—

- 1 S F Peddar
- 2 M R Mistry
- 3 V R Rajwade
- 4 A K Noble

The explanations of the suspended pilots have been called for and 8 have since replied in identical terms to the effect that their refusal to undertake flights was under the Guild's directive. Further action against these pilots is under the management's consideration.

In view of the illegal strike resorted to by the Pilots Guild, the management had no option but to declare a lock-out of its line pilots with effect from 8 00 A. M. on the 3rd August, 1974. Air-India has 187 line pilots. 15 have agreed to operate under the slip pattern. There are also 11 executive pilots who are not affected by the Guild's directive.

With the help of these pilots the management is operating four Boeing 747 services to London, 2 Boeing 707 services to points in the Gulf and one extension flight from Bombay to Delhi weekly.

(b) Air-India's estimated loss due to this illegal strike up to the 26th August is approximately Rs. 5 crores. It will only be possible to recoup this loss by efficient and economic operation uninterrupted by strikes and labour unrest.

श्री मूलचन्द डागा : इन की गलती ने 5 करोड़ का तो घाटा कम से कम हो गया है और अब यह बताइए कि हम पीछे ने भी कन अपील की है . . .

श्री जगन्नाथ राव जोशी : केवल अपील की है या दम्नखन भी किया है ?

श्री मूलचन्द डागा : सब कुछ किया है और सब कुछ करने के बाद भी उन्होंने अपना वदम पीछे नहीं लिया तो क्या सरकार इस प्रकार का जो वदम उठा रहे है उस के प्रति मतर्क और मजबूत रहेगी और अपनी एयर फोर्स को तथा बर काम बलापसं

एक माननीय सदस्य : उन जो गोली मार दा ।

श्री मूलचन्द डागा : हा हा । मार दो । क्या करेगे, देश का इतना नुकसान करते रहे ? अथवा गह्रोदय यह सबल नहीं है जैसा कि वे लोग कह रहे है । मैं यह जानना चाहता हूँ कि यह जो सिद्ध है इस के प्रति सरकार का क्या रुख रहेगा ? जिन लोगों को आप ने सम्पेक्ष किया है और पांच करोड़ का घाटा तो हो गया है, उस के बाद आजकल की जो हासन है उस को देखते हुए इस के प्रति सरकार का क्या रुख रहेगा ? क्या सरकार झुकती नहीं जायगी इन लोगों के कहने से ?

SHRI RAJ BAHADUR : It is true that the Consultative Committee attached to the Ministry of Civil Aviation and Tourism discussed and considered this matter fully and issued a unanimous appeal that the pilots should abandon their strike on the issue of slip system and accept it and that, if there are any difficulties, they

can be put to the management and the management will consider and discuss them with their representatives. Some pilots, I understand, are giving serious thought to it. One of them has already issued a statement and joined. I hope, the pilots will certainly consider this at the meeting which is going to take place on Saturday, that is, tomorrow—It is a postponed meeting.

So far as the loss is concerned, we know that in any industrial dispute, an industry suffers loss and the striking workers also suffer the loss of their wages. The loss is on both sides. This is an inevitable feature of any industrial unrest and strike.

श्री मूलचन्द डागा : जिन पायलट ने आप की तरफ काम करना गुरु किया और स्ट्राइक से नहीं गया, क्या उस के पूरा पोस्टेक्शन मिनगा ? कहीं ऐसा नहीं कि आप झुक जायें और जो लोग आप की तरफ आये हैं उन को तत्काल पदवे हम लिए क्या आप -- सराफती से खटा रहना चाहते है ?

SHRI RAJ BAHADUR : There were some complaint that some of the pilots who wanted to work being intimidated, etc. But an assurance has been given to such pilots that full protection will be given to them. There is no question—I am sorry I did not reply to the question earlier—of the Government or the management going behind the decision taken with the regard to the slip pattern

SHRI BHOGENDRA JHA : This strike has cost the country much. As far as the country has been made to know, the dispute started not over the issue of slip system but because the management through its Chairman, Mr J.R.D. Tata, was determined that the pilots' guild will not be consulted, that they will not be asked to give any advice and that their advice will not be accepted in connection with the running of the Air India. This is a fundamental issue posed before the whole country.

[SHRI BHOGENDRA JHA]

We are supporting the public sector. Some public sector undertakings are manned by big monopolists of the country and others by big bureaucrats who are antidemocratic to the very core, anti-working class to the very core. I am talking of some of them. May I know whether the Government is accepting the position that the employees' association or guild or whatever it may be will not be consulted, that their advice will not be accepted or even heard in deciding any policy with regard to the economy or efficiency of any particular management. I am particularly referring to the slip system. But I want to know the Government's position on this fundamental issue.

Secondly, I want to know whether the hon. Minister today wants to make it clear to the House that if the pilots guild decides to resume the work and the pilots resume the work, there will be no victimisation, the *status quo ante* will be restored and the pilots guild will be consulted with regard to the introduction of the slip system if they accept the slip system.

I would like to know whether this announcement will be formally made by the hon. Minister today. I want a categorical reply on this issue.

SHRI RAJ BAHADUR: So far as the first question is concerned about consultation, may I say that full consultations were held by the management with the workers' representatives, with the guild's representatives. The first communication was sent on 11th January. They were written about this matter again on 22nd January. On the 18th February, there was a meeting in which a full chart of the slip pattern was given, to the Guild's representatives, of the same slip system which is now being introduced. May I add that there was nothing new in this system in regard to the rest periods, in regard to the flight time or in regard to the duty time? They had come to an agreed decision on these matters as far back as in 1981. At one time I am given to

understand this slip pattern was even insisted upon the pilots themselves. The slip pattern was operating in 1963-64 and also in 1964-65. In 1966, for some reason, the base pattern was adopted. But the rest periods the flight periods, the duty periods, remained the same. The new agreement in 1965 also recorded the same old rest periods, flight periods and duty periods. In 1971 when the agreement was renewed, the same rest period, flight period and duty period remained; there was no difference. On the same basis, the slip pattern was now given to them and they were asked to give their comments. But they have not offered their comments upto this moment as to what are their objections. On 4th March a meeting was held to explain the whole thing again, when some of even those who were based outside, in Hong Kong came and attended this meeting. Everything was discussed fully with them. On the 11th, the Managing Director again wrote to them on the subject. On the 19th they said that they did not want to discuss the matter and charged that the management was imposing its unilateral decision on them; and suggested that a committee should be appointed. On 22nd March the management accepted to have a committee. Then the pilots demanded that the whole range of operations of Air India should be taken up for discussion. The management said that the operations, so far as they involved the pilots, would be taken into account... (Interruptions) on 6th June the pilots declared that even this Joint Committee was futile. If, after all these processes my friend says that it is a case of "anti-working class mentality" on the part of the part time Chairman of Air India which has a full time executive who is an official of the Government of India, who is now the Managing Director, it would be a travesty of facts. He should not rush to conclusions where they are not justified. As far as victimisation is concerned, there is no question of victimisation. Each case, so far as discipline is concerned, will have to be dealt with on merits.

SHRI A. P. SHARMA: From whatever the Minister has stated just now, it appears that the slip system is not a new thing; it had worked in 1963-64 and 1964-65. I would like to know whether this kind of slip system is introduced only on Air India now or it is working in other airlines also. From whatever facts we have before us, we find that, even this time, the pilots have accepted the working of the slip system. The only complaint from their side it appears, is that this has been decided unilaterally by the management. But from the facts it also appears that a series of meetings had taken place. In 1963-64 and 1964-65 the slip system was introduced at the instance of the Guild. And this time also they accepted the slip system. Then what is the reason that all of a sudden, without giving any notice, without any indication to the management they have stopped working. I would also like to know what is the reason that this General Body meeting of the Guild is being postponed from day to day and whether the Government have received any complaint that this meeting is being postponed.

The Consultative Committee of Parliament on Civil Aviation has also made a unanimous appeal to the striking pilots. I would like to know what is the effect of that appeal on the Pilots' Guild and whether they have decided to resume their work.

Fourthly, I would like to know from the Minister.

MR. SPEAKER: No please. You cannot make a speech during question hour.

SHRI A. P. SHARMA: This is a very important question. I want to know whether the Management will assure that after the pilots resume duty, negotiations will take place and if there is any grievance brought out by them regarding the working of slip system and other things, it will be sympathetically considered.

SHRI RAJ BAHADUR: With regard to the slip system, practically, all

major international airlines the world over are working on the slip pattern. I need not name them because that will needlessly elaborate my answer.

Why they have given it up, having tried it and also having worked it, that is a question which also baffles me. In regard to the postponement of the General Body meetings of the Pilots' Guild, I have received a copy of a letter written by a senior Captain, Shri Madan Lal Kalia in which he has written to the President of the Pilots' Guild:

"I have been waiting for the General Body meeting but I find it has been postponed from Wednesday to Friday, and then from Friday to Saturday and then from Saturday to Monday and from Monday to Wednesday."

So, this is the complaint we have received.

As far as the grievances are concerned, I have said that if they accept the appeal not only from me but also from the Consultative Committee and if they work it and while they are operating it, if they find that there are any shortcomings or difficulties, the management will certainly consider it.

SHRI S. M. BANERJEE: A very important question, Sir.

SHRI SAT PAL KAPUR: I have also a very important question.

MR. SPEAKER: All are important questions.

SHRI D. D. DESAI: In the slip system I want to know whether the working and rest hours, the work-load, the remuneration of pilots per hour of work and the service conditions change in terms of his inputs. After all, the industrial productivity is involved and is pilots, unrest related to any payment of the industrial productivity or is it related to extraneous matters?

SHRI RAJ BAHADUR: I would repeat again what I have said earlier

[SHRI RAJ BAHADUR]

that the "rest time", "flight time" and the "flight duty time" which means the time when they report at the airport for duty till 15 minutes after the conclusion of their flight, all this was decided long back in 1961 and all that remains the same. It makes no difference whether you work on the "base pattern" or "the slip pattern". All that has been laid down, 9 hours for flight time and 12 hours for duty time and then there is a rest period. Further it is provided that a pilot would not fly during more than two consecutive nights. These conditions have not been violated at all. All these which obtain in "the base pattern" will continue to obtain under the slip pattern.

SHRI S. M. BANERJEE: Recently I had been to Bombay and I had the pleasure to meet some of the office-bearers of this Guild. One of them, an ace pilot, who took the Prime Minister abroad, has been rewarded for his work.

They told me very clearly that they have made it abundantly clear to the hon. Minister—they have no grouse against the Minister and the Minister was kind to them—that they were prepared to accept the slip system. They are prepared to accept the slip system which is in vogue in all international airlines like Qantas, BOAC, etc. if they are given the same service conditions minus the wages. India cannot give the same wages. They are prepared to accept the same service conditions as in Qantas, BOAC, etc. I would, therefore, like to know the reaction of the Minister to this

(b) Now, the loss sustained by Air India on account of this is approximately Rs. 5 crores. The airline has sustained a loss of Rs. 5 crores to save Rs. 75 lakhs if they had introduced the slip system. I want to know whether it is a fact that the General Manager at London, Mr. Dalal has been there for the last 22 years and he has a British passport and he is getting Rs. 10,000 in foreign exchange

and in America also in New York the General Manager has an American passport. When they were asked to come to India they refused. Is he prepared to have a probe by the PAC with regard to the money which is being squandered. The pilots are reported to be receiving Rs. 10,000; but they are getting in hand not more than Rs 2500; I can produce the pay slips. Will the Government be prepared to have a probe by the PAC or by the PU Committee or the Estimates Committee in the matter? Will he assure that no victimisation will be there? I am sure Sir, that they will withdraw the strike once the Minister calls them, and gives instructions in the matter.

SHRI RAJ BAHADUR: With regard to comparison with other airlines, in the matter of rest time, flight period, duty period, etc. we compare very favourably with other Airlines. As far as the route pattern is concerned we fly our own limited routes. PA and other airlines fly round the world. Their slip pattern is such that pilots may be out for about 10 or 11 days; in our case they return to their base in 7 days. In British Airways it is 16 days. They go from London to Sydney, they return from Sydney via Hong Kong then to London. That takes 16 days or more. There cannot be a comparison between their route patterns and our route patterns. With regard to class of hotels in which they have to stay, it is the same. We have seen that our pilots are not allotted to any hotels inferior to those hotels where PA and other pilots stay. With regard to the officers, they have built the reputation of Air India. They have established Air India's image and they are not getting anything much more compared to the officers of other Airlines or other ranks. The Member said that the pilots told him that I have been kind to them etc. But my regret is, they have not been so kind to me. I appealed to them. They did not listen to my appeal.

SHRI S. M. BANERJEE: I wanted whether there will be a thorough

probe, by Public Undertakings Committee...

SHRI RAJ BAHADUR: It is a public undertakings and Public Undertakings Committee can at any time go in to it.

श्री गुरुम्वर बनीचुरहमान : मोहतरमि खजोर के अवावात मुनने के बाद यत्र बात माफ हो गई कि ऐयर इंडिया मे अत्र तक काफी नुकसान पहुंच चुका है। मैं जानना चाहुंगा क्या आप टैंट पाइलटस इटियन ऐयर फोर्स मे जोन पर लेकर एथ इंडिया की सारी सविमेज डा बलायेग ताकि मजोद नुकसान न हाने पाव ?

श्री राज बहादुर मैं उम्मीद करता हूँ इंडियन पाइलटस गिःट हमारी प्रान्त को पुनगा खोर वह भायेगे। अगर ऐसा नहीं होत है तो क्या स्टेट्स लिये जायेगे वह मैं बहन के लिः तैयार नहीं हूँ।

SHRI N. K. SANGHI In view of the fact that it has been reported that the striking pilots in Hong Kong were offloaded from the planes and thrown out of the hotels, has any action been taken for such ungentlemanly manner against the pilots?

SHRI RAJ BAHADUR: We have no such information. If he can kindly write to me I will enquire

PROF MADHU DANDAVATE: They have declared that they are not against the slip system as such. They only want a committee to study all aspects including safety aspect. Fortunately, since the Consultative Committee was unanimous and made an appeal to them to return back to work and, whatever difficulties there will be, can be gone into and since they are not accommodative, without loss of any further time, will you kindly bring them to the conference table for a discussion and finally settle the problem on the basis of the appeal made unanimously by the Consultative Committee?

SHRI RAJ BAHADUR: The door is always open to them to come to the Conference Table. I told them to accept the slip system, work for it some time and if any difficulty comes up, I shall get it examined across the table. This has already been done at various stages after discussions across the table between the management and their representatives. They all wanted a Committee which was set up and then they themselves rejected that too. Now, if they want a committee again even if we appoint such a Committee, they can again hold it futile. How can they ask for this when they themselves felt it was futile to appoint such a committee?

Evasion of Taxes by Indian Businessmen by Depositing Black Money in Nepal Banks

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572. **SHRI D. B. CHANDRA GOWDA:**

SHRI C K. CHANDRAPPAN:

Will the Minister of FINANCE be pleased to state:

(a) whether several Indian businessmen have deposited large amounts of unaccounted money in Nepalese banks to evade tax;

(b) whether many of them have accounts in Nepalese banks in fictitious names, and

(c) if so, the reaction of Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI K. R. GANESH): (a) and (b). Government have no definite information in this respect. On the basis of recent press reports, however, enquiries are being made.

(c) Does not arise.

SHRI D. B. CHANDRA GOWDA: May I know from the hon. Minister whether it has come to the notice of Government that while the income-tax authorities were making enquiries they found some Nepalese currencies in possession of some of the steel