

—Shri Dharan Vir Vaisakhi—also absent. Question No. 911—Shri Samar Guha.

SHRI SAMAR GUHA: Before I read out the number of the question, I have a submission to make. This is a very simple question. I did not give priority to it. There are a number of questions I have tabled. There is one explosive question about the United Commercial Bank and about which I have enough material and for which I have given the first priority. Another question I also gave second or third priority. This question was perhaps on 3rd, 4th or 5th priority. I do not know how it has come at first priority. I suspect, because I have much material about the Chairman, United Commercial Bank, who has been given extension. It is a very serious case. Even in the last year's Finance Bill I raised this matter. How it could....

MR. SPEAKER: You can come and discuss the matter.

SHRI SAMAR GUHA: I have lost the opportunity. I do not get the opportunity.

I was trying to raise that matter on several occasions. I have written to the Finance Minister also. Last year I raised the matter. Then I got sufficient material about that. Now what will happen? I will not have an opportunity to utilise that material.

Unless you agree that half-an-hour time will be given on that question I will not ask the question. In protest, I will not. (Interruptions) Why should I lose priority of my question? If you be kind enough, first priority....

MR. SPEAKER: I shall look into it. You can come and discuss with me.

Change in Timings of Flights from Calcutta to Delhi

*911. **SHRI SAMAR GUHA:** Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) whether timings of flights, both morning and evening from Calcutta

to Delhi are very inconvenient for the passengers;

(b) whether Calcutta is the main link of flights to Assam, Manipur, Nagaland, Tripura and Orissa; and

(c) if so, whether for the convenience of the passengers of Eastern Regions of flights from Calcutta to Delhi should be changed?

पर्वहन और नागर विमानन बोर्ड (बी डब्ल्यूएन सीएल) :

(क) जी, नहीं ।

(ख) जी, हाँ ।

(ग) कलकत्ता से दिल्ली की सायंकालीन उड़ानों का समय-निर्धारण इस प्रकार किया जाता है जिससे कि धासात, मणिपुर, नागालैंड, त्रिपुरा, उड़ीसा तथा उत्तरी बंगाल से दिल्ली के यात्रा करने वाले यात्रियों के लिए कलकत्ता में उसी दिन की संयोजी उड़ानें (Connections) सुनिश्चित रूप से उपलब्ध हो सकें ।

SHRI SAMAR GUHA: If you ask any person who flies from Calcutta in the morning, it is at Six O'Clock. What the hon. Minister says—in the morning at Six there is no connecting flight from any place of the Eastern Region—neither from Orissa, Tripura, nor Assam, Meghalaya, from nowhere. In the morning there is only one flight. If anybody wants to travel from the Eastern Region he cannot avail of this morning flight to Delhi.

Even from Calcutta also, coming 15 miles away from the heart of the city, they cannot avail of it. Nobody gets taxi. That is the problem. We have to start at 4 O'Clock or 4.30 O'Clock. At that time no taxi is available. Therefore, if one has to avail of the flight at Six, one has to come at the Airport, remain at the airport and then avail of it. Those fortunate people who have cars can avail of it. This is one of the problems of the morning flight.

Evening flight is at 8.15 P.M. We reach here in Delhi in our house at

1 or 2 O'Clock. The next day if you have to come to Parliament you feel drowsy....

MR. SPEAKER: You know more than anybody else, it is Question Hour and not debating hour. Please put the question.

SHRI SAMAR GUHA: Right, Sir. Has the inconvenience which is being faced by the passengers of the Eastern Region of India been taken into consideration while fixing up time for the morning flight at Six and also evening time at 8.15?

श्री सुब्रह्मण्य कौशिक : माननीय सदस्य जानते हैं कि हमारे हवाई जहाजों की इतनी टाइम पोजिशन है कि उन्हें चार-चार रूट्स पर फ्लाइट करना पड़ता है। अगर हम किसी रूट के समय में परिवर्तन करते हैं तो उसका तमाम जगह पर डिस्टर्बेंस होता है। अगर किसी हवाई जहाज का समय सुबह 6 के बजाय 7 बजे किया जाता है तो उससे दूसरे रूट्स पर भी दिक्कत आयेगी। इस परिवर्तन की वजह से हमारे दूसरे रूट्स पर भी असर पड़ेगा। एक हवाई जहाज कलकत्ता जाता है उसको शाम को दिल्ली वापस आना होता है। यही दिक्कत शाम को वापस आने पर भी आयेगी। इसलिए थोड़ी असुविधा इसमें जरूर है लेकिन हमारे यहाँ जो इस समय फ्ल इट्स का समय है, उसको बहुत सारी बातों को देखते हुए निर्भर किया गया है। इसलिए फ्लाइट्स का समय परिवर्तन करना और किसी स्थान विशेष पर करना यह संभव भी नहीं है। तमाम हिन्दुस्तान के टाइमिन्ग को एडजस्ट करना पड़ता है।

माननीय सदस्य ने जैसा कहा पूरा असम रिजन या नार्थ ईस्टर्न रिजन जो है उसके बारे में मानिग फ्लाइट तो नहीं लेकिन तमाम जितनी ईशिया—

श्री सजर मुहू : चार पांच बंटें बैठना पड़ता है।

श्री सुब्रह्मण्य कौशिक : सिविल जोस्ट्रेट के जहाँ अभी हमारा एयरपोर्ट बन रहा है एयर बस ट्रांजेसन के लिए, साढ़े ग्यारह बजे के पहले उन्हीं यात्रियों को जो गोहाटी से सीधे आते हैं चार पांच बंटें कना पड़ता है बाकियों को दो तीन बंटें ही कना पड़ता है।

फोर टैन जो करीब पाने बारह बजे कलकत्ता से चलता है और चार बजे के करीब दिल्ली पहुंच जाता है और जो हापिंग सविस है उस में कुछ समय तो ज्यादा लगता है लेकिन पाने बारह बजे चल कर चार बजे के करीब दिल्ली पहुंचा जा सकता है। यह हापिंग फ्लाइट भी है।

SHRI SAMAR GUHA: Sir, in spite of the fact that there were more than two flights from Calcutta in the morning earlier why those flights were suspended? What the hon. Minister says is that it is done for linking etc., for their convenience, which is not correct. That also he has admitted. What happens is, you have to wait for four hours or five hours. So, what I want to know is this: Why is it that Calcutta is so unfortunate? It is not the case in respect of people going from Delhi or coming to Delhi. It is not the case in respect of people flying from Bombay and other places. They are starting at convenient timings. Many flights are also there. But why should this be so in respect of Calcutta, which connects the whole of the Eastern Region? It starts at an odd hour in the morning at six. In the night also it starts at an odd hour of 8-15. Therefore, I ask the hon. Minister, whether he will reconsider the matter and see that this inconvenience is removed.

श्री सुब्रह्मण्य कौशिक : माननीय सदस्य ने जो सुझाव दिया है उस पर मैं विचार करूंगा।

SHRI KRISHNA CHANDRA MALDIE: Mr. Speaker, Sir, I agree with the question which has been put by

my hon. friend, Prof. Samar Guha, in the earlier Question No. 905, we found that one of the causes was this. The timing of the flights are not proper. This is something which causes great inconvenience to the passengers. In the earlier Question No. 905, the hon. Minister has mentioned that many flights are going vacant to Calcutta, and also from Calcutta to Delhi, via Ranchi, etc. Another cause is that Calcutta is not brought in within the Tourist Map of India. This is another cause. So, what I want to know is this:

May I know whether you will consider changing the timings of these flights from Calcutta to Delhi and from Delhi to Calcutta?

Secondly, may I know whether you are thinking of bringing Calcutta within your Tourist Map?

SHRI PURUSHOTTAM KAUSHIK: I can mention for the information of the Hon. Member that Calcutta is already on the Tourist Map of India.

And, so far as the services are concerned, there are so many factors as I just mentioned. There are lot of adjustments which have to be made between so many places and that is why this was done.

SHRI L. K. DOLEY: I thank my hon. friend Prof. Samar Guha for raising this important question. This question vitally relates to the air services to the eastern region of India.

Sir, we have a bitter experience in respect of this air-travel from Delhi to Calcutta and from Calcutta to Gauhati. Our experience is that in Gauhati, huge numbers of passengers travelling up to Dibrugarh, are facing great difficulties, because of the fact that the daily boeing flight is not being maintained up to Dibrugarh.

So, my question is this: Will the Government explore the possibility of maintaining regular service of Boeing upto Dibrugarh every day, in order to remove this inconvenience to the

passengers, as huge numbers of passengers from Gauhati to Dibrugarh are facing this inconvenience, due to lack of this daily Boeing Service? Will you extend it and make it a regular service? This is my question.

SHRI PURUSHOTTAM KAUSHIK: That cannot be done at present. We are preparing Gauhati for the operation of the Air-Bus. Air-Bus definitely cannot remain there in Dibrugarh. So, after the start of the operation of the Air-Bus what arrangements will have to be made, will have to be looked into.

SHRI L. K. DOLEY: I have been asking for the Boeing Service. That has not been answered.

MR. SPEAKER: Are you able to provide a Boeing Service?

SHRI PURUSHOTTAM KAUSHIK: We are making ready the Gauhati airport for operation of Air-Bus. When Air-Bus is introduced, we will have to see whether Boeing is required or not and then if it is required, some other arrangement in the best interest of that region will be made.

SHRI L. K. DOLEY: Sir, I repeat I am not asking for the Air-Bus. I am asking about the Boeing service.

MR. SPEAKER: The Minister is saying that he is trying to introduce Air-Bus. If that is found possible, then it will be considered. He has said it.

श्री एच० एल० पटवारी : मंत्री जी बतायेंगे कि कलकत्ता के साथ जैसा माननीय गृह साहब ने बताया कलकत्ता के साथ प्रसन, मणिपुर, नागालैंड, त्रिपुरा, उड़ीसा और अरुणाचल, मेघालय जैसे हुए हैं। सबेरे जब वहाँ से हल लोग चलते हैं तो 210....

MR. SPEAKER: This does not arise from that.

श्री एच० एल० पटवारी : सबेरे वहाँ की कलकत्ता का कलकत्ते के साथ दिल्ली से कनेक्शन न होने के कारण हल लोगों को

कलकत्ते में 6, 7 बंदे सकता पड़ता है बराबर, रात में 8 बजे बंदते हैं तो उहरेने का कोई इतनाम नहीं है, तो 11.45 की जो फ्लाइट है वह फ्लाइट नम्बर 229 से कनेक्ट नहीं हो सकती है। वह पड़सती है 12 बजे। इसकिये ऐसी व्यवस्था करें ताकि हम लोग सत्रेरे गीहाटी से जाने वाले लोग फ्लाइट नम्बर 410 को पकड़ सकें, या फिर फ्लाइट नम्बर 211 जो बाराणसी हो कर जाती है उसके साथ में इसको कनेक्ट कर दें।

MR. SPEAKER: This is only a suggestion for action which you may consider.

Postings and promotions in Collectorates of Excise and Customs

*912. SHRI YASHWANT BOROLE: Will the Minister of FINANCE be pleased to state:

(a) whether it is a fact that all the Collectorates of the Excise and Customs covering the whole country are not covered administratively by the common rules of postings and promotions and the staff at certain places corner most of the benefits; and

(b) if so, whether some steps are being taken to see that this drawback to certain staff at various places is removed?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI SATISH AGRAWAL): (a) Group A posts in the Customs and Central Excise Departments are manned by a common service, partly by direct recruitment and partly by promotion from Group B officers of these Departments. There is a common sanitor list for Group A officers, who are also liable for service throughout India, and therefore they are all on the same footing so far as their promotion prospects and postings are concerned.

As regards posts in Group B, C and D, there are separate cadres which, in most cases, comprise one or

sometimes more than one Custom Houses/Collectorates. The general rules and criteria for promotions within and between these groups are common. However, in view of the varying pattern of development and industrial expansion in different parts of the country, the nature of customs or central excise work at different places and the consequent differences in organisational and supervisory patterns, the expansion of the cadres has been more in certain Custom Houses/Collectorates than in others, as a result of which the pace of promotion cannot always be uniform in different Collectorates.

As regards postings of officers in Groups B, C and D, these are made within the area of the Collectorate or Collectorates manned by one cadre, and the same general principles are followed. However since the jurisdictions of different Collectorates have been establishment with reference to various administrative considerations; particularly the number of assesseees and the amount of revenue collected, the areas manned by different cadres vary considerably. It follows that staff in certain Collectorates are liable to transfer over wider areas than those in other Collectorates. This, however, is inherent in the system of division of the tax administration into viable Collectorates.

(b) Whereas the principles of promotion are applied and followed uniformly, it would not be possible to have complete equality in promotion prospects etc. for employees in Groups B, C and D except by having a common all-India cadre for such posts, which is not considered practicable as it would involve far greater drawbacks in the shape of transferability of lower-paid employees throughout India. However, while scrutinising or according staff sanctions, an attempt is made to achieve some uniformity in the ratio of supervisory posts to lower posts, which would help to even out disparities in promotion prospects in different cadres.