

तेल के कुंए पाकिस्तान में जा रहे हैं, जो कि हमारे एरिया में है, उसको उस तरफ खींचा जा रहा है। इसलिए बाम्बे हाई प्रोजेक्ट को उधर बढ़ाकर यह तेल है निकालना चाहिए।

श्री नरेन्द्र मोहन (उत्तर प्रदेश) क्या इस संबंध में सरकार की तरफ से कतव्य आ सकता है?

प्रो० राम कापसे (महाराष्ट्र): इस संबंध में सरकार का स्टेटमेंट आना चाहिए। ... (व्यवधान)...

श्री नरेन्द्र मोहन: उपसभाध्यक्ष जी, अगर आप इस संबंध में अगले सप्ताह सरकार को कतव्य देने का निर्देश दें तो अच्छा रहेगा।

RE: PROPOSED TATA-SINGAPORE AIRLINES TIE-UP

SHRI M.A. BABY (Kerala): Sir, I want to raise a very serious matter relating to a decision being processed by the Union Cabinet, and I feel that this is going to affect the interests of the country very adversely and this will have very grave prospects. What I refer to is the proposed Tata-Singapore Airlines tie-up and the permission being processed by the Union Cabinet for this Tata-Singapore Airlines tie-up to operate in the domestic sector.

Sir, at the very outset I want to state that we want to oppose this, and we are opposed to this totally, because this will totally ruin the national carrier, which is the Indian Airlines. An argument is being advanced that already there is a private airline operating within the country with 40 per cent equity participation from various foreign companies. Our position is that the Government should have a uniform, clear-cut, civil aviation policy. We are opposed to any foreign equity participation with any national private airlines to operate within the country.

So far as international airlines are concerned, they can operate in the international sector. Here we are referring to the domestic sector. If this proposed Tata-Singapore Airlines tie-up is permitted, then the national carrier has to say ta-ta and go out of business; this would

have the reverse effect. If this is permitted, then how can the Government of India oppose a proposal from the American Airlines to have a tie-up with the domestic airlines, how can the Government of India oppose a proposal from the United Airlines to have operations with some other national monopoly house? Or, how can we oppose the British Airlines coming and operating within the country? And, tomorrow, how can we oppose some proposal from some foreign monopoly house to operate in the domestic railway sector?

They will come and operate in the private bus sector also. So, it will open the floodgates to foreign monopoly houses to come and establish joint ventures with domestic airlines, railways the bus sector and various other sectors. Therefore, what we demand is that the Government of India should come out with a clearcut policy statement so far as the civil aviation policy is concerned. We are not holding any brief for anybody. We are very clear that this policy is going to ruin the national economy, ruin the Indian Airlines, and this will have very dangerous prospects.

Therefore, I urge upon my colleagues present here to come forward cutting across political differences and make their position clear. We want the Government to listen to our view. The Cabinet cannot take a decision without taking the political parties into confidence. This is what I wanted to submit.

उपसभाध्यक्ष (श्री अजीत जोगी): इसमें कई सदस्यों ने संबद्ध होना चाहा है और उनको चेयरमैन साहब ने अनुमति दी है, मैं उनके नाम पुकारूंगा। कृपया अपनी बात संक्षेप में कहें।

SHR ASHOK MITRA (West Bengal) Mr. Vice-Chairman, Sir, I strongly endorse the statement just made by Mr. Baby.

We have now half-a-dozen years of experience with the so-called economic reforms. Some of the illusions that we had nurtured about what foreigners could

do with our economy ought to have been dispelled by now. We know that they are not coming in the areas where we want them to come according to terms which are in conformity with our nation's dignity, but they want to come to reap some quick profits. We should not be suckers. We should resist this kind of intrusion.

For the first time we have a very strong and effective Chairman of Indian Airlines and Air India. He is doing a wonderful job. We should offer him all support, and we should be proud of our flag.

श्री एस. एस. अहलुवालिया (बिहार):
उपसभाध्यक्ष महोदय, ओपन स्कॉई फ़ालिस्सी में सरकार ने पहले भी निर्णय लिए थे और कुछ एयरलाइन्स इसमें आई थीं। जैसे दमानिया एयरलाइन्स, जेट एयरवेज, इस्ट-वेस्ट, मोदी लुफ़्त, सहाय, अर्चना एयरवेज ये सारी आई थी। इसके अलावा एयर टेक्सी सर्विसेज शुरू हुई और भी बहुत सारी चीज़ें शुरू हुई, परन्तु देखने में यह आया कि कुछ मुद्दों को ऐसे उठाया गया, सरकार ने इण्डियन एयरलाइन्स के दबाव पर या किसी और के दबाव पर ऐसे उठाना शुरू किया कि ये जितनी एयरलाइन्स थीं, उनमें से दो एक रह गई और सारी दम तोड़ गई। दम इसलिए तोड़ गई कि जब उन्होंने विदेश से इक्विटी लाने की कोशिश की या विदेश से मदद लेने की कोशिश की या लीज पर लेने की कोशिश की तो उनके परमिशन नहीं दी गई और वह टूट गई। आज जब टाटा सिंगापुर एयरलाइन्स के मुद्दे पर एक फैसला होने जा रहा है तो ऐसा लगता है कि यह एक तरफ़ फैसला है। वैसे टाटा एयरलाइन्स हिन्दुस्तान की सबसे पुरानी एयरलाइन्स है। जेआरडी टाटा सबसे पहले हैं वे सारी चीज़ें अपनी जगह पर हैं। उनको एक्सपिरेंस है, एक्सपर्टाइज है, सब कुछ है किन्तु हम एक नई पद्धति, एक नई परम्परा शुरू करने जा रहे हैं तो आने वाले दिनों में हम देखेंगे कि हमारी डोमेस्टिक एयरलाइन्स पर प्रभाव और प्रभुत्व विदेशी एयरलाइन्स का ज्यादा होगा और हमारी स्वदेशी एयरलाइन्स का बहुत कम होगा। इसलिए मेरी आपके माध्यम से मांग है कि सरकार इस पर कोई अंतिम निर्णय लेने से पहले इस पर सदन में बहस करवा ले कि इस तरह की एक ओपन स्कॉई फ़ालिस्सी चलनी चाहिए।

SHRI GURUDAS DAS GUPTA
(West Bengal): Sir, I am opposed to it because it is more a political decision

than an economic decision taken on behalf of some important people within the Cabinet to invite the Singapore Airlines. It is not an economic decision because the air traffic in our country now is not so heavy that it warrants addition of flights and addition of airlines. If the economy so demands, the Government of India is welcome to induct foreign firms, foreign airlines. If the existing public sector and private sector airlines cannot cope with the increasing air traffic, additional induction of the Singapore Airlines or any other airlines can be justified on economic grounds.

Statistics show that 40 per cent of accommodation in private airlines and at least 30 per cent of accommodation in the Indian Airlines is vacant on a number of routes. Therefore, there can be no justification for inducting additional airlines. This is uneconomic.

Secondly, Sir, we are subsidising oil and we are on the point of increasing oil price again. If we further allow foreign airlines, it would mean further consumption of oil. It would mean further straining of India's subsidies for oil. That is against the national interest. Neither from the point of view of the additional air traffic, nor from the point of view of India being able to subsidise the additional oil for having additional aircraft, it would be justified. Therefore, it is a political decision. The decision should be whether the Indian economy needs foreign firms or foreign airlines. We should not do it in order to satisfy our own masters outside the country. Therefore, this is more a political decision and I am against it because the Civil Aviation Ministry is opposed to it. Nothing should be done by the Cabinet over the head of the particular Ministry. It is crucial that the Parliament is told the justification of further induction of foreign airlines before a final decision on it is taken.

SHRI SATISH AGARWAL
(Rajasthan): Sir, I fully and strongly endorse the view

here by my esteemed colleagues who spoke before me. Sir, I refer to page 172 of the Economic Survey, wherein the Government itself admitted that the natural consequence of creating a competitive environment in this section was that "by March 1996, 41.1 per cent of the domestic air transport was being catered to by private air services." Secondly, they say, "the number of passengers carried by private operators has gone up from 15,000 in 1990 to 50 lakhs in 1995."

The second consequence, they say, is: "First, it had to share the market on its profitable trunk routes with private operators. Second, it had to contend with the loss of critically skilled personnel to private operators, who offered much higher emoluments. This affected the ability to optimally deploy its existing aircraft capacity." So, it has adversely affected the full capacity utilisation of our Indian airlines. I think Tata may be allowed, but Tata-Singapore tie-up should not be permitted at any cost. The Cabinet is divided on this issue. So far as this House is concerned, the Left, the Congress and the BJP seem to be one on this issue that Tata-Singapore tie-up is not in the national interest. It has no economic consideration. It should not be allowed to operate. This has been even brought out in the Economic Survey and the facts about it I have just quoted.

SHRI V. KISHORE CHANDRA S. DEO (Andhra Pradesh): Sir, I rise to join my colleague, Mr. M.A. Baby, and other colleagues, who have expressed their views on the issue that has been raised by him. Sir, it is a matter of great concern that this Government or this Cabinet is considering the Singapore-Tata Airlines tie-up even without bringing it before Parliament or even before having a national debate on this issue. Sir, there are two or three points that I would like to make. Sir, we have had experience of these private airlines functioning during the last few years. First of all, it has been found that lucrative and profitable routes

have gone to private airlines and the social obligation has been thrust on the national carrier, the Indian Airlines. This has caused a lot of hardship to our national carriers within the domestic sphere.

Secondly, the security aspect is very very important, when we start talking about private airlines, because their maintenance has not been as good as that of the Indian Airlines due to the lack of infrastructural facilities and also due to other reasons.

Thirdly, when this kind of a major decision takes place, and if you allow foreign people to come in and take a portion of your equity, what happens to your aviation network, which is already in disarray? Today we are facing a situation where there is no flight to many remote areas. Important cities do not have important routes or flights. The Indian Airlines does not operate to cities like Visakhapatnam, which is also strategic defencewise.

I demand that this issue be discussed threadbare on the floor of the House before any decision is taken. Until then I oppose this joint venture.

THE VICE-CHAIRMAN (SHRI AJIT P. K. JOGI): Shri Suresh A. Keswani. You have to conclude in one sentence.

SHRI SURESH A. KESWANI (Maharashtra): Mr. Vice-Chairman, Sir, I would like to associate myself with the sentiments expressed by my colleagues in the House. I would like to mention a couple of issues which have not been mentioned here. I think the House must know that the Singapore Airlines itself was started by Air India. Air India was asked to depute their personnel and give them a couple of aircraft. We went to Singapore and set up the Singapore Airlines. From then onwards their people were trained and they started it.

THE VICE-CHAIRMAN (SHRI AJIT P.K. JOGI): You can only associate; be brief.

SHRI SURESH A. KESWANI: Secondly, I would like to give some information which I think the House should know. The Singapore Airlines broke all the norms and did not join the IATA regulations which control the international traffic. They secured advantages and multiplied the capital which was available with them for investment. Through various means they went on increasing their size. Today, there is nothing which the Singapore Airlines is in a position to offer to air India or to the Indian airlines which our national carriers did not know. If we have to buy more aircraft, the outflow of funds that we would have to provide for the payment of these aircraft or the payment of interest on loans borrowed would be much less than the Singapore Airlines taking away the money which they would be charging on the local sector.

The final point is about defence implications. All these things must be kept in mind. If you have any foreign power dominating over your sky, we would not be knowing in tomorrow's conditions how they are going to use it.

Finally, the Singapore Airlines has no experience of operating in any domestic market because they are a one-city State. They have never operated in any domestic environment. The Indian Airlines is an airline which knows this business better than anybody else.

..(Interruptions)...

श्री ज्योत्सना कश्यप (प्रक्षिप्ति बंगल): उपसभ-
ज्यज जी, मैं इस पर ज़रूर नहीं बोलूंगा। हमारे कई
विद्वान साथी इस विषय पर पूरी रोशनी डाल चुके हैं। मैं
इतना ही कहूँगा कि इसी सदन में सिविल एविएशन
मिनिस्ट्र ने पिछले सत्र में मेरे एक क्वेश्चन का आंसर देते
समय, मेरे सप्लीमेंटरी सवाल का आंसर देते समय
जमिंस किया था, एक्चोरेंस दिया था कि हम टाटा
सिंगापुर एयरलाइन्स टाई-अप को डोमेस्टिक सेक्टर में
काम नहीं करने देंगे। लेकिन इसके बाद कुछ ऐसी
घटनाएँ हुई, अखबारों में निकलता रहा कि खुद इंडस्ट्री
मिनिस्ट्री और कैबिनेट में कुछ दूसरे मंत्री जो हैं वे इस
कारे में बहुत गड़बड़ वाला मामला फैल रहे हैं। इसलिए

हमारा अंदेशा है। मोहदय, इस बात को सदन ने स्पष्ट
कर दिया है, सब लोगों ने मिलकर कहा है कि पूरा
सदन इसके विरोध में है और हम डोमेस्टिक सेक्टर में
फारेन कंपनियों को दाखिला नहीं लेने देंगे। इसलिए यह
सिंगापुर एयरलाइन्स-टाटा टाई-अप जो है इसके डोमेस्टिक
सेक्टर में आने से रोका जाए।

†† श्री सूर्य मोहसिन नंगल ††
اردھیکش جی میں اس پر زیادہ نہیں بولوں گا
ہمارے کئی وروان ساتھی اسی وٹھیر
پوری روشنی ڈال چکے ہیں میں اتنا ہی کہوں گا
کہ اس سون میں سبھا ایوی ایشن منسٹر نے
پچھلے ستر میں میرے ایک کوشچن کا اتر
دینے وقت میرے سپلیمنٹری سوال کا اتر
دینے وقت پر وٹھس کیا تھا ایشرورٹس دیا
تھا کہ ہم ٹاٹا سنگاپور ایئر لائنز آئی اپ
کو ڈومیسٹک سیکٹر میں کام نہیں کرنے دیں گے لیکن
اسکے بعد کچھ ایسی گھٹیا ایسی ہوش اخباری
میں نکلتا رہا کہ ٹو انڈسٹری منسٹر اور
کیبنٹ کے دو سب منسٹر جو ہیں وہ اس بارے
میں بہت گڑبڑ والا معاملہ پھیلایا ہے
اسلئے ہم اظہار تشہ ہے محدود۔ اس بات
کو سون نے اسپیشل کر ویاپ سیکورٹ
نے ملکر کہا ہے کہ پورے سون اسے سو روڈ
میں ہے اور ہم ڈومیسٹک سیکٹر میں فارن
کمپنیوں کو داخل نہیں لینے دیں گے اسلئے
یہ سنگاپور ایئر لائنز ٹاٹا ٹاٹا آئی اپ جو ہیں
انکو ڈومیسٹک سیکٹر میں آنے سے روکا جائے گا

SHRI SATISH AGARWAL: Mr. Vice-Chairman, Sir, don't you realise that so far as this House is concerned, there is a near unanimity on this issue? This should be conveyed to the concerned Ministers through the Minister of Parliamentary Affairs.

SHRI MD. SALIM: Nobody opposed our view-point. There is a total unanimity on this issue.

SHRI GURUDAS DAS GUPTA: Mr. Vice-Chairman, Sir, will you from the Chair—looking at the unanimous feeling of the House—direct or request the Government to come to the House and respond to the questions which have been raised here? There have been such directions in the past. Therefore, I would request you to do the same in this case also.

THE VICE-CHAIRMAN (SHRI AJIT P.K. JOGI): There are two Ministers sitting in this House. I am sure that they have taken note of the sentiments expressed.

THE MINISTER OF AGRICULTURE (SHRI CHATURANAN MISHRA): Mr. Vice-Chairman, Sir, I would convey the feelings of the House to the Government.

THE VICE-CHAIRMAN (SHRI AJIT P.K. JOGI): Now, we will take up Special Mentions. Dr. Y. Lakshmi Prasad. Absent. Shri H. Hanumanthappa.

SHRI H. HANUMANTHAPPA (Karnataka): Mr. Vice-Chairman, Sir, I would like to postpone my Special Mention until the presentation of the Budget. If it is necessary I would like to take it up on a subsequent date.

SPECIAL MENTION

Wheat scam and role of FCI and conduct of its employees

SHRI V. P. DURAISAMY (Tamil Nadu): Thank you very much, Mr. Vice-Chairman.

I would like to draw the attention of this House to a scam regarding wheat. Recently, for the past two months, we have been reading about many scams in newspapers. But this wheat scam I am referring to is affecting the poor people very badly. The United Front Government has recently revamped the Public Distribution System to help the poor Scheduled Caste and Scheduled Tribe people, particularly those who are living below the poverty line. Also, the Food Department is selling foodgrains through the Open Market Sale Scheme. The decision on that scheme was taken by the Government of India in the year 1995. The Food Corporation of India has no role either in the pricing of or in the distribution of foodgrains to the open market through traders or millers. While selling in the open market through the open market sale system directly, they are selling to mill owners and traders. Mill owners and traders have accumulated huge profits running into crores of rupees. The scheme has not brought any kind of benefit to the poor consumers since the private traders and private millers have hoarded big stock and indulge in blackmarketing. The purpose of the scheme is thus defeated. Traders have become hoarders. Hoarders become traders. The Food Corporation of India has no role in the decision-making as well as in the pricing and releasing of foodgrains for traders. The traders are getting benefits, above Rs. 3,000/- per tonne of wheat. This has resulted in corruption at all levels. During the last two years, the Food Corporation of India has released 15 million tonnes of wheat. On a rough estimate, traders might have gained Rs. 4,500 crores. The employees of the Food Corporation of India want a thorough probe into this wheat scam which has resulted in the release of huge quantities of wheat and rice to traders and millers at below-market level prices.

The Food Corporation of India is fixing the responsibility on the Food Ministry.