

समाप्त हो गई है, अतः गंगा जल को शुद्ध रखने के लिए भी मैं समझता हूँ कि यह बहुत आवश्यक है।

अंतिम बात, जिसकी ओर मैं आपका ध्यान दिलाना चाहता हूँ, वह यह है कि वहाँ पर भ्रष्टाचार के मामले, जिस तरह से कंस्ट्रक्शन चल रही है, बढ़ रहे हैं। इससे वहाँ की जनता तथा महिलाओं में बड़ा शोध व रोष है। किस प्रकार से कॉन्ट्रक्टर वहाँ पर अत्याचार करता है, किस प्रकार से शराब-खोरी की जा रही है इत्यादि जो बहुत से उसके पहलू हैं, उनसे महिलाओं में एक रोष व्याप्त है, वह यहाँ पर भी व्यक्त हो चुका है, उसकी ओर मैं आपका ध्यान दिलाना चाहता हूँ। मैं समझता हूँ कि मार्च, 1992 में वहाँ पर किस तरह से काफी तेज आंदोलन हुआ था, फिर उसी तरह के आंदोलन की वहाँ पर संभावना है और सरकार को उससे बचना चाहिए। मैं चाहता हूँ कि जो भ्रष्टाचार हो रहा है और उसमें जो भी अधिकारी कॉन्ट्रक्टर या नेतागण लिप्त हों, चाहे वे किसी भी दल या पार्टी के हों, मैं समझता हूँ कि उस बारे में जाँच होनी चाहिए कि जो पैसा हम लोग लगा रहे हैं आखिर उसका क्यों कोई ठीक उपयोग नहीं हो रहा और यह भ्रष्टाचारी उसको खा रहे हैं। जबकि अभी टिहरी डेम का भविष्य भी अनिश्चित है और इससे वहाँ के लोगों का भविष्य भी अनिश्चित होता जा रहा है।

महोदय, इसके साथ ही साथ मैं आपसे यह भी कहना चाहता हूँ कि उस क्षेत्र के लोगों की समस्याओं पर ध्यान नहीं दिया जा रहा है। वहाँ पर एक उत्तरांचल या उत्तराखंड बनाया जाए, उनके लिए ईश दत्त यादव जी की सरकार की भी वह प्रस्ताव पास कर चुकी है, उसके पहले कल्याण सिंह जी की सरकार भी यह प्रस्ताव पास कर चुकी है और अब फिर जो आज सरकार है, उसने भी इस संबंध में प्रस्ताव पास किया है सर्वसम्मति से और हमको यहाँ पर कहा जाता रहा है जब वहाँ से प्रस्ताव आ जाएगा तो हम उस बारे में बात करेंगे। मगर अभी तक सरकार के कार्यों पर जूँ तक नहीं रेंगी है और उत्तरांचल की समस्या पर ध्यान नहीं दिया जा रहा है टिहरी बांध से उनको कष्ट पहुँचाया जा रहा है और वहाँ की जनता में इसी वजह से अंसतोष बढ़ता जा रहा है और साथ ही साथ जो उनकी उत्तरांचल की समस्या है, उसकी तरफ भी कोई ध्यान नहीं दिया जा रहा है। तो मैं आपके माध्यम से सरकार से अनुरोध करता हूँ कि इन बातों पर जल्दी से जल्दी ध्यान दिया जाए। बहुत-बहुत धन्यवाद।

RE. LIKELY PERMISSION TO MULTINATIONALS TO OPERATE DOMESTIC AIR SERVICES

SHRI S. PETER ALPHONSE
(TAMIL NADU): Mr. Vice-Chairman,
Sir, I thank you for giving me this
opportunity.

Very recently, the Government has announced its new policy on domestic air service, in both the Lok Sabha and the Rajya Sabha. It has made an emphatic announcement that in the domestic airlines sector, it is not going to permit any foreign investment, direct or indirect. Now, there is a news item in "The Times of India" which says that the Air Corporation Employees' Union apprehends about the entry of the Tata-Singapore Airlines in the domestic aviation sector where the Singapore Airlines will control 40 per cent of the investment. Now, we can have a Prime Minister for three months or six months. But we cannot change the policy every three months. In Italy, there were fifty-three Governments in a short span of two, three years. But they did not have fifty-three policies. The Government has recently announced the policy permitting foreign multinational companies to operate in the domestic civil aviation sector. I do not know the reasons for this change. What compulsion has the Government got to change this policy? Will it be advisable to permit our domestic airlines to be exploited by the multinationals? Will it be appropriate to the security of the country? Will the approval of such a project not open the doors to the entry of other major airlines, such as U.S. Airlines, British Airways, Lufthansa, KLM, Japan Airlines and other international airlines? Nowhere in the world the national carrier is destroyed at the cost of the so-called liberalisation or economic upliftment. The entry of the Tata-Singapore Airlines will also result in pilots and engineers leaving the Indian Airlines and the other private airlines to join the Tata-Singapore Airlines, and if my information is correct, we have nearly

spent Rs. 4,000 crores so far to train our engineers and pilots. Once the multinational airlines start operating in this country, the natural tendency on the part of our people, who are trained at the cost of the national exchequer, would be to leave the company and choose a company where they are paid more. Foreign investment can be invited only when there is no indigenous investment or where indigenous investment is not possible. Now, we have got two well-developed public sector undertakings which have been developed over the past forty, fifty years at the cost of the national exchequer. And there should be a level playing field. What will be the financial resources at the command of the Tata-Singapore Airlines? They will announce so many facilities to the consumers at a lesser rate and naturally there will be a tendency to eliminate the competitors. They may announce so many schemes and may give so many facilities at lesser rates which the other airlines or the Indian Airlines may not be able to provide. Once the Indian Airlines is eliminated, they will take on the entire country and will monopolise the domestic routes. I don't think it is advisable. When no other country in the world is in favour of opening the doors of the domestic civil sector to the foreign multinational companies, how can it be done by India? I want to know from the Government as to what the compulsion is. Why have the Government decided to change the policy which they had announced on the floor of the House? what is the reason? It is such a vital sector which has a direct bearing on the national security. Why should such a sector be opened to the multinationals? Thank You.

SHRI SATISH AGARWAL
(Rajasthan): Thank you Mr. Vice-Chairman, Sir, The issue that is being raised today is not the question of desirability or undesirability of opening the domestic aviation sector to foreign airlines, that is, the Tata-Singapore Airlines. This question has been debated

in this House. The Government of the day took a decision as far back as January 1997, and again reiterated that decision on 1st April, 1997. A decision has already been taken by the Cabinet not to permit the Tata-Singapore Airlines in the domestic civil aviation sector. So, the question arises why should a decision which has already been taken by Cabinet or by the Government of the day, which is a continuous Government, be changed? then *mala fides* would be attributed to the change in policy because once a decision has been taken by this Government, why is it being changed now and for what reasons? Then the Government has to come out before this House stating the reasons warranting the change. I still remember, when this issue was raised in this House some time back, there was unanimity amongst all sections of the House, irrespective of political affiliations, that we should not permit the Tata-Singapore Airlines. We can permit Tatas. I am not against the Tata Airlines. I am against a tie between the Tata Airlines and the Singapore Airlines in our domestic civil aviation industry.

And the Cabinet took a decision in January. On April 2, it appeared in the *Times of India* and in so many other newspapers also. Suddenly, Yesterday, on 14th of May, there was a news-item appearing again in the *Times of India* titled "Possibility of Tata SIA's revival worries Airlines Unions". Now the Air Corporation Employees' Unions, where the number of employees is 45,000 have expressed their worries, what would happen to their families because, according to the Economic Survey, this particular sector was open for a competitive environment in April, 1993. But what happened thereafter? You see that the number of passengers carried by private operators has increased from 15,000, in 1992, to 49,00,000, in 1995. The number of passengers has increased from 15,000 to 49,00,000 up to 1995, and thereafter the number has increased much more. The result is, our own

national carriers are suffering a loss. Furthermore, it says: "The natural consequence was the ushering of competition in domestic services, had two major implications for Indian Airlines. First, it had to share the market on its profitable trunk routes with private operators. And second, it had to contend with the loss of critically skilled personnel to private operators who offered much higher emoluments. This affected its ability to optimally deploy its existing aircraft capacity."

THE VICE-CHAIRMAN (SHRI MD. SALIM): Mr. Agarwal, since it is a Zero Hour mention, you have to only associate yourself. There are other Members also.

SHRI SATISH AGARWAL: I am only making a submission.

THE VICE-CHAIRMAN (SHRI MD. SALIM): No: you have to only associate yourself with it.

SHRI SATISH AGARWAL: If a decision about the reversal of the policy, was already taken by the Cabinet as far back as January, 1997, and had been reaffirmed in April, 1997 by this very Government, the reversal of the policy will be deemed to be *mala fide*, and I think there is no case for justification, either rationally or otherwise, of its being taken in the national interest. It will not be in the national interest to reverse this policy, and also to permit Tata Singapore Airlines. Tatas may be permitted; they are most welcome. They had been pioneers of our industrial production. So, I welcome Tatas to come into the civil aviation sector, but not the Tata Singapore Airlines. Thank you, Sir. (ends)

SHRI JOHN F. FERNANDES (GOA): Mr. Vice-Chairman, in the month of March I raised this issue in the House, and the hon. Civil Aviation Minister was prompt to respond that during the interregnum they would frame the civil aviation policy. This policy was framed in April. The House was in recess. It was appropriate for

Government to lay this policy on the Table of the Parliament. Sir, this has not been done. And last week, I raised issue again. Sir, there is no response from the Government. We welcome this policy because our national flag carriers, Indian Airlines and Air India, are operating in hub-and-spoke. Now, the intention of the Tata and Singapore Airlines is to have a hub-and-spoke, which can't be permitted. No country in the world permits foreign airlines to come into their domestic sector. Sir, the policy of the Government states: "Up to 40 per cent of foreign investment will be permitted, but not foreign airlines' participation." And in the country there is only one airline which is violating it, and that is Jet Airways. I think, to favour this Airlines, the Government is now going to change its own policy. Unless the Government places its policy on the Table of the House, I don't think this can be termed as the policy of the Government. So, I would request the hon. Minister of Civil Aviation to see that this policy is laid on the Table of the House, and there should be a discussion on this.

DR. ALLADI P. RAJKUMAR (ANDHRA PRADESH): Thank you, Sir. I am associating myself with my friends who have raised the Tata and Singapore Airlines issue. Sir, the hon. Vice-Chairman was also one of the signatories to this issue. Sir, this is not anything new. In 1995, when the previous P.V. Narasimha Rao Government took a decision that foreign airlines would not be permitted in our domestic sector, the then Civil Aviation Minister, Shri Ghulam Nabi Azad, also made a statement in both the Houses. Then the Government changed. The new Government has come. Even our previous Prime Minister, Mr. Deve Gowda's Cabinet endorsed that the private sector, foreign airlines would not be allowed. If they want to invest, they can invest up to 40 per cent. But they cannot participate in our domestic sector. It is a question of 45,000 employees. Shri

Satish Agarwal just now quoted from the *Times of India*. As he has said, people have expressed their displeasure on the revival of Tata-Singapore Airlines. The Minister of Civil Aviation, Shri C.M. Ibrahim, made a categorical statement in the House and the whole House rejected the participation of the Tata-Singapore Airlines in our domestic sector. Let the Tatas come here. They can invest. We are not against the Tatas. Let them participate indirectly up to 40 per cent. But they cannot participate openly. It will affect our domestic sector. It is a problem of 45,000 employees. Mr. Vice-Chairman, Sir, through you, I appeal to the Prime Minister not to revive it. Sir, 50 days back the Civil Aviation policy was reviewed. The Cabinet, the House, employees and everybody have wholeheartedly disapproved it. Recently, the Secretary, Civil Aviation was changed. What is this? A new Secretary has taken the charge. I have come to know that recently the new Secretary convened a meeting of the Indian Airlines, Air India and other airlines. They all said that foreign airlines should not participate in our domestic sector. Sir, I hope the Minister who is sitting over here will convey our feelings to the Minister concerned and also to the Prime Minister. Thank You.

RE: THROWING OF ACID ON SCHOOL-GOING GIRL'S FACE IN JAIPUR

SHRI SATISH AGARWAL: (Rajasthan) Mr. Vice-Chairman, Sir, I would like to draw your attention to the fact that the matter which Shri Naresh Yadav is going to raise is pending in the High Court of Rajasthan. I read it in today's newspapers.

THE VICE-CHAIRMAN (SHRI MD. SALIM): But the Chairman has given him permission to raise this issue.

SHRI SATISH AGARWAL: I am not

objecting to it. I am only drawing your attention to the fact that this matter is pending in the High Court. They have taken a serious view of it. They have called for comments from the Government, from the police and from everybody.

श्री नरेश यादव (बिहार): उपसभाध्यक्ष महोदय, मुझे यह जानकारी है कि यह मामला हाई कोर्ट में लम्बित है और 19 को निर्णय देना है। इसके बावजूद भी चूंकि मैं उससे हट करके...

श्री सतीश अग्रवाल: आप यह मामला उठाइए, मुझे उससे कोई आपत्ति नहीं है। मैं तो केवल आपके ध्यान में ला रहा था।

श्री नरेश यादव: उपसभाध्यक्ष महोदय, राजस्थान के जयपुर में शिवानी जुड़ेजा जो स्कूल जाने वाली छात्रा है, उसके मुकद्दे पर राज्य सरकार के एक मंत्री के पुत्र ने तेजाब डाल दिया जिससे उसका पूरे का पूरा चेहरा-स्वतः तेजाब कितनी खतरनाक चीज है—उससे उसका पूरा चेहरा बर्बाद हो गया है। वह बच्ची अस्पताल में है। ...व्यवधान)...

श्री सतीश अग्रवाल: यही तो मैं कह रहा हूँ कि मंत्री के लड़के ने डाला या किसने डाला, यही तो मैटर कोर्ट में पैडिंग है। यह अभी साबित नहीं हुआ। ... (व्यवधान) ...

उपसभाध्यक्ष: फैसला हम यहां नहीं करने वाले हैं। ... (व्यवधान) ...

श्री नरेश यादव: ऐसा कहा जा रहा है, मैं नहीं कह रहा हूँ ... (व्यवधान) ...

श्रीमती कमला सिन्हा (बिहार): मंत्री का लड़का ... (व्यवधान) ... नाम तो नहीं लिया है। ... (व्यवधान) ...

कुमारी सरोज खापर्डे (महाराष्ट्र): अखबारों में जो बयान आप पढ़ रहे थे, उन्होंने भी पढ़ा होगा और उसी के आधार पर वहां मुद्दा उपस्थित कर रहे हैं। उनको जो कहना है, वह बात आप कहने दीजिए और कोर्ट के सामने जो मामला होगा, वह जब तय होगा तो होगा। लेकिन सदन में यह मामला किसी सदस्य ने उठाया है तो उनको तो अपनी बात हमें कहने का मौका देना चाहिए।

श्री सोमपाल (उत्तर प्रदेश): और यह भी बात है कि वह किसी का नाम नहीं ले रहे हैं। वह केवल जांच की मांग कर रहे हैं। इसमें कोई नाजायज बात नहीं है। ... (व्यवधान) ...