

श्री सभापति: यह सवाल किस रूप में उठ रहा है? आप तो वकील आदमी हैं ... (व्यवधान)...

SHRI MURLIDHAR CHANDRAK-ANT BHANDARE: I am coming. One more point and I will come to that. I want to raise it because that is the topic of the day. Equal rights and access to all assets in the matrimonial home and to reside therein are not guaranteed by any law. There are crimes against women. Custodial justice to women is the prime need of the hour. We have a recent Supreme Court judgement wherein the mandatory sentence for rape was reduced to half because the victim was alleged to be a woman of easy virtue. Such a judicial attitude is distressing.

MR. CHAIRMAN: It does not arise out of this question. Mr. Bhandare, I do not have to tell you. You are a prominent advocate.

SHRI MURLIDHAR CHANDRAK-ANT BHANDARE: What will the Commissioner of Human Rights do if all this is ignored?

MR. CHAIRMAN: Your this question may be all right. But it does not arise out of this question. This is not a supplementary.

SHRI MURLIDHAR CHANDRAK-ANT BHANDARE: She herself referred to the Commissioner of Human Rights. That is why I altered my question from employment.

MR. CHAIRMAN: Then, you can cover everything about women.

SHRI MURLIDHAR CHANDRAK-ANT BHANDARE: I must point out...

MR. CHAIRMAN: You only ask a supplementary please only a supplementary, no paper, nothing else. It should arise out of this question.

SHRI MURLIDHAR CHANDRAK-ANT BHANDARE: All the papers today are carrying...

MR. CHAIRMAN: I am not interested in papers. I am interested in the question before us.

SHRI MURLIDHAR CHANDRAK-ANT BHANDARE: May I ask a question?

MR. CHAIRMAN: Put your supplementary, a pointed supplementary.

SHRI MURLIDHAR CHANDRAK-ANT BHANDARE: Despite the discomfort of the hon. Minister.

SHRIMATI MARGARET ALVA: I am never in discomfort.

SHRI MURLIDHAR CHANDRAK-ANT BHANDARE:... a time has come for her to look into all these matters in depth and come with a consolidated, self-contained code on law for protection of women. Is she undertaking, is her department undertaking any such study and proposal? That is the question.

SHRIMATI MARGARET ALVA: Sir, I would like to say that the question is limited to women in the unorganised sector and self-employed women and the Report of the Commission in this field. I need separate notice if I am to go into the laws for women in all fields because I just do not have the facts, figures and information before me now.

Disruption of flights in Saurashtra region

*183. **SHRI CHIMANBHAI MEHTA:** Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether regular daily flights between Bombay and Rajkot and to other parts of Saurashtra are being disrupted for the last several months; if so, what are the reasons therefor; and

(b) by when the daily flight in the region would become regular?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATIL): (a) and (b) After July, 1988 Indian Airlines has been experiencing an acute shortage of Boeing-737 aircraft capacity due to the grounding of, the accident to, and the late arrival of leased Boeing-737 aircraft. This has necessitated changes/reductions in flights between Bombay and Rajkot and other parts of Saurashtra. Daily flights will be restored between Bombay and Rajkot after the induction of additional aircraft capacity.

SHRI CHIMANBHAI MEHTA: Sir, the Minister has replied that after induction of additional aircraft the daily flights would be restored. That is a very general answer. the question is: When are you going to have additional capacity and when are you going to resume flights? Passengers are interested basically in this question. Therefore, he should reply to that question because cancellation of the entire schedule is taking place, now, not only the regularity. Two hours late, three hours late is a normal feature. The flight itself is cancelled. What happens to the passengers? Then they cannot go to the train. All these hardships are taking place. So, I think, the hon. Minister should be in a position to say it because he knows all the facts. Therefore, when is this additional aircraft capacity going to be inducted so that the regular flight would resume? He should give at least the month, if not the date and the exact timing.

SHRI SHIVRAJ PATIL: Our difficulty is that we do not have enough number of aircraft with us. With only 44 aircraft with the Indian Airlines at present we are running this entire show. We were told time and again in the Consultative Committee meeting, in the House and outside also that in this kind of situation it would

be rather good for the Airlines to reduce flying and the frequency and to see that the flights are going on time and that they are not cancelled. Now, having been given this kind of advice, the Indian Airlines has reduced flying and the frequencies to certain places. But not completely stopped flying. Now, these are the places where we have reduced the frequencies to some extent. We have already acquired some aircraft on lease. We are likely to get one aircraft in one month's time on lease and from June onwards we are likely to get the Airbus 320, which we have purchased. I think it would be possible for us, after we get these aircraft, to restore the frequencies of these places. (*Interruptions*) But, I would not be able to give the exact time, because there are so many things involved. It depends on the acquisition of aircraft and all those things. The aircraft have to come from abroad. So, it will be a little hazardous for me to give the exact time. But we have noted the concern expressed by the hon. Member that the people have been facing some difficulties. Our attempt would be that the first aircraft which we get would be used for providing this kind of facility.

SHRI CHIMANBHAI MEHTA: I agree that so many planes have been grounded, accidents have taken place and there is a late arrival of the leased aircraft. Now, all these are routine things. My question is: Why was this not taken into consideration when you were planning for air communication in our country? Here it seems that the department is lacking in foresight. I would not say they are lacking in total foresight, but they don't take sufficient care to see that proper planning is done. Otherwise these are normal features. There is nothing new. You see a regular flight is being cancelled. I would like to know whether there was a proper planning or not, whether they have found out why this lacuna has taken place. Why the airlines are behaving like this? That is my question.

SHRI SHIVRAJ PATIL: I am in a position to disclose in this august House that Planning — Short-term, medium-term and long-term — has been done by the Airlines and the Civil Aviation Ministry. We know how many aircraft would be required, what is the amount of money that would be required and what is the time-frame within which these aircraft can be acquired and other facilities can be provided. It is not only the planning which can help us. What is required is the availability of funds also. And the Civil Aviation Ministry is expected to earn, to be on its own, and then provide all these facilities. We do not get the support and rightly so from the Budget. They have to earn and they have to get the aircraft and they have to provide the facilities. Over and above that the demand for civil aviation - because the time taken for going from one place to another is less - has been going up by leaps and bounds. In the face of the increase in the demand, provisions have to be made. On the one hand, we do not have the money; on the other, the demand is going up. And in the third place, even if we have the funds and the plan, these are the things which cannot be easily made available. Even to get a car or a scooter one has to wait for six months or one year. To get an aircraft one has to wait - even if we are going to get it on lease - for six or seven months. And if we are going to purchase one, the time required for acquiring these aircraft is not less than two to three years. In the face of these and because of the popularity - I would not say popularity but because it reduces the time required for flying - there is the demand and these are the constraints under which we are working. But we have already taken some steps and I am sure that we would be able to provide, if not the best facilities, some facilities which can give some satisfaction to the customers. They would be better facilities than what we have been providing till now.

श्री सुशील बरौंगपा: सभापति महोदय, मैं मंत्री जी से यह जानना चाहता हूँ कि शिमला-कुल्लू और

कुल्लू-शिमला वायुदूत सेवा क्यों रद्द की गई है? क्या आने वाले दिनों में इसको रद्द ही रखा जाएगा या इसको किसी निश्चित तिथि को आरम्भ करने के लिए हमको प्रतीक्षा करनी पड़ेगी?

श्री शिवराज पाटिल: सभापति महोदय, मैं फिर यह बताना चाहूँगा कि वायुदूत हमारा नया आर्गेनाइजेशन है। इसके पास सिर्फ 18 हवाई जहाज हैं और उनमें भी एक-दो की कमी हो गई है। एक तो रिपैर में है और दूसरा एक्सीडेंट में चला गया है। अठारह हवाई जहाज करीब-करीब 96 स्टेशनों पर हिन्दुस्तान में चलते हैं और वे भी हिमालयन रिजन्स में और दूसरी जगहों पर चलते हैं। हवाई जहाजों की कमी के कारण यह दिक्कत पड़ रही है। कुल्लू एक इम्पार्टेट स्टेशन है और टूरिस्ट स्टेशन है।

श्री सभापति: ये तो लाहौल-स्पिती से आते हैं।

श्री शिवराज पाटिल: मैं एशुरेन्स तो नहीं देना चाहता, लेकिन आपकी जो जरूरियात हैं उनको पूरा करने की कोशिश करेंगे।

SHRI SURESH KALMADI: Sir, I must say here that due to the policy of the Indian Airlines for reducing the number of routes they have generally stuck to the time schedule in the last one month. They do not have enough aircraft. I would like to remind the Minister that when he went in for the A-320 it became clear that there is going to be a gap and at that time the government said that they are going to get additional aircraft on lease during that period. This was a commitment of the Airbus people that they would be providing the aircraft for this period. For others you are going ahead with the Boeing contract but they changed to A-320 on the condition that there will be no gap like this. They were supposed to supply these aircraft. May I know from the Minister what is the position with regard to supply of A-320?

In places like Rajkot, etc., there are no flights going there. May I know whether you are utilising this interim period for improving the navigational aids in this

area? In many places which you have identified navigational aids are not up to the standard.

SHRI SHIVRAJ PATIL: Sir, the aircraft which should come on lease have not come and that was one of the difficulties. Then, we have tried to get the aircraft on lease from others and three aircraft have already come.

SHRI SURESH KALMADI: What was the response of the Airbus people? Are they fulfilling their promise or are we looking around? Are they going to pay for all these things?

SHRI SHIVRAJ PATIL: There is an arrangement in the contract that they have to procure and give it to us and if they do not do it we have to procure it and in that condition what is to happen to their responsibility and all those things are contractual matters mentioned in the contract and whatever has been mentioned in the contract will be looked into and it will be implemented. But, then, we have to take aircraft from other companies. Three have already come. The fourth is likely to come in one month's time and the fifth aircraft we have taken from the Duke Air because we could not get the aircraft from others. We are trying to get aircraft from the Soviet Union also on lease. In this fashion we are trying to get the aircraft and trying to close the gap which is there.

As far as navigation and communication facilities are concerned, the National Airports Authority and the International Airports Authority have their plans. They have identified the airports where these facilities have to be established and they know in what time frame this can be done. For this purpose we shall have to depend not on the industries and factories in India but industries and factories outside because all the equipment we need are not produced in the country. We have to get it from outside also. We

are in the process of providing these facilities in a phased and planned manner.

MR. CHAIRMAN: Q.No.185.

SHRI MURLIDHAR CHANDRAK-
ANT BHANDARE: What about Q.
No.184?

MR. CHAIRMAN: That has been transferred.

*184. [Transferred to the 16th March, 1989]

Inter-Action between National and State level Open Universities

*185. SHRI RAJNI RANJAN SAHU: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether there is any proposal under Government's consideration to bring greater inter-action between the national and the State level open universities in order to avoid wastage and duplication of courses; and

(b) if so, what are the details thereof?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI P. SHIV SHANKER): (a) and (b) It is the responsibility of the Indira Gandhi National Open University to coordinate and determine the standards in the Open University and Distance Education System in the country. The IGNOU has set up a Coordination Council including Vice Chancellors of State Open Universities, to make recommendations for coordination of distance education. The Council has proposed a networking arrangement between Open Universities in which any Open University would be free to utilise the course material, or other academic resources of another Open University, thereby avoiding duplication of effort and ensuring cost-effectiveness.