

With this request, I would earnestly demand of the Government to take immediate action and see that the institute starts again under a fearless atmosphere so that students can attend to their studies normally.

Thank you.

श्री राम भगत पासवान (बिहार) :  
उपसभाध्यक्ष महोदय, मैं इस विषय में गृह  
मंत्री का एक बयान चाहता हूँ। यह मामला  
गम्भीर है।

उपसभाध्यक्ष (डा० रफ़ीक जकरिया) :  
स्पेशल सेशन में कोई बयान नहीं होता।

Now we take up Discussion on the  
Ministry of Tourism and Civil Aviation. Mr. Sibte Razi.

#### DISCUSSION ON THE WORKING OF THE MINISTRY OF TOURISM AND CIVIL AVIATION

श्री संयद सिब्ते रज़ी (उत्तर प्रदेश) :  
वाइस चेयरमैन साहब, मुझे प्रसन्नता है कि  
मुझे मौका मिला है कि इस महत्वपूर्ण मंत्रालय  
के काम करने के तरीके पर और उनकी  
उपलब्धियों पर चर्चा आरम्भ करूँ।

मान्यवर, मनुष्य आदिकाल से ही  
दुनियादी तौर पर एक पर्यटक, राय्याह,  
सैलानी या टूरिस्ट की प्रवृत्ति का रहा है।  
पुराने जमाने में व्यवसाय तीर्थ-यात्रायें  
तथा विजयश्री इस ध्येय की प्राप्ति  
का माध्यम बनता था। इस बात को  
आज भी सोचने की आवश्यकता है कि  
कितने वृहत और मजबूत रिश्ते इन  
पर्यटकों, सैलानियों और सय्याहत करने  
वाले लोगों ने बनाये हैं। दुनिया की  
विभिन्न कौमों और विदेशों की संस्कृति  
को आपस में जोड़ने के सिलसिले में।

हमारे भारत का संबंध आदिकाल  
से वैस्ट एशिया, रोम, ग्रीस और बहुत से  
विभिन्न देशों की सभ्यताओं से जुड़ा

था इन्हीं माध्यमों से। मान्यवर, सेंट्रल  
एशिया और चाइना के बीच भी हमारे  
व्यावसायिक संबंध रहे हैं और उन  
रिश्तों को भी नहीं भुलाया जा सकता  
जिन का इतिहास में तो साक्ष्य नहीं  
मिलता—जो हमारे रिश्ते साउथ ईस्ट  
एशिया से जुड़े हैं। मान्यवर, इतिहास  
में यद्यपि उन का साक्ष्य नहीं मिलता  
तो भी हम देखें तो पता चलता है कि  
हमारी रामायण और हमारी संस्कृत भाषा  
का प्रभाव उन क्षेत्रों में कितना अधिक  
दिखाई देता है। आज भी उन के फोक  
डांसेज और उन के धार्मिक जीवन पर  
जो हमारा प्रभाव है वह इस बात का  
द्योतक है कि इस क्षेत्र में हमारे पुराने  
संबंध रहे हैं। कंपूचिया और सेंट्रल जावा  
में वैभवशाली बने मंदिर इस बात के  
द्योतक हैं कि हमारे बहुत पुरातन काल  
के संबंध वहां के लोगों से और वहां की  
संस्कृति से चले आ रहे हैं। अशोक  
महान ने अपने दूत विभिन्न देशों को,  
जिस में श्री लंका, बरमा और साउथ  
ईस्ट एशिया के देश आते हैं, बुद्धिज्म  
के प्रचार के लिये भेजे थे और इसी तरह  
से मुगल इंपायर की सूरत में और  
दूसरे सम्राटों के भारत में आने की वजह  
से तथा विभिन्न व्यापारिक काफलों की  
वजह से जो सांस्कृतिक मेलजोल बढ़ा  
उस से हमारे देश में एक नयी संस्कृति  
का शुभारम्भ हुआ, एक नयी कल्चर,  
एक मिलीजुली संस्कृति, जिस को हम  
भारतीय संस्कृति कहते हैं वह पैदा हुई।  
दजला और फुरात के तहजीबी धारे  
भारत में आ कर टूटे और गंगा और  
जमुना के पवित्र पानी में मिल कर  
एक नयी संस्कृति का जल प्रवाह इस  
देश में करने लगे। हमें जो कुछ भी  
तारीख के पन्नों से मिलता है वह भी  
पर्यटकों के माध्यम से। हम ने अपने  
देश के बारे में और अपने देश की  
संस्कृति के बारे में दुनिया के दूसरे

[श्री सैयद सिब्ते रज़ी]

गोशों और अन्य कोनों में इन्हीं पर्यटकों के माध्यम से अपनी बात पहुंचायी। इन पर्यटकों में फायहान, कुसवान, तीसांग, इब्ने बतूता, आदि के नाम लिये जा सकते हैं। मान्यवर, किसी एक योरोपीय पर्यटक ने पर्यटन के बारे में कहा है कि :

"In the younger, it is a part of education. In the elder, it is a part of experience."

इस के अतिरिक्त स्प्रिट आफ एडवेंचर और खोज की भावना ने भी इंसानी रिश्तों को एक दूसरे से जोड़ने में मदद की और इस सिलसिले में पर्यटक ही हमारा श्रोत बने, इंसेंटिव बने। मान्यवर, कोलंबस, मार्कोपोलो, वास्को-डि-गामा, सर फ्रांसिस ड्रेक ऐसे व्यक्तियों ने हमारी दुनिया के दायरे को बढ़ाया और मानव जाति को एक दूसरे के करीब लाने में योगदान दिया। मान्यवर, वास्तविकता तो यह है कि पहली जंगे अजीम के बाद, पहले विश्व महायुद्ध के बाद ऐसी यात्राओं को टूरिज्म एक सैयाहत तथा पर्यटन के नाम से जाना जाने लगा जब कि दुनिया के लोगों ने आनन्द लेने और दूसरे इसी के साथ साथ दुनिया के दूसरे देशों की वैभवशाली संस्कृति और वहां की तारीखी चीजों को देखने की प्रवृत्ति से एक देश से दूसरे देश में जाना शुरू किया और दूर दराज इलाकों में जा कर अपनी छुट्टियां गुजराने का विचार एक मनोभावना और मनोविज्ञान की दृष्टि से भी उन के अंदर उजागर हुआ। दूसरी जंगे अजीम के बाद, दूसरे विश्व महायुद्ध के बाद जब कि योरूप बिलकुल तबाह हो गया था तब अमरीका ने मार्शल प्लान के द्वारा योरोपीय देशों को बिगड़ी हुई आर्थिक अवस्था को सुधारने के लिये जिस चीज का सहारा लिया उस में टूरिज्म का एक बहुत बड़ा योगदान है।

3 P.M. दुनिया को सबसे पहले इस बात का अहसास हुआ कि टूरिज्म, पर्यटन, सैयाहत देश की आर्थिक उन्नति के लिये या देश की बिगड़ी हुई आर्थिक उन्नति को सुधारने के लिए एक बहुत बड़ा जरिया बन सकता है तभी से हम देखते हैं कि मार्डन टूरिज्म का कांसेप्ट हमारे सामने आता है और विभिन्न देशों ने दूसरे जंगे अजीम के बाद खासतौर से पर्यटन के सिलसिले में एक सुनियोजित पालिसी के अनुसार काम करना शुरू किया। धीरे-धीरे हम देखते हैं कि वर्ल्ड टूरिज्म आर्गनाइजेशन, इन्टरनेशनल एयर ट्रांसपोर्टेशन एसोसिएशन, पैसिफिक एरिया कंट्रोल एसोसिएशन आदि ऐसे अदारे वजूद में आए। हमें गौरव है कि भारत उन्नतिशील या प्रगतिशील देशों में सबसे पहला देश है जिसने आई यू ओ टी यू और आई ए टी ए का सदस्य बनना स्वीकार किया। रेल और हवाई जहाज के आविष्कार से हकीकी तौर पर सारी दुनिया एक बहुत करीबी अहसास से जुड़ गई और टूरिज्म और पर्यटन को सबसे बड़ा सहारा उसका उन्नति में इन्हीं दो चीजों से मिला। आज यदि हम देखें कि दुनिया में आयन इंडस्ट्री के बाद यदि किसी इंडस्ट्री का नम्बर आता है तो वह टूरिस्ट इंडस्ट्री है। मैं चाहूंगा कि दुनिया के इस परिवेश में भारत में हमारे टूरिज्म की क्या स्थिति है उस पर कुछ चर्चा करूं। हमारे यहां टूरिज्म में कितनी कामयाबी हुई है, हमने कितने पर्यटकों को अपनी तरफ आकर्षित किया है, कितने विदेशी लोग हमारे देश की वैभवशाली संस्कृति, हमारा इतिहास और हमारी ऐतिहासिक इमारतें और हमारे यहां जो माहौल है, हमारे जो लोग हैं उनसे मिलने और उनको देखने के लिये यहां पर आए। मैं तीन बातें इस संबंध में रखना चाहूंगा। कितनी कामयाबी इसमें हुई है, इसके लिये मैं

तीन दायरे खींचता हूँ। पहला यह है कि कितने पर्यटक हमारे देश में आए हैं पिछले साल, खासतौर से पिछले एक-दो साल के अंदर, दूसरे हमारे देश की कितनी बाहरी मुद्रा या फारेन एक्सचेंज उपलब्ध हुई है? तीसरा इस पर्यटन की उन्नति से हमारे देश की आर्थिक व्यवस्था पर कैसा प्रभाव पड़ा है? मान्यवर, यदि आंकड़े देखें जाएं और सन् 81 को अगर हम बेस बनाए तो सन् 80 में तकरीबन 4.6 की वृद्धि हुई है। हमारे देश में बाहरी पर्यटकों की और 1981 में 6.6 परसेंट की वृद्धि हुई है बाहरी पर्यटकों की हमारे देश में आने की। सन् 80 में लगभग 8 लाख लोगों ने हमारे देश, हमारे भारत में आकर अपनी छुट्टियां गुजारीं या यहां पर पर्यटन करने के लिये आना पसन्द किया। सन् 81 में करीब 8 लाख 50 हजार की फिगर बनती है। इस तरह से हमारे यहां जो टूरिस्ट ट्रैवल हैं अगर हम देखें, सन् 80-81 के आंकड़ों का मुकाबला करें तो करीब 50 हजार अधिक लोग आए। लेकिन बढ़ते हुए टूरिस्ट इंडस्ट्री और विश्व के मानचित्र को सामने रखते हुए मैं समझता हूँ कि हमें इस पर संतोष नहीं कर लेना चाहिये। वैस्टर्न कंट्रीज या यूरोपियन कंट्रीज के बहुत से करीबी मुल्कों में जाने वाले पर्यटकों की बात न करके भारत से मिले हुए हमारे जो देश हैं, जहां कि विश्व का पर्यटक जाता है, वे देश बहुत छोटे देश हैं। देश को यदि संख्या के हिसाब से देखा जाए तो उसके मुकाबले में वहां पर्यटन की उपलब्धियां संख्या के एतबार से ज्यादा हैं। सिंगापुर में 27 लाख पर्यटक पिछले साल आए, हांगकांग में 23 लाख, जापान में 13 लाख, थाइलैंड में 20 लाख, ताईवान में 14 लाख, साऊथ कोरिया में 10 लाख। मैं इस बात के लिये अपने पर्यटन मंत्री को विशेष रूप से बधाई दूंगा कि पिछले वर्ष पर्यटन के माध्यम से हमारे देश की लगभग 8 सौ करोड़ से लेकर 7 सौ करोड़ की उपलब्धि बाहरी मुद्रा या विदेशी मुद्रा

की हुई। और यह एक अच्छा निशान बना है। इसमें हमारे बंगलादेश और पाकिस्तान से जो दोस्त आते हैं उनसे हमको जो फारेन एक्सचेंज हासिल हुआ वह इसमें नहीं जोड़ा गया है। इस दृष्टिकोण से देखा जाये तो हमें पता चलेगा कि कितना फारेन एक्सचेंज, विदेशी मुद्रा, हमको इस पर्यटन मंत्रालय के जरिए से उपलब्ध हुई है। मैं समझता हूँ कि यह एक अच्छी रकम है जिसकी तारीफ करना गैर-मुनासिब नहीं होगा। अगर इसको आर्थिक दृष्टिकोण से देखा जाये तो हमें पता चलेगा कि पर्यटन विभाग या पर्यटन मंत्रालय के प्रयासों से हमारे देश में जो विदेशी मुद्रा आई है और अगर हम उसका विश्लेषण करें कि इस बारे में हमने कितना खोया है और कितना पाया है या गवर्नमेंट ने कितना लाभ अर्जित किया है, यदि हम इसको एक अर्थशास्त्र के विद्यार्थी की सूरत में देखें तो मैं यह अर्ज करना चाहूंगा कि हमारे देश को सात सौ करोड़ रुपये इस विभाग से फारेन एक्सचेंज के रूप में प्राप्त हुए हैं। इसमें हम अगर खर्च को भी देखें कि हमारे देश में जो पर्यटन के स्थान हैं इनके बारे में प्रचार का विदेशों में हमारा जो इन्फास्ट्रक्चर है यानी विदेशों में पर्यटन का जो प्रचार हम करते हैं, प्रकाशन करते हैं, पब्लिसिटी करते हैं और इस बारे में हमारी जो ओवरसीज आफिसेज हैं, उन पर करीब 85 करोड़ रुपये खर्च हुए हैं। इस तरह से अगर घटाने और जोड़ने की बात की जाये तो 700 करोड़ में 85 करोड़ रुपये घटा दिये जायें तो 615 करोड़ रुपये बचते हैं। इस प्रकार से विदेशी मुद्रा कमाने में टूरिज्म इंडस्ट्री का बहुत बड़ा हाथ है। यदि इसका कम्पेरिजन दूसरी मिनिस्ट्रीज से किया जाय जो एक्सपोर्ट के जरिए से विदेशों में मास भेज कर विदेशी मुद्रा कमाती हैं तो हमें पता चलेगा कि इस मंत्रालय का कार्य बहुत तारीफ के योग्य है। इस मंत्रालय ने करीब करीब 615 करोड़ रुपये फारेन एक्सचेंज के रूप में दिये हैं। इसके अतिरिक्त यदि करों की प्राप्ति की सूरत में

[श्री सैयद सिन्ते रजी]

देखा जाये तो ऐसा लगता है कि चाहे प्रत्यक्ष कर हो या अप्रत्यक्ष कर हों, लगभग 250 करोड़ रुपये हमारे देश के खजाने में, हमारे नेशनल एक्सचेंजर को इस विभाग के माध्यम से मिले हैं। रोजगार के दृष्टिकोण से इस इंडस्ट्री को देखें तो पता चलेगा कि कम से कम 15 लाख लोग प्रत्यक्ष रूप से इस इंडस्ट्री में लगे हैं। इसके अलावा जो लोग अप्रत्यक्ष रूप से, इनडायरेक्ट बे में, इस काम में लगे हुए हैं उनकी संख्या लगभग 25 लाख है जिनका किसी न किसी तरीके से रोजगार और रोटी कमाने का जो काम है वह इस पर्यटन के काम से जुड़ा हुआ है। इस तरह से लगभग 40 लाख लोग इस पर्यटन के माध्यम से इस देश के अन्दर रोजी और रोटी का व्यवस्था करते हैं।

मान्यवर, बहुत-सी हमारे देश में ऐसी जगह हैं जहां पर कोई नैचुरल रिसोर्स नहीं है और जहां पर किसी प्रकार की इंडस्ट्री नहीं लगाई जा सकती है। लेकिन उन स्थानों का ऐतिहासिक महत्व है। उनका पर्यटन का अपना एंगल है और नैचुरल रिसोर्स न रहने वाले इलाकों में भी इस टूरिज्म के माध्यम से प्रगति के स्रोत खुलते हुए दिखाई देते हैं। आप जानते हैं कि हम काटेज इंडस्ट्री की बात करते हैं। हमारे गांवों में कारीगरों के हाथ से बनी हुई चीजों की बड़ी तारीफ होती है और वास्तव में, हकीकत में, हमें इस पर गर्व है कि हमारे कारीगरों ने विश्व में एक ऐसा मापदण्ड बनाया है जिसमें हमारी हस्तकला को एक ऐतिहासिक स्थान प्राप्त हो गया है। हस्तकला की उन्नति के संबंध में इस इंडस्ट्री का भी बहुत बड़ा योगदान है क्योंकि जो विदेशी टूरिस्ट हमारे देश में आते हैं वे अपने डालर्स का, अपने खर्च का, लगभग 30 प्रतिशत भाग भारत में बनी हुई चीजों की खरीदारी में खर्च करते हैं। इस तरह से यह भी हमारे

देश में विदेशी मुद्रा लाने का माध्यम बनता है।

अब मान्यवर, मैं छोटी पंचवर्षीय योजना की तरफ तबज्जह दिलाना चाहूंगा जिसमें विशेष रूप से हमारे प्लान बनाने वाले ने टूरिज्म विभाग की महत्व को देख कर और उसकी तरफ ध्यान देते हुए कहा है। और मैं समझता हूं कि इसकी रोशनी में टूरिज्म मंत्रालय या टूरिज्म में जुड़े हुए लोगों के काम की क्या महत्वा है इसका पता चलेगा।

I quote:

"Tourism, both domestic and international, has rapidly won considerable recognition as an activity generating a number of social and economic benefits like promotion of national integration and international understanding, creation of employment opportunities, removal of regional imbalances, augmentation of foreign exchange earnings, thus redressing the balance of payments situation, etc. It is significant that many of these beneficial aspects of domestic and international tourism have special relevance to the socio-economic scene in India as emerging in the Sixth Plan period. Tourism also tends to give support to local handicrafts and cultural activities, both in urban and rural areas. Expenditure to tourists has a multiplier effect and also generates considerable tax revenue for Government, both in the Central and State sectors. It is also relevant that the various multi-faceted socio-economic benefits of tourism are achieved with a relatively low level of investment."

मान्यवर, हमारे सिक्स्थ प्लान के अन्दर टूरिस्ट इंडस्ट्री या टूरिज्म का जो उद्योग है उसकी महत्ता का जो वर्णन किया गया है उसको देखते हुए मुझे कहना पड़ता है कि प्लान के अन्दर

जो अलोकेशन किया गया है, सिक्स्थ फाइव इयर प्लान के अन्दर, जितनी महत्ता की बात प्लान के लिखने में की गई है, उतनी महत्ते में समझता हूं कि फंड के अलोकेशन के संबंध में नहीं की गई है क्योंकि केवल 187 करोड़ रुपये इस संबंध में हमें छठी प्लान के अन्दर दिखलाई देते हैं जब कि लगभग 1 लाख करोड़ रुपये का हमारा आउट ले है। इस तरह से जितनी एक एक्सपोर्ट इंडस्ट्री की महत्ता देनी चाहिए थी, एक्सपोर्ट इंडस्ट्री से मेरा मतलब है कि एक्सपोर्ट इंडस्ट्री का सबसे बड़ा बुनियादी मकसद यह है कि हमारा माल बाहर जाये और विदेशी मुद्रा हमारे देश के अन्दर आये। जिस तरह से दूसरी एक्सपोर्ट इंडस्ट्री की मान्यता और वरीयता दी जा रही है, उस तरीके से इसकी वह मान्यता और वरीयता नहीं दी गई है। इस बात पर हम तबज्जह दें। मान्यवर, जब भी हम एक्सपोर्ट करते हैं बाहर तो उसमें किसी न किसी तरह का रा-मैटीरियल लगता है जो देश से बाहर जाता है या कभी कभी एक्सपोर्ट करने के लिये हमें बाहर के दूसरे देशों से सामान मंगाना पड़ता है और उसको अपने देश में बनाकर या असेम्बल करके एक्सपोर्ट करते हैं तो उसमें किसी न किसी तरह से प्रत्यक्ष या अप्रत्यक्ष रूपसे हमारा फारेन एक्सचेंज का जो कोष है, उस पर असर पड़ता है। लेकिन टूरिस्ट इंडस्ट्री एक ऐसी इंडस्ट्री है जो केवल फारेन एक्सचेंज लाती है। देश से कोई भी चीज इसके अन्तर्गत बाहर नहीं जाती है। मान्यवर, इसलिये मेरा अनुरोध है कि टूरिस्ट इंडस्ट्री को जो वरीयता मिलनी चाहिए, अगर उसकी इम्पोर्टेंस को वक्त रहते समझ जाये तो यह यकीन है कि दस साल के अन्दर हम जब कि इस साल 700 करोड़ रुपये की बाह्य मुद्रा हम अपने देश में ला सकें हैं, अगले दस साल में यकीनन यह मुद्रा 3 हजार करोड़ तक पहुंच सकती है और जैसा कि आप जानते हैं मान्यवर कि इस वक्त हमारे देश के सामने

बैलेंस ऑफ पेमेन्ट की बहुत बड़ी समस्या है और इसीलिए हमने वर्ल्ड बैंक और आई०एम०एफ० से कर्ज लिये हैं। इसलिये इस इन्डोजीनस इंडस्ट्री की तरफ हम तबज्जह दें तो मैं समझता हूं कि इस सिचुयेशन में सुधार लाने में हमारी यह इंडस्ट्री काफी मजबूती दे सकती है।

मान्यवर, एक बात मैं अर्ज करना चाहूंगा। सन् 1972-73 में हमारी एस्टीमेट कमेटी आफ पालियामेंट ने इस सम्बन्ध में एक बात कही और मैं उसको कोट करना चाहूंगा :

"Government should formulate a tourist promotion policy and bring it forward as a Resolution so that the policy in this behalf is put on a stable and assured basis."

And the Government replied like this:

"The national policy on tourism has already been laid down from time to time in successive plans which provide a clear framework for implementation at all levels. In this connection it has to be borne in mind that tourism is a fast changing activity and Government has to keep its options open to adjust its policies and programmes according to the changing needs of international tourism."

लेकिन इसके बावजूद उस वक्त के टूरिज्म से सम्बन्धित सैक्रेटरी को उस कमेटी ने बुलाया और उन्होंने यह बात कही—

"The objective of the tourism policy of the Central Government is promotion of international tourism and to earn as much foreign exchange for the country as possible."

(Time bell rings) I do not know what time has been allotted to me.

THE VICE-CHAIRMAN (DR. RAFIQ ZAKARIA): Two hours have been given to your party, and there are six to seven speakers.

SHRI SYED SIBTEY RAZI: Some more time should be given because I am initiating the discussion.

THE VICE-CHAIRMAN (DR. RAFIQ ZAKARIA): I have already given you 25 minutes.

SHRI SYED SIBTEY RAZI: At least some more time, Sir.

THE VICE-CHAIRMAN (DR. RAFIQ ZAKARIA): You will cut into your Members' time. That is all.

SHRI SYED SIBTEY RAZI: You are short of time.

THE VICE-CHAIRMAN (DR. RAFIQ ZAKARIA): No no, I am not short of time.

SHRIMATI RODA MISTRY: He has prepared well, Sir. Let him speak.

SHRI SYED SIBTEY RAZI: I quote:

"This is in context of the continuing difficulty which the country has been facing in regard to balance of payments which, as we are all aware, has got extremely accentuated in recent times. The tourism industry is viewed by the Central Government as an export promotion effort."

इसके बाद भी इस्टीमेट कमिटी जो थी वह मुतमईन न हो सकी और उसने कहा—

"That a formal formulation of the tourism policy laying down the basic approach to the promotion of tourism in the country would not only reinvigorate the tourism promotion effort but would also provide a clear framework for implementation at all levels."

मेरा कहने का मकसद यह था कि इस संबंध में एक डेफिनेट पालिसी हमारी टूरिज्म की हमारे सामने, हमारे देश के सामने आनी चाहिए। समय के बारे में आपने कहा है

इसलिए मैं अपनी बात को जल्दी खत्म करना चाहूंगा लेकिन इतना जरूर कहना चाहूंगा कि यह जो हमारे फाइनेंस मिनिस्टर साहब ने जो होटल टैक्स की लेवी थी वह खत्म की है मैं इसके लिए उनको मुबारकबाद देता हूँ क्योंकि आज यह बड़ी कम्पीटिटिव ऐज है। हमारे यहां पर टूरिस्ट्स को बहुत ज्यादा पैसा खर्च करना पड़ेगा तो जाहिर है कि वह हिन्दुस्तान के इतने दूर-दराज इलाकों में क्यों आयेगा लेकिन मैं पर्यटन मंत्री जी से इस बात का विशेष अनुरोध करूंगा कि वे यह बात देखें कि करीब 6 करोड़ रुपये का टारगेट था इस सिलसिले में आने का जो प्रबोलिश हो गया है वह कहीं बड़े होटलों वालों की जेब में न चला जाए और पर्यटक बेचारा वैसा का वैसा प्रभावित होता रहे। होटलों वाले रेट बड़ी तेजी से बढ़ाते हैं वे यह नहीं देखते कि देश में पर्यटन की स्थिति पर इसका क्या प्रभाव पड़ेगा। रेट्स की रिकमेंडेशन हमारे मंत्रालय की तरफ से होती है मैं चाहूंगा कि जैसे कि प्रोडक्टीविटी ईयर देश की प्रधान-मंत्री ने घोषित किया है तो पर्यटन मंत्रालय का यह कर्तव्य हो जाता है कि वह इस के ऊपर रोक लगाए ताकि प्राइसेज न बढ़ सकें और अच्छी विदेशी मुद्रा हम कमा सकें। साथ ही पर्यटक भी लाभान्वित हो सकें और ज्यादा से ज्यादा हमारे देश की तरफ आ सकें। मैं कहना चाहूंगा कि कभी कभी सामाजिक शास्त्री कहते हैं कि modern tourism is a way of new colonialism. मान्यवर, इस बात पर हमें विशेष तौर पर ध्यान देना होगा और खास तौर पर यह बात जरूर देखनी होगी कि हम फाइव स्टार कल्चर और फाइव स्टार होटल्स की तरफ ही न जाएं और केवल घनाढ्य पर्यटकों को ही लालायित न करे बल्कि दुनिया के जो मिडल क्लास के लोग हैं नौजवान लोग हैं छोटी मुनासिब आमदनी रखने वाले हैं उन लोगों को भी मौका मिलना चाहिये।

इसलिए हमें तीन स्टार और दो स्टार होटलों की तरफ भी तबज्जो देनी चाहिये। आखीर में कहना चाहूंगा क्योंकि समय कम है डोमेस्टिक टूरिज्म की तरफ हमें विशेष रूप से ध्यान देना होगा क्योंकि हमारा यह देश अनेकता से भरा हुआ देश है हमें गर्व है कि उसी अनेकता में हम एकता रखे हुए हैं। आज आवश्यकता इस बात की है कि दक्षिण भारत का रहने वाला भारत के दूसरे कोनों में जा सके और इस तरह उत्तर भारत में रहने वाला दक्षिण भारत के प्रदेशों में जा सके। "लेकिन कभी खुद पर कभी हालात पर रोना आया, बात निकली तो हर एक बात पर रोना आया"। आज एक मध्य श्रेणी का पर्यटक, दक्षिण भारत से आगे वाला यदि यह सोचता है कि लखनऊ में जाकर रहेगा, या आगरा में आकर ताजमहल देखेगा, लखनऊ की वैभवशाली इमारतें देखेगा, ऐतिहासिक इमारतें देखेगा तो रहेगा कहाँ ? दो सौ रुपये, तीन सौ रुपये या कम से कम सौ रुपये रोज के कमरे का भार एक मध्यम श्रेणी का व्यक्ति उठा नहीं सकता है। इसलिए हमें ज्यादा से ज्यादा जनता होटल्स बनाने की तरफ कोशिश करनी चाहिए। मुझे खेद है कि लखनऊ एक ऐसा महत्वपूर्ण शहर है कि जिसका नाम आते ही एक तसव्वुर उभरता है, दिमाग में एक तहजीब का, एक तम्मदुन का और मुझे गौरव है कि भारत के दूसरे प्रदेशों में भारत के विभिन्न अंचलों में जब मैं जाता हूँ और यदि किसी को मालूम होता है कि मेरा ताल्लुक लखनऊ से है तो वे बड़ा अच्छा महसूस करते हैं, मुझे ऐसा लगता है क्योंकि लखनऊ एक तम्मदुन की तर्जुमानी करता है। लखनऊ का तम्मदुन हमारी कौमी एकता और राष्ट्रीय एकता का द्योतक है। अगर नवाबाने अबध के जमाने का लखनऊ देखा जाये तो आज लोगों के तसव्वुर में वही लखनऊ बसा हुआ है, वही नफासत, वही नजाकत, बात करने का एक महसूस अंदाज और . . . (व्यवधान) शायद किसी ने कहा है कि "ऐ शहर लखनऊ

तुझे मेरा सलाम है—तेरा ही नाम दूसरी जन्नत का नाम है" बहरकैफ जैसा कि खान साहब ने फरमाया, वही शेरबानी वही पायजामा, "मेरे आशियां के तो थे चार तिनके, चमन, लुट गया, आशियां आते आते" मान्यवर बदलती हुई तहजीब ने पुरानी केन्द्रों को रौंद डाला है लेकिन उसी के साथ साथ वे वैभवशाली इमारतें, लखनऊ के मनाजिर जो अभी जिंदा हैं उनको प्रागे भी जिंदा रखने की जरूरत है। अगर आप बड़े इमामवाड़े को देखें जिसे आसफउद्दोला ने कहत के दौरान बनवाया था और जो इंसान के अंदर एक हमदर्दी का बुनियादी जज्बा है, उस जज्बे के तहत बसा था, उस इमामवाड़े की कुजियां आज गिर रही हैं, आज उसका जो आर्कैलाजिकल इम्पार्टमेंट है वह खत्म हो रही है, आर्कैलाजिकल डिपार्टमेंट को उस तरफ खास तबज्जह देनी चाहिए। खास तौर से पर्यटन मंत्री जी से एक बात का अनुरोध कहूंगा (व्यवधान)

उपसभाध्यक्ष (डा० रफीक जकरीया):  
उसको ट्रांसफर करा दीजिए।

SHRI SYED SIBTE RAZI: This is not in my power. I think you are more competent than myself. My suggestion is this. एक अच्छा

कोआरडीनेशन, एक अच्छा रिस्ता, एक अच्छा संबंध आर्कैलाजिकल डिपार्टमेंट और टूरिस्ट डिपार्टमेंट में होना चाहिए और उसके संबंध में मैं कहना चाहूंगा कि आज हमारे देश के बहुत से लोग महसूस कर रहे हैं कि आज आर्कैलाजिकल डिपार्टमेंट और टूरिज्म डिपार्टमेंट के अंदर अच्छा तालमेल नहीं है। मुझे याद पड़ता है कि 75 और 77 के दौरान, उस वक्त के शिक्षा मंत्री श्री नुरुल हसन साहब ने लखनऊ की इमारतों की गिरती हुई हालात की तरफ तबज्जह देते हुए आर्कैलाजिकल डिपार्टमेंट की तरफ से स्पेशल

[श्री सैयद सिब्ते रज़ी]

कम्प्लीमेंटरी ग्रांट दी थी और उससे कुछ काम शुरू हुआ था और कुछ तब्दीली उन इमारतों की हालत में आई थी लेकिन आज वह काम फिर रुक गया है। मैं चाहूंगा क्योंकि आर्कै-लाजिकल डिपार्टमेंट की जिम्मेदारी डाइ-रेक्टली है लेकिन टूरिस्ट विभाग भी हमारी उन इमारतों से उन तरीखी इमारतों से लागान्वित होता है, वे टूरिस्टों का अट्रैक्शन भी हैं चाहे देश के टूरिस्टों के लिए, चाहे विदेशों के टूरिस्टों के लिए।

Sir, I will just quote from the Report of the Commission of Enquiry by Shri Jagdish Chandra, District and Sessions Judge, Delhi, regarding "The most unfortunate and grim tragedy inside Qutab Tower on 4th December, 1981."

"This cruel and heart-rendering tragedy inside the Qutab Tower which took place on 4th December, 1981 is the first of its kind for this Tower and is not likely to occur again, but in order to ensure the non-recurrence of such like and other dangerous happenings, it is necessary that the officers of the Archaeological Department who are entrusted with the duty of management and maintenance of such monuments, are possessed of the ever developing latest and most modern technique prevalent in the world for the upkeep and the maintenance of the monuments as also in respect of the incidental facilities needed for the monuments so as to attract the tourists with a full sense of comfort, convenience, facility, security and safety. The D.E.S.U. should also seek to learn from the countries where during the last so many years electricity has never failed proverbially even for a minute. Learning of good things from whatever source is always a treasure of gratification and this dictum should never be lost sight of by anyone including the afore-said departments concerned."

अपनी बात खत्म करने से पहले, मान्यवर, मैं उत्तर प्रदेश की तरफ अपने माननीय मंत्री जी का ध्यान दिलाना चाहूंगा।

उपसभाध्यक्ष (डा० रफीक जकरीया) :  
लखनऊ कहां है ?

श्री सैयद सिब्ते रज़ी : उत्तर प्रदेश में जो पर्यटन के बहुत अहम मुनामात हैं। उनकी तरफ विशेष तौर पर मैं उनका ध्यान दिलाना चाहूंगा। लखनऊ की बात मैं बाद में करूंगा। पहले मैं आगरा की बात कर लूं।

उपसभाध्यक्ष (डा० रफीक जकरीया) :  
लखनऊ की बात अभी और करनी है ?

श्री सैयद सिब्ते रज़ी : आगरा में ताजमहल है। वह बहुत बड़ा टूरिस्ट अट्रैक्शन है विश्व में ... (व्यवधान)

एक माननीय सदस्य : लखनऊ के पूर्व में भी बढ़िये।

श्री सैयद सिब्ते रज़ी : विश्व के पर्यटक आगरा में जाकर और वहां पर ताजमहल को देख कर बड़ा गौरव महसूस करते हैं। लेकिन हमें अफसोस है कि हमारे मंत्रालय के टूरिस्ट डिपार्टमेंट का, या कारपोरेशन का कोई होटल वहां पर नहीं है। मैं समझता हूं और जहां तक मेरी सूचना है, वहां पर जमीन केन्द्रीय सरकार की पड़ी हुई है। मैं समझता हूं कि वहां पर एक जनता टाइप का अच्छा होटल बनना चाहिए।

श्रीमती रोडा मिस्त्रि (आन्ध्र प्रदेश) :  
पैसा कहां है ?

श्री सैयद सिब्ते रज़ी : कम से कम सजेशन देने में तो कन्जूसी न करिये।



इसके अलावा मैं लखनऊ की बात करना चाहूंगा। यह कहना कि बहुत अखराजात हैं जैसे कि मेरी बहन ने कहा कि पैसा कहां है, और बहिनों को पैसे की बड़ी चिन्ता रहती है। लेकिन कहीं न कहीं से हमारे माननीय मंत्री जी कुछ न कुछ जुटायेंगे।

साऊंड और म्यूजिक का जो प्रोग्राम है, वह बहुत से शहरों में इन्ट्रोड्यूस किया जा चुका है और वह भी लोगों के लिये बड़ा एट्रैक्शन होता है। लखनऊ में भी मैं समझता हूँ कि अवध की जो परम्परा है, उसके बारे में अगर कोई साऊंड और म्यूजिक का कार्यक्रम वहाँ पर रखा जाये, तो मैं समझता हूँ कि पर्यटन के लिये एक अच्छा आकर्षण बन सकता है (व्यवधान)

**श्रीमती रोडा मित्र :** रोटी नहीं है, तो पैट्टी ही सही।

**श्री संयुक्त सिन्धु रजो :** खास तौर से मैं कहूंगा कि हमारे मंत्रालय के सामने ऐसे सुझाव हैं कि मुख्तलिख फेस्टिवल आर्गनाइज किये जायें ऐसे मुकामात पर इसलिये लखनऊ का भी मैं समझता हूँ कि नामे नामी इसमें ग्रामी जोड़ा जाना चाहिए और वहाँ पर भी एक शामे-अवध के नाम से कोई अच्छा फेस्टिवल किया जाये क्योंकि सबसे बड़ा तजुर्बा हमारे सामने एशियन गेम्स का है।

आज दिल्ली में जो तरक्की, रैपिड तरक्की है, टाइम-वाउन्ड तरक्की नजर आ रही है, यह एशियन गेम्स की देन है। अगर कोई बड़ा फेस्टिवल ऐसी जगहों पर मनाया जायेगा, तो मैं समझता हूँ कि कुछ न कुछ वहाँ के डेवलपमेंट के सिलसिले में, वहाँ की तरक्की के सिलसिले में भी कुछ न कुछ मिल जायेगा।

फतेपुर सीकरी, मुझे याद आता है कि अभी दो साल पहले हमने सुलहखुल का जयान मनाया था। हमारी प्रधान मंत्री वहाँ पर गयी थीं (समय की घंटी) और वहाँ पर खसूसी तौर पर प्रधान मंत्री ने कहा था कि यहाँ की इमारत को देख कर के कौमी एकजुहूत के महत्व के बारे में मेरे एहसासात का और तेजी से और ज्यादा बढ़ावा मिलता है। यह बात मैं अपने लफजों में कह रहा हूँ, उनके लफजों में नहीं कह रहा हूँ। लेकिन खास तौर से जो बात उन्होंने कही थी—उन्होंने कहा था कि फतेहपुरी सीकरी को बने सैकड़ों साल हो गये हैं, लेकिन आज भी लगता है कि जैसे इस इमारत को छोड़ करके यहाँ के रहने वाले, रहते-रहते फोरन अभी कहीं चले गये हैं। यानी इस इमारत में ताजगी बाकी है, उस इमारत की खसूसियात बाकी है और वहाँ पर जोधावाई का वह महल और अकबर की वह खायत हमारी कौमी जिन्दगी में एकजुहूत और एकता का एक निशान बन सकते हैं। इसलिये देश के लोगों के लिये फतेहपुर सीकरी में एन्यूअल फेस्टिवल के स्तर पर अगर कुछ किया जाये, तो मैं समझता हूँ कि बहुत अच्छी बात होगी।

इलाहबाद के सिलसिले में मैं एक बात करना चाहूंगा कि हमारी फीडबैक मूवमेंट का यह एक बहुत बड़ा केन्द्र रहा है और खास तौर पर यह एक हमारा बहुत पवित्र स्थान है। हमारे देश की धार्मिक मान्यतायें इससे जुड़ी हुई हैं, लेकिन जिस तरह से एक इतना बड़ा तीर्थ स्थल हो जहाँ कुंभ पर लाखों-करोड़ों लोगों की एसम्बली होती हो, वहाँ जिस तरह से डेवलपमेंट होना चाहिए था, वह नहीं हुआ है और हमारी स्टेट गवर्नमेंट को

[ श्री संयुक्त सिल्ले रजो ]

हर बार जब भी कुंभ के सिलसिले में इंतजामात करने होते हैं, तो एक बहुत बड़े खर्च को बर्दाश्त करना पड़ता है।

मैं समझता हूँ कि वहाँ पर जाने वाले जो पवित्र भावना से, धार्मिक भावना से, तीर्थस्थल समझ कर वहाँ पर जाते हैं, उनको सिर्फ मामूली शहरी की हैसियत से नहीं देखा जाना चाहिए, बल्कि उनके लिये धर्मशालाओं का, छोटे होटल्स का, जनता होटल्स का इंतजाम किया जाना चाहिए।

मैं यह कहना चाहूँगा कि इसके अलावा छोटे होटल्स के सिलसिले में और मुकामात भी देखे जायें,। लेकिन मेरे पास वक्त नहीं है, इसलिये मैं अपनी बात खत्म करते हुए मैं मुबारकबाद दूँगा अपने मंत्री जो को ...

उपसभाध्यक्ष (डा० रफीक जकरिया) :  
आपको पूरे 15 मिनट दिये गये हैं।

श्री संयुक्त सिल्ले रजो : मैं खास तौर से एक बात कह कर यह बात खत्म करूँगा कि जो हमारे आज कारपोरेशन हैं आई० टी० डी० सी० उसने अपने मानदण्ड और अपनी तरक्की के निशान विदेशों में भी जाकर फहराये हैं। और मुझे खुशी है एक जॉइंट वेन्चर नीचे साइप्रेस और ईराक में भी इस तरह के होटल बनाने का मुआहिदा हुआ है हमारे साथ। तो मैं माननीय मंत्री जी से कहूँगा कि विशेष तौर पर ऐसे जॉइंट वेन्चर्स देश के विभिन्न प्रदेशों में, स्टेट्स से चलाये जायें। जैसा कि हमारी बहिन ने पासिटी आफ फण्ड्स की बात कही, मैं समझता हूँ स्टेट्स को भी कुछ वहन करना चाहिए। लेकिन मोटिवेशन का काम मैं समझता हूँ केन्द्रीय सरकार के

जरिये होना चाहिए क्योंकि स्टेट्स की, प्रदेश की सरकारों की अपनी खुद की समस्याएँ हैं। यदि हमारा आई० टी० डी० सी० उनके मददगार की हैसियत से आगे बढ़ कर उनको मुझाव दे, उन के हाथ से हाथ मिलाए तो मैं समझता हूँ इसमें और तरक्की हो सकती है।

सिविल एविएशन के बारे में ज्यादा कुछ कहने से कासिर हूँ वक्त की कमी के कारण, मगर इतना कहना चाहूँगा कि खुशी की बात है कि हमारा इंडियन एयरलाइन्स, एयर इंडिया और एयरलाइंस अथॉरिटी ये सारे इदारे जो है, जैसा मैंने अभी अर्ज किया कि टुरिज्म का जो इदारा है उस ने देश की काफी सेवा की है, फारन एक्सचेंज धन किया है और उन इदारों ने, खुशी की बात है, पहले कुछ साल तक जो कि ये नुकसान में चल रहे थे लेकिन आज इंडियन एयर लाइन्स और एयर इंडिया ने अपना प्राफिट एण्ड लास एकाउन्ट्स जो बनाया है वह क्रेडिट साइड में नहीं किया है बल्कि प्राफिट एण्ड लास की डेबिट साइड में किया है, उस में पैसा बचा कर दिखाया है। यह अच्छी प्रवृत्ति है। लेकिन "सितारों के आगे जहान भी है और इश्क के इम्तिहान भी है" मैं समझता हूँ इधर मंत्री जी और ध्यान देंगे।

ओवरलोडिंग और सिक्योरिटी मैजर्स, इस सिलसिले में जैसा कि पिछले दिनों बहुत ज्यादा चर्चा का विषय बना रहा है, आप जानते हैं खास कर सिक्योरिटी, सेबोटाज और ओवरलोडिंग और मकालू जैसी घटना को देखते हुए ऐसा लगता था कि सिविल एविएशन मिनिस्ट्री कुछ नहीं कर रही हैं, हवाई जहाज सिर्फ हवा में चल रहे हैं। लेकिन बैलेंस सीट और जनरल पैसेन्जर्स की हालत देखें तो हमें लगता है कि जो वायु सर्विस है उस पर काफी इत्मीनान किया जा सकता है लेकिन हम को सिर्फ इत्मीनान से नहीं

बैठना चाहिए। हमको मुसाफिरों की सुख-सुविधा का ध्यान रखना चाहिए...

[उपसभाध्यक्ष (श्री आर० रामकृष्णन्)  
[प्रीति] सीन हुए

उन की सिक्किम रिटी और सैपटी के सिलसिले में और भी दूसरे कदम उठाये जायें। जाहिर है कि मंत्रालय की पिछले साल की जो कार्य-विधि रही है उस से सदन को संतोष होगा।

आशा है, जो सुझाव आयेंगे वे तामीरी होंगे कंस्ट्रक्टिव होंगे। इन अल्फाज के साथ मैं जकरिया सहब का शुक्रिया अदा करता हूँ, उन्होंने अभी-अभी चैयर छोड़ी है और उन्हीं की वजह से मुझे इतना कुछ कहने का मौका मिला।

श्री शिव चन्द्र झा (बिहार) : उप-सभाध्यक्ष जी, समय भी हमारा बता दें ताकि आप को घंटी बजाने की जरूरत नहीं होगी।

उपसभाध्यक्ष (श्री आर० रामकृष्णन्) : 15 मिनट हैं।

श्री शिव चन्द्र झा : धन्यवाद आप की, उपसभाध्यक्ष जी, पर्यटक और नागरिक उड्डयन के बारे में मुझ से पहले के वक्ता ने बहुत कुछ कहा दिया है, उन मे हम बहुत कुछ सहमत भी हो सकते हैं लेकिन उन्होंने सिविल एविएशन, नागरिक उड्डयन के बारे में कम कहा। तो मैं सिविल एविएशन से ही शुरू करना चाहता हूँ। पहली बात मुझे यह कहनी है कि सरकार की जो नीति है टुरिज्म और सिविल एविएशन की, वेल थोट आऊट वेल चौकड आऊट नहीं है, हैपहजाड है। कभी यहां पर कुछ हो जाता है, कभी वहां कुछ हो जाता है मंत्री महोदय कहते हैं, एक जवाब में भी कहा है कि 1981 में 8 लाख से ज्यादा टुरिस्ट बाहर से आये। 1980 में आठ लाख संख्या थी और

1981 में आठ लाख थे। बहुत सा फारेन एक्सचेंज भी अर्न किया। बावजूद ये सब उपलब्धियां के, काम हैपह जाड वे में हो रहे हैं। दोनों विभाग इंटर रिलेटेड नहीं हैं। कैसे अब मैं बताना चाहता हूँ। अभी अखबारों में मैंने पढ़ा कि बागडोगरा से गंगटोक आप ने शुरू कर दिया है, शायद हेलिकॉप्टर से पैसेन्जर को ले जाने के सिलसिले में...

पर्यटन तथा नागर विमानन मंत्री (श्री अनन्त प्रसाद शर्मा) : अभी शुरू नहीं किया है। करने जा रहे हैं।

श्री शिव चन्द्र झा : करने ही जा रहे हैं ? तब तो गलत खबर है। लेकिन यह भी उन के प्रयास से नहीं उपसभाध्यक्ष जी, यह जो वहां के गवर्नर तलवार खान जी हैं उन के प्रयास से। मैं गया था गंगटोक में तो उनके साथ मेरी बहुत देर तक बातें हुई राजभवन में। बहुत चिन्तित थे, परेशान थे कि बागडोगरा से गंगटोक को कैसे जोड़ा जाये हवाई जहाज से। 7 घंटे लगते हैं बागडोगरा से गंगटोक जाने में, अब आधा घंटा या 40 मिनट में वहां पहुंच जायेंगे। तो मैं जानना चाहता हूँ कि इस तरह की व्यवस्था जब आप वहां कर रहे हैं तो कुल्लू मनाली के लिये आप क्या सोच रहे हैं ?

श्री अनन्त प्रसाद शर्मा : हवाई जहाज चल रहा है।

श्री शिव चन्द्र झा : लक्ष्य द्वीप में क्या कर रहे हैं ? मिनिक्वाय में क्या कर रहे हैं। वह लोग अवेटेड आईलैंड हैं जहां हेलीपैड बन सकता है ? मैं गया था वहां। उन्होंने कहा कि यहां हेलीपैड बन सकता है। कितना महत्वपूर्ण आईलैंड है, कितनी वह दूर है और कितना दोनों का संबंध जरूरी है। लोग जानना चाहते हैं लक्ष्य द्वीप लेकिन सरकार उसके लिये

[ श्री शिव चन्द्र झा ]

कुछ नहीं कर रही है। कुल्लू, मनाली जैसा इलाका है उसमें आपने किया है, एक आदमी सिक्किम में बहुत इंटरस्टेड था हंड वहां का इंटरस्टेड है इसलिए बागडोगरा से अब तक नहीं हुआ तो अब हाने जा रहा है। कुल्लू मनाली का कोई इंटरस्टेड नहीं होगा, लक्ष्य द्वीप का कोई नहीं चाहेगा तो नहीं होगा। केन्द्र से सोचने की कोई बात उठती नहीं है कि इसमें टूरिज्म का बहुत बड़ा फैलाव होगा, विकास होगा। तो इस तरह से आपकी नीति जो सिविल एविएशन की है वह वैल-चाकड आउट नहीं है, वैल-थाट आउट नहीं है, हैपहजाड में काम चल रहा है।

इसी तरह से वायु दूत का सिलसिला है। मैंने अखबारों में पढ़ा है। एक ही उदाहरण देता हूं। बिहार में आपने जमशेदपुर को जोड़ा है, अखबार में निकला है, आप कहेंगे कि नहीं हुआ, होने वाला है। तो दरभंगा, पूर्णिया इनको आप कितने दिनों तक रोके रखेंगे और उस में भी मधुबनी को क्यों नहीं आप जोड़ेंगे? मधुबनी में एयर पोर्ट आपका बना हुआ है, आप का बनाया हुआ नहीं है, अंग्रेजी जमाने का बना है, 1940-41 में बना था और मैं समझता हूं कि उस वक्त नहीं बनता तो आजादी के बाद शायद बनता ही नहीं क्योंकि आजादी के बाद उसका कोई विकास नहीं हुआ है। जैसा बनाया था 1940-41 में, उसी रूप में मधुबनी का एयरपोर्ट है। सिर्फ वहां पर प्रधान मंत्री का हैलीकोप्टर चुनाव में उतरता है। पिछले चुनाव में उतरा था। जब वोट लेने का समय होता है, तब उतरता है।

श्रीमान्, अभी इतिहास का जिक्र किया गया है। पुराने जमाने में पर्यटक आदि के लिये हिन्दुस्तान एक आकर्षण

था। उन दिनों में हवेनसांग आया, फाइयान आया, मार्कोपोलो भी गुजरा था। उनके लिये हिन्दुस्तान आकर्षण था। तो यह मधुबनी का जो बैल्ट है, वहां अवध की बात की गई तो अवध और मिथिला दोनों की ही बर्दालत भारतीय संस्कृति है। भारतीय संस्कृति का हार्ट मिथिला है, इसलिये मधुबनी की हेमियत हो जाती है। उधर यदि अवध है तो इधर मिथिला है। इसलिये मधुबनी के एयरपोर्ट का आप कब विकास करने जा रहे हैं? लेकिन आपके पास कोई नीति नहीं है, कोई नक्शा नहीं है, जब कभी जरूरत होगी तब आप बनायेंगे। तो अध्यक्ष महोदय, उस दिन भी मैंने बात उठायी थी तो आपने जवाब दिया था कि एयर पोर्ट छोटा है, बड़ा प्लेन उतर नहीं सकता। तो कब इसका विकास होगा? तो सिविल एविएशन के विकास का मार्ग कब खुलेगा, कोई एक दिन आप बतायेंगे कि जितने ऐसे इलाके हैं जहां पर उसका विकास होना चाहिए, वह सब हो जायेंगे। पांच साल में, दस साल में, आप कुछ बतायेंगे। आप उस वक्त नहीं रहेंगे, हो सकता है कि हम भी उस वक्त न रहें। लेकिन यह हो जाय यह हमारे सामने नक्शा होना चाहिए। काम का यह तरीका होना चाहिए। हम नहीं रहेंगे, आप नहीं रहेंगे, लेकिन भारत रहेगा और भारत की जनता रहेगी और भारत बैठा नहीं रहेगा, दुनिया बहुत तेजी से नजदीक आ रही है। पर्यटन में जितना भी कुछ हम को हांसिल हो रहा है वह होता है इस लिये कि दुनिया नजदीक आ रही है विज्ञान के कारण, उस में डवलपमेंट के कारण। एक इलाके के लोग, एक कौने के लोग दूसरे कौने में जाना चाहते हैं। एक वक्त वह आयेगा जब वह चन्द्रमा पर भी जायेंगे वहां के लिये रिजर्वेशन करायेंगे। ट्रिस्ट वहां जायेंगे। हम यह सपना देख रहे हैं। क्या चन्द्रलोक के लिये रिजर्वेशन होगा

और टूरिस्ट वहां जायेंगे । तो हमारा आदर्श यह होना चाहिए । लेकिन उन के सामने तो कोई आदर्श नहीं है । कोई तरीका नहीं है कि हम को इतने दिन में यह काम करना है । जो कुछ होता है वह शियर फोर्स आफ इन्शिया से होता है । कोई भी दुनिया का मुल्क या दुनिया का कोई स्थान उसी रूप में नहीं है जिस रूप में वह 50 साल पहले था । भारत भी 1947 में वह नहीं था जो कि वह 1900 में था या जो कुछ वह 1857 में था या जो कुछ वह 1800 में था । हर जगह कुछ न कुछ होता ही रहता है । अपने फोर्स आफ इन्शिया से कुछ न कुछ होता ही रहता है । हर मंत्रालय में होता है, वैसे ही टूरिज्म और सिविल एवियेशन में भी कुछ हो जायगा, लेकिन यह साइंटिफिक तरीका काम करने का नहीं है । इस चीज की आप के मंत्रालय में बहुत कमी है । तो इस को आप कब खत्म करेंगे । जब आप इस को खत्म करेंगे तो ही टूरिज्म का विकास बहुत तेजी से होगा । मैंने कुल्लू-मनाली की बात कही है । इतना सुन्दर वह इलाका है प्रकृति की गोद में । उस की बनावट ऐसी है कि वह आप के टूरिस्टों के लिये उसी तरह से आकर्षण का केन्द्र हो सकता है जैसे कि जसामति नेशनल पार्क का इलाका जो अमरीका के कैलीफोर्निया में है । जो व्यक्ति अमरीका जा कर जसामति नहीं गया तो उस के अमरीका जाने का कोई मतलब नहीं है । जसामति की अपनी एक नेचुरल ब्यूटी है । वैसे ही कुल्लू-मनाली को अगर आप ठीक से सोचेंगे और उसके लिये काम करेंगे तो वहां भी हो सकता है । लेकिन आप उस के मुतालिक कुछ नहीं कर रहे हैं ।

बहुत एयर इंडिया की तारीफ की गयी । इंडियन एयर लाइन्स की तारीफ की गयी । मैं मानता हूं कि रियलिटी में अगर हमारा कोई राजदूत है ऐक्शन में तो वह एयर इंडिया है । भारत का प्रतिनिधि इन

ऐक्शन, डे-टु-डे हमारा एम्बेसेडर जो है वह एयर इंडिया है । यह बाबू साहब लोग जो वहां अपना दफ्तर बना कर बैठे हुए हैं एम्बेस में यह तो केवल मुहर लगाने वाले हैं । यह सिर्फ स्टाम्प लगा कर काम करने वाले हैं । वहां भारत का संबंध बढ़ाने वाला अगर कोई है तो वह एयर इंडिया है । यहां से यात्री जाते हैं । उन को वह रिसीव करता है, उन को सी-आफ करता है, उन को दूसरों से जोड़ता है । बाहर में वही हमारा असली रिप्रेजेंटेटिव है । इस के लिये मुझे खुशी है, लेकिन मैं देखता हूं कि उस के लिये भी आप की कोई सिस्टेमेटिक योजना नहीं है । जहां आप का एयर इंडिया जाता है क्या वहां आप के हॉटल हैं ? हर एयर लाइन्स के होटल हैं अपने-अपने, लेकिन क्या एयर इंडिया का कोई होटल है । जहां उस के 50, 60 लोग होटल का इस्तेमाल करते हैं वहां क्या उन के लिये कोई अपनी व्यवस्था है ? क्या ऐसा करने से आप के टूरिज्म में विकास नहीं होगा और क्या उस से आप का फारेन एक्सचेंज नहीं बढ़ेगा ? क्या आप वह नहीं बना सकते हैं ? एक बार आपने जवाब दिया था कि वहां बना रहे हैं पता नहीं बना या नहीं । आप का एयर इंडिया का हर जगह दफ्तर हो । वहां आप होटल बनाएं जिससे कि बाहर के आने वाले लोग वहां ठहरे । इससे आपका फारेन एक्सचेंज बढ़ेगा । अब पब्लिसिटी की बात आती है । बाहर बहुत पब्लिसिटी होती है । मैंने जैनेवा में देखा, लंदन में भी देखा और पेरिस में भी देखा । सबसे बड़ी कमी हमारे में यह है कि भारत में आप बिना अंग्रेजी के जरिये काम नहीं कर सकते । आपको अपनी राजभाषा को इसका माध्यम बनाना होगा वह भी रखें मुझे कोई एतराज नहीं । मैं होटल पेरिस में ठहरा हुआ था । वहां चार भाषाओं में पैम्फलेट था । ऊपर जापानीज में, उस के बाद फ्रेंच में, अंग्रेजी में और बाद में जर्मनी में । इस तरह से चार भाषाओं में आप भी छाप सकते हैं । ऊपर आप

[श्री शिव चन्द्र झा]

हिन्दी रखें उसके बाद दूसरी भाषाएं हों। इस तरह से आपकी पब्लिसिटी होगी, आपका प्रचार होगा।

फाइव स्टार होटल की यहां चर्चा हुई। भारत में 48 परसेंट लोग दरिद्रता की रेखा के नीचे रहते हैं। क्या आपको शोभा देता है कि आप फाइव स्टार होटल के बारे में सोचें? क्या गांधी जी के देश में यह सोचना शोभा देता है जहां इतने लोग दरिद्रता की रेखा के नीचे हों। यदि यह नहीं सोचेंगे तब बात यह उठेगी अगर होटल नहीं बनावेंगे तो बाहर वाले आयेंगे कैसे। यहां यह ठीक बात उठाई गई है कि यात्रियों के लिये जनता होटल बनाये जायें। मैं मानता हूं कि एमिनिटीज भी वहां हो। मैं पैरिस में होटल में गया, मास्को में होटल में गया, कई जगहों के होटलों को मैंने देखा कि वहां पर सब प्रकार की सुविधाएँ हैं लेकिन साथ ही साथ सादगी भी है। कैपिटलिस्ट समाज का जो ग्लेमर होता है वह न रखें। पूंजीवाद का जो ग्लेमर होता है, वह उसमें न रहे। हम भी चाहते हैं उस में टेलीफोन हो, रेडियो हो, टेलीविजन हो, लेकिन साथ ही साथ वहां सादगी जरूर हो। जो ग्लेमर आप अपने फाइव स्टार होटल में ला रहे हैं इस पर आप को रोक लगानी होगी। एशियाड गेम्स के लिये कितना ही खर्चा आपने किया। पांच सौ, छः सौ, अठ सौ करोड़ का खर्चा किया। ठीक बात उठाई इन्होंने कि यदि आप बैकवर्ड एरिया में यह पैसा लगाते तो उस इलाके का विकास होता। यहां आपने ऐसा करके क्या कमा लिया। रामगढ़ का सेशन हुआ था हजारीबाग में। यह ले के लोग बैकवर्ड इलाके में अपना सेशन करते थे, अधिवेशन करते थे ताकि उस इलाके का विकास हो। उसमें चेतना आये। जनता

को उस से कुछ रोशनी मिलेगी। मेरा कहना है कि देश के जो बैकवर्ड एरिया हैं, ट्राइबल एरिया हैं वहां पर आप इसको ले जाइये लेकिन ख्याल रखें कि उसमें सादगी हो। यह ग्लेमर कैपिटलिस्ट का न हो।

शायद आपने कृपाण के बारे में फैसला कर लिया होगा। कृपाण धारण करने का कुछ लोगों को अधिकार है। कहीं कोई एक घटना हो गई तो इसका यह मतलब तो नहीं कि सारे कृपाणधारी दोषी हो गये। मेरा व्यक्तिगत दृष्टिकोण दूसरा हो सकता है। यह अलग बात। इस संबंध में मेरा व्यक्तिगत रूप में दूसरा विचार हो सकता है। मैं तो यह कहूंगा कि जितने भी मंदिर हैं या मस्जिद हैं, उनमें तालाबन्दी कर दी जाये। जिसको होली डे प्लान कहते हैं, वह उन में कर दिया जाये। इस लिये मैं यह जानना चाहता हूं कि जो लोग कृपाण का इस्तेमाल करते हैं उसके बारे में आपने क्या निर्णय किया है? आप इस आतंक से इतने आतंकित हैं कि जब हम एयर-पोर्ट पर जाते हैं तो बेमतलब की हमसे पूछताछ की जाती है। हम कहते हैं कि हमारे पास कागज पेंसिल के अलावा कुछ नहीं है, लेकिन फिर भी सब कुछ देखा जाता है और कहते हैं कि इस तरह का आर्डर है। हम कहते हैं कि भाई, खोल कर देख लो। यह जो अननैससरी चीज आप करते हैं, छानबीन करते हैं, यह सब बेमतलब है। एम० पी० की भी छान बीन की जाती है। इन चीजों पर भी आप को ध्यान देना चाहिए।

मैं यह भी कहना चाहता हूं कि हवाई जहाज के अन्दर सब चीजों को टिप-टोप रखा जाना चाहिए। अगर वहां पर आधुनिक सुविधाएँ नहीं रहेंगी तो

यह अच्छा नहीं होगा। सब प्रकार की आधुनिक सुविधायें वहां पर होनी चाहियं। खाने की व्यवस्था में भी सुधार लाने की जरूरत है। मैं पोर्ट ब्लेयर से आ रहा था तो 8 बजे तक हमको कहीं चाय तक नहीं मिली। इसलिये इस संबंध में भी सुधार लाने की आवश्यकता है। कई फ्लाइट्स में जो रात को आती हैं, सिनेमा दिखाया जाता है। कई एयरलाइन्स में यह होता है। इसलिये क्या आप इस तरह की सुविधा प्रयोग के तौर पर अपनी एयरलाइन्स में करेंगे ताकि टूरिज्म को बढ़ावा दिया जा सके? आप यह न समझें कि आपकी वजह से इस देश में पर्यटन का काम बढ़ रहा है असल में भारत के आकर्षण की वजह से पर्यटन का काम बढ़ रहा है। आप तो दिन काट रहे हैं। इसलिये मैं यह कहना चाहता हूं कि इस दृष्टिकोण से इस विषय पर सोचने की जरूरत है। आपका बहुत-बहुत धन्यवाद।

SHRI N. P. CHENGALRAYA NAIDU (Andhra Pradesh): Mr. Vice-Chairman, Sir, I rise to congratulate Shri A. P. Sharma, his colleague, the Minister of State, and also the Heads of Air India, the Indian Airlines and the Department of Tourism. They have done very well during 1981-82 compared to 1979-80 and 1980-81. Mr. A. P. Sharma himself is a labour leader and he knows how to handle his subordinate people in Air India or Indian Airlines or the Tourism Department. That is why he is successful and there are no strikes for the last two years which could be worth saying. So, I congratulate him for the way in which he is conducting himself with the employees.

Sir, I have travelled in Air India and in the PANAM. The services in Air India are excellent when compared to the PANAM: Sir, the

PANAM is an American concern. And they used to run very well. But they have incurred so much losses that they had to sell their office building, their hotels and everything. But, here, in our Air India they are earning profits. Sir, in regard to profits, in 1979-80, it was minus Rs. 15.09 crores, it was minus Rs. 21.30 crores in 1980-81. And in 1981-82, it is Rs. 6.52 crores. And they are expected to earn Rs. 10 crores. So, Sir, they are improving. Previously, they have not done well. The loss continued in 1980-81. And now they are improving and they are getting a good profit. So, getting good profit is a good sign. It is a healthy sign. If there is a loss, it is not a healthy sign. Now, there is a great deal of improvement in the position of carrying passengers also. From 1979-80 and 1980-81 it has increased to 1.63 million passengers. So, Sir, there is increase in passenger traffic and also in profits. But there are some complaints also. In Bombay, Sir, we have seen that when they filled up the fuel tanks there was water in it. How has it happened? There are 99 per cent good workers in the organisation. But there may be one or two per cent lazy people or bad people also. Due to the presence of these one or two per cent bad people, 98 or 99 per cent good people also get a bad name. So, the chiefs of these airlines and other senior officers who work there must see that such things do not happen. Otherwise, they too will be responsible if they do not pull up the bad elements and the entire organisation will get a bad name.

Sir, in Indian Airlines also the improvement is very good. They too are getting profits. They have opened new lines just as Air India has done. After Mr. A. P. Sharma took over they have started more air routes to other foreign countries. It is a very good thing. Now I am told that they are going to have a direct service to Canada also and there is going to be a direct service to Birmingham also.

SHRI ARVIND GANESH KULKARNI (Maharashtra): Are you planning a trip to Hong Kong, the U.K., or the U.S.A.? This time, Sir, I think Sharmaji is planning a trip to Hong Kong or the U.S.A. or the U.K. or Toronto.

THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN): All M.Ps. will be taken and the papers will report the news.

SHRI ARVIND GANESH KULKARNI: Sir, two or three Boeings should be arranged and their Minister is doing excellent work.

SHRI N. P. CHENGALRAYA NAIDU: So far as I was not lucky to go by Air India. Perhaps, you people were lucky.

SHRI ARVIND GANESH KULKARNI: You will be accommodated because you are giving so many compliments to him. Otherwise he would have been flabbergasted.

SHRI R. MOHANARANGAM (Tamil Nadu): Mr. Vice-Chairman, Sir, our hon. Member, Mr. Kulkarni was not provided a free trip. Now by telling that Mr. A. P. Sharma was a very good administrator, he will also be accommodated.

SHRI ARVIND GANESH KULKARNI: No, I do not want. I have travelled abroad enough. (*Interruptions*).

THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN): You do not know Mr. Kulkarni. He does not want a free ticket. He wants to be a Director.

SHRI N. P. CHENGALRAYA NAIDU: When there is good work, we must appreciate good work. When there is bad work, we must condemn bad work.

SHRI ARVIND GANESH KULKARNI: You cannot condemn anything by being in that party.

SHRI N. P. CHENGALRAYA NAIDU: By complimenting the Minister I am appreciating the heads of departments in Air India and Indian Airlines.

SHRI ARVIND GANESH KULKARNI: Your Minister is a replica of the Ganga-jal. You do not bother about it.

ये पंडित हैं भाई ।

SHRI N. P. CHENGALRAYA NAIDU: Sir, in Air India and Indian Airlines they are taking up new routes. By opening new routes their income is also increasing. Now they have introduced the Vayudoot service. Though this Vayudoot is a separate organisation, but all the old rotten planes, rejected by Indian Airlines, are being given to them. Why should these rejected planes be given to Vayudoot? It is done so that they may say that Vayudoot is running in heavy losses and they may wind it up at a later stage. By giving them bad things, all rejected planes from Indian Airlines and asking them to show profits, is very difficult. So, I would request the Minister to purchase good aircraft which will consume less oil. Do not purchase those aircraft which will consume more oil. Purchase good planes which consume less oil so that Vayudoot is also able to give some profit. I am glad, Sir, that they are going to expand to so many places in all the States. It is a very good sign. We want these connecting flights also. There are no connecting flights to some important places. From district headquarters there must be some connecting flights to State headquarters and from the State headquarters to the country's capital. A connecting flight is more important for the passengers.



4 P.M.

Now, I come to Air India. They are opening new routes and when they do so, they should see that a South Indian coming from New York is able to get a connecting flight from here so that he does not get stranded in Delhi or in Bombay. Similarly, a North Indian does not get stranded and is able to get the connecting flight. This must be kept in mind while programming new routes.

About services to passengers, I have no complaint against the staff of Air India. They attend to the passengers very well; the air-hostesses and other staff at the booking counters attend to the passengers very well. But if one has to go to book a ticket, one has to wait for half an hour at the counter. For this I don't mean to blame the staff at the counter. I am blaming the Minister for not providing enough staff at the counter, for not opening more number of counters so that passengers do not have to wait for half an hour to book a ticket. In this way, much of inconvenience to passengers can be avoided.

Another important point is, in Bombay we used to have domestic flights as well as international flights at the airport but domestic flight has been separated and the airport for domestic flights is 3-4 miles away from the foreign flights airport, with the result that passengers wanting to go from one airport to the other, have to spend lot of money on taxis. In America, free transport is provided for international flight passengers going to domestic flight airport and also from domestic flight airport to international airport. These taxis are charging exorbitant rates and I am told even Rs 100 are collected from the passengers wanting to go from international airport to domestic airport. These things must be avoided and you must provide free buses. You are providing free transport from domestic airport to Centaur Hotel. Why can't you provide free bus service from one airport to the other?

Same will be the position in Delhi also after we have a separate airport for international flights. People will suffer here also. So at such places you must provide free transport to the passengers.

Then, in Air India we do not have students concession. In foreign countries, students get concessions on flights. They have only to provide a certificate from the college or the school where they study. Many Indian students who are to go to meet their grand parents abroad or those who are abroad want to come to India during summer vacations to meet their parents here, should get students concession if they travel by Air India and we must introduce this system in Air India.

The Indian Airlines is opening more routes. This is a good thing. In the beginning, you had run-ways for Boeing aircraft. When the Air Buses came, you strengthened the airports and you also increased the length of the runways. Now, in many places, where the Dakotas or other smaller planes are operating, you are not increasing the length of the runways. Take, for instance, Tirupati. This is a very important place. In Tirupati, the land was given free by the Government of Andhra Pradesh. The Tirupati Temple authorities also gave lot of money for this purpose. When they have done so much, why don't you introduce a Boeing service from Bombay to Madras via Tirupati. Unless you do this, you cannot increase the tourist traffic. From Madras, you should have a Boeing service to Bombay or Hyderabad via Tirupati. You should also increase the length of the runway. At present, there is one service, an Avro service, which leaves in the morning for Madras; it is all right. On return, that plane goes to Cochin and comes back. If it is delayed, it would not stop at Tirupati. It overflies Tirupati. Sir, Tirupati is an important place. Passengers have to cover a distance of about ten miles from the town to the airport. And

[Shri N. P. Chengalraya Naidu]

this plane goes away. They say, this is because, there is no night landing facility. Hence, you should provide night landing facility at Tirupati. Otherwise, it will be very difficult. When you are opening new routes, I would like to suggest that you should start a service from Mysore. At present, there is no service between Bangalore and Mysore. You should start a service from Mysore and this should connect Bangalore, Tirupati and Vijayawada. If such a service is introduced, passengers from Bangalore can go straight to Tirupati. If such a service is introduced, this will also link Madras and Vijayawada and Tirupati and Vijayawada. I would suggest that this sector should be connected. I hope, this will be looked into by the hon. Minister.

Sir, the food in the Indian Airlines is still to be improved. This has improved a little. But there is still room for improvement. Otherwise, the passengers will be inconvenienced with bad food.

Now, I would like to say something about parking charges in airports. You have got a place for parking cars in all these airports. When the cars are parked in that place, one rupee is collected as parking charges. Nobody is complaining about it. But in Bangalore, when you enter the airport or when you leave the airport, you should pay one rupee. I cannot understand this. Why should we pay anything when we are entering or leaving the airport? When we complain about this, they say, you should get a token from them that we are not parking and that we are only alighting the passengers. I cannot understand this. I have complained about this previously. There, the airport officers and the contractors are in league. Otherwise, this cannot take place. The hon. Minister cannot close his eyes. The Chairman or the Managing Director of the Indian Airlines cannot close their eyes. Why should we pay when we just enter

the airport or leave the airport? You can collect parking charges when cars are parked in the airports. But why should we be asked to pay when we just enter or leave the airports in our cars? This should be attended to.

In regard to the hotels, we are not complaining about the five-star and four-star hotels. These hotels should be there. Otherwise, foreigners will not come and stay in our country. I would like to suggest that you should also construct three-star and two-star hotels. If you do not encourage the construction of such hotels, the middle-class people who come from foreign countries and also our own people who travel within the country will be put to difficulties as they cannot afford to pay so much money, to stay in five-star and four-star hotels. When we ask this question, why should we not construct three-star and two-star hotels, they say it is impossible to pay such a huge interest on construction of these hotels. The five-star hotel people can afford to pay that huge interest and charge more money. But the two-star and three-star hotels, because they charge less, cannot afford to pay so much interest and take loans and construct the hotels. I appeal to the Minister, in the interest of tourism and in the interests of the Indian people who travel in India, to charge subsidised interest or less interest for those hotels. Unless you do this, new people will not come and construct hotels.

I also request the Minister to introduce the student concession during holidays on the Indian Airlines so that they may go and see new places, visit new universities, study there during holidays and see important tourist places.

I also want the Minister to take special interest in the Vayudoot. He should purchase new planes and all the district headquarters and all important places should be connected very soon. They are going so slow

that I do not think in another ten years, they will be able to introduce Vayudoot service to all important places. They must go quite faster, take World Bank loan, purchase more planes, introduce this service to all the district headquarters and important places.

Finally, Sir, there are important places like the hill stations and other places where they cannot lay these runways. So in such places, I request the hon. Minister to introduce helicopter service, just as in other countries, so that the helicopter service may be also useful in such places.

Thank you very much.

THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN): Are you speaking in Malayalam?

\*SHRI O. J. JOSEPH (Kerala): Yes, Sir. It was mentioned here that the objective of tourism is to attract foreign tourists, earn foreign exchange and also to develop modern tourism on the model of foreign tourism. But in my view if we develop our tourism on a foreign pattern it would certainly not help develop unity and integration of the country. Therefore, the objective of our policy should be such as to enable the people of this country to come together and to understand each other. On the other hand if the purpose of our tourism is to encourage foreign liquor and the resultant flesh trade, if the five star and three star hotels are only to subserve that objective, then I have to regretfully state that this is not in keeping with the culture and tradition of this country. If our objective is only to earn some foreign exchange through any means, then we may be successful in achieving that objective. But certainly that is not our culture and tradition and therefore that should not be so. Therefore,

\*English translation of the original speech delivered in Malayalam.

when we consider the development of tourism that should also take into account the unity and integration and also the development of the country. This is what I have to say by way of introduction.

Sir, here I would like to ask one thing. How many rooms in our five star and three star hotels are being utilised by the tourists. Actually what is happening? Most of these rooms have become the play grounds of the top executives of the capitalist companies, black marketeers and others. Foreign tourists are generally putting up with ordinary hotels or just roaming about here and there. Therefore, the five star and three star hotels are constructed for the purpose of converting black money into white money.

Sir, how many committees were appointed and have gone into the working of this Tourism Department during the past so many years? Have you implemented any of the recommendations of those Committees? You have not implemented any of them. It was recommended that there should be internal audit. Have you implemented? It was also demanded that the appointments in this department should be made in accordance with the agreements with Unions and there should not be any favouritism. But actually what has happened is that this Department has become a centre of all kinds of racketeering where convenient berths are found for the favourites of vested interests. Therefore, I would demand that this practice should be done away with. The employees of this department are not getting proper treatment. What is most painful is that there are some Directors and Officials who are cornering all the foreign liquors meant for the foreign tourists which are not available to private citizens, and are misusing it by passing it on to their own favourites and private traders. I want to bring to the notice of the hon'ble Minister that some officials at places like Kovalam are not living

[Shri O. J. Joseph]

in bungalows allotted to them, but are living with their families in hotel rooms meant for foreign tourists. Not only that, there have been instances of attempts of rapes on foreign tourists in many tourist centres and this tourism business is gradually deteriorating into an arrangement for misguiding the young men and women of this country into immoral activities. This attitude of earning some foreign exchange somehow or other should change.

Another thing I want to mention is about the air services. What I fail to understand about the air service is that why people belonging to the North Eastern region have to come to Delhi for making a trip whether to the western countries or the eastern countries like Japan or Indonesia. That is the present arrangement. The Calcutta airport is an equally developed and important airport like the Delhi airport or Bombay airport. But if there are not arrangements for landing at this airport for aeroplanes going to foreign countries then this deficiency needs to be remedied immediately. If one wants to go to Trivandrum one cannot get a direct flight. One has to go to Bombay and then obtain a boarding pass for further journey from there. Why should there be such faulty arrangements? After so many years of independence we are not yet in a position to produce the requisite number of aircraft in our country. That is why we are not able to maintain punctuality or supply aircraft wherever they are needed. We talk about the technical expertise for fighter aircraft. But we are not able to produce passenger aircraft in spite of our remarkable advancement in technological know-how. We are still depending on foreign countries for our requirements of aircraft and spare parts. Therefore, we must do something to get over this shameful situation. Can this Department do something in this direction?

Another thing I want to mention is about the over charging and virtual

robberies committed by taxi men and others on air passengers whether it is in the case of foreign tourists or others. Therefore, I would like to ask the department whether they can make any arrangement for these people to travel without fear and with a sense of security so that they might be able to move about without the fear of losing their life and property? If only we can make some arrangements for taxi service or mini tourist service for the tourists under which the officials of the Department can issue a slip to the operators of this service requiring them to transport the passengers safely according to their requirements we will be able to bring about some improvement in the situation. Therefore, there should be some improvement in the transport facilities for air passengers whether they are foreign tourists or others.

If the industries are to be set up and developed there should be air services available to such places. People concerned with such industries cannot travel without the facility of air travel. But such services are not made available to certain places. I allege that it is due to the undue pressure exerted by certain vested interests that such services are not introduced to certain places. That is why an airport could not be set-up in Calicut all these years. Now on the eve of the by-elections they have promised to give an aerodrome to Calicut. I have still no faith in this promise. It should not be merely an election promise. The air services are not running punctually. Often it has been my experience—while travelling, that the services are not punctual. I have not gone abroad. I am talking about the internal service. Therefore, if the services are to be improved we must be able to produce our own aeroplanes. The present arrangement is like that of a shuttle service. One who travels from Calcutta to some other place has to get down at Bombay and then change the plane at several points. That is the present arrangement for air travel. We must

put a stop to this arrangement. Therefore, there should be more aeroplanes. There should be more punctuality. The passengers should be able to perform their journey at reasonable charges. There should be catering arrangement for the air passengers at reasonable prices which the common people can afford. As my predecessor mentioned here those who go to visit Agra from the South or Kanya Kumari from the North are people belonging to middle class peasantry travelling with their family. I am not speaking about the high officials or those who go on leave travel concession. These people must be provided with some facilities for spending the nights with reasonable comforts other than the ones which this department has set up in the name of Janata Hotels charging 35 or 40 rupees per day. Then only we will be able to develop tourism in the real sense which would bring people belonging to different regions nearer. This would also help children and students to go and see places of historical importance and thereby improve their knowledge and enlarge their vision. I, therefore, humbly request that there should be such an approach in this regard from the Government.

Thank you.

SHRI K. L. N. PRASAD (Andhra Pradesh): Sir, let me at the outset take this opportunity to compliment and congratulate the Ministry, the Ministers Mr. Sharma and Mr. Khurshed Alam Khan and the officials for the good work they are doing.

Tourism is a vast subject, and friends have already covered, and explained, about our heritage, culture and also the facilities that we have created at the tourism centres and elsewhere, and, therefore, I would not like to repeat what has been mentioned by other friends.

Tourism is acquiring more and more importance all over the world in almost all the countries. But I must

say that although there has been a considerable improvement during the last few years in our country, much more has to be done in this direction. We have in this country many places of interest which should be really developed into worthwhile tourist attractions. I am sure, the way the foreign tourists are going all over the world, if only we could make some tourist attractions and provide all the conveniences like good roads, hotels, communications and other things, we can attract a much larger number of tourists. I am sure, if the statistics show that we have had 8 lakh foreign tourists last year, that is not at all a number which we could be proud of. This is a vast country. Our country's population itself is 600 million or 700 million. There are lots of opportunities for people to come and visit places in our country. After all, in our country they do not have to spend as much money as they have to spend in Europe and other countries. So, in this connection, I would only urge upon the Ministry and others concerned to take up this task with greater enthusiasm and see that more and more facilities are created in various places of tourist interest.

As a matter of fact, whatever facilities are available today they are not being properly publicised, and many people do not know what facilities are available in most of our places of tourist attraction. And some good and effective publicity is still to be made in this direction.

Sir, now, friends have already spoken about the tariffs in the five-star hotels. Today only five-star men can enter into, stay in the five-star hotels. For others it is very difficult. In this House, earlier, on some occasion, it was said that these hotels are meant for the foreign tourists. But what about the domestic tourists? I would go a step further and say that even for the foreign tourists, our present tariffs in the five-star hotels are much more expensive when compared

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with some of the hotels that are in the United States and other countries. Take, for instance, here we have the Taj or the Oberai Intercontinental or the Maurya. You cannot get a room for less than Rs. 600 to Rs. 700 including taxes. Thanks to this Ministry and also the Finance Ministry, 15 per cent tax has been abolished.

That is a great relief. But what about these high tariffs? I can understand it if the hotel industry is not doing well and, therefore, they are increasing the rates. But I can quote an example to show how the hotel industry is faring. A ten-rupee share of a particular hotel company in our country is quoted at about Rs. 80 or Rs. 90 in the market. That only indicates the quantum of profit that these hotels are making at the expense of domestic and foreign tourists which, in my opinion, should be controlled. After all, the Government is there. You fix the prices; you are permitting them to increase the tariffs. On what basis? On what grounds? there should be sufficient reasons for it. And today, as I said, the five-star people go there. The top officials of the Government or the top officials of the corporations or the industrialists or the big traders or exporters may be able to go and stay there. But what about the middle class people if they want to go for some reason or the other, either to attend a wedding or to meet some friends or on some vacation? And even the so-called executives, if they have to go on their own, can they afford to stay in any one of these hotels even for a day? And this tariff of Rs. 700 is without even a cup of coffee. Even that is extra. A bottle of soda is sold for Rs 7 or Rs. 8; a cup of coffee is sold for eight rupees; and a glass of fruit juice is sold for sixteen rupees.

THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN): The bathroom soap is free.

SHRI K. L. N. PRASAD: So this is a matter which we should not laugh away or take lightly. All right, you

may say that these hotels are only meant for the foreigners. But what about the domestic tourists? Take the statistics today. How many domestic people, our own people who are working in the Government and in companies, are staying in these hotels? What is the percentage of occupation in these hotels by our own people, and what is the percentage of occupation by foreign tourists? You, can take statistics and get convinced. To tell you very frankly, if I have to stay in a hotel in Bombay or Calcutta or Delhi, I cannot afford it on my own. Either you should stay on Government account or on company's account or on black money account. You should have one of these accounts. Otherwise it is impossible to stay in these hotels. It is so even in places of pilgrimage. The other day I had been to Shirdi. There is a Government hotel there but rented out to a private contractor. We stayed there for about three hours. Naturally when we go there we need a room for some time. Then we go and have "darshan" and return. I stayed for three or four hours and I had to pay about Rs. 160 for it. These are the state of affairs prevailing in our country today. Where are we heading for? What are we doing about it? I am not criticising. I am only appealing. My intention is not to criticise; it is only to bring these matters to the notice of the House and also the Government, to see that some remedial measures are taken in this direction. As I have already said, the big companies like the multinationals are going in for the hotel industry. Why? Because there is money in it. Of course, no businessman would go into a venture where there is no money. But there should be a limit—a 10 per cent return or a 15 per cent return or something like that. Today the ITC is going into it in a big way. The Oberois are going in a big way. And I welcome that. But at the same time the Government should impose some restrictions on the tariff.

We do not want five-star treatment. It is enough if there is one room and a clear bathroom. We do not want a health club. We do not want a swimming pool. We do not want some of the other facilities that are there. All right, let them be enjoyed by the foreign tourists. But the minimum facilities, the minimum living conditions must be provided at a reasonable rate. At one time Madras was supposed to be the cheapest place in this country. I hope my friend, Mr. Ramakrishnan, also will agree with me. Even there this disease of tariffs has spread. We used to get for Rs. 100 in Woodlands Hotel a beautiful cottage, fully airconditioned, a bedroom, a sitting room, etc. Now, because 5-star hotels have come up in Madras also and they are charging Rs. 350, these people have also increased their tariff to Rs. 200 per cottage. Is there any justification? In my opinion there is absolutely no justification for this. Yet, that is the way things are done for earning profits. I am not sorry that somebody is enjoying profits. But they should be reasonable. The facilities should be within the reach of the people. If you want to develop tourism, if you want more and more people from within the country and outside to come and utilise these facilities, go and visit places, they should be enabled to enjoy these conveniences at a reasonable price, at a price that people can afford. I do not want to go into greater details of this aspect.

I would only like to say—I come from Andhra—there is Araku Valley, a fine place, just about 60,70 miles from Vizag. I had heard about it when I was a small child. The facilities there have not improved at all. The facilities that are available there need to be improved very much. It is a very fine place. People can go around with little expenditure. It is also a place like Ooty or Kulu or Kodaikanal etc. Therefore, Sir, this is one aspect about private people charging high tariffs.

With due respect and humility I would like to ask the honourable Minister about ITDC, an organisation set up by the Government. It is expected to serve the people of this country on a no-profit-no-loss basis, or even if they want to make profit, they may, but a reasonable profit. I am not objecting to that. I am not suggesting that you should run a charitable service. But ITDC hotels like Ashoka are also increasing their tariffs just like any other private hotel. If you view it from a commercial angles, yes, what they are doing is right; but if you view it from the point of view of promotion of tourism, it is not correct. So, Government has to take a view in this regard.

Then, much has been said about the Airports Authority, the functioning of the Airlines. We have (1) Air India and (2) Indian Airlines. Air India is an international airline and I am really proud to say that it is one of the finest organisations that our public sector has in this country. There is no doubt about it. When you talk of improvement, of course, there is a lot that has to be improved there also. While their in-flight service is excellent, their ground-service is lousy. I myself went to the Air India Office in Delhi in the National capital. Even by mistake you don't see a smile on the faces of the people sitting there—smile is the first and the foremost thing that any passenger would expect from them. I am only saying this because some corrective measures should be taken. I am not making this point as a complaint. You go to any other airline. You go to British Airways or some other airline. I have been there. It has been my experience. The way we are treated there in their offices—the ground-service—is different from what we experience in our Airlines. While I appreciate and say that our in-flight service is excellent, I am unable to pay the same compliment to the ground-service. Many improvements

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lot of improvements—have to take place. People should be trained to extend courtesy to passengers who are their masters. One day I went there, as a Member of Parliament, and waited there for about 30 to 35 minutes. In the end, in disgust I came out. Then I caught hold of a friend of mine and got the thing done in just in a few minutes. I am only mentioning this as an instance. How many common people have friends in Air India and how many of them can reach them? The Air India, as it stands, is a prestigious organisation among all our public undertakings. What profit it makes or what investment it has made is a different question because it is not entirely in their hands. Air India is appreciated world-wide. All I can say is that it is one of the few finest airlines in the world. Therefore, if there is any lapse in their ground service I am sure it could be rectified. It is not a difficult matter. Only the Management should take series of steps quickly.

There was some criticism that Air India was in red. Many of my friends in the opposition are not here now. They would not like us to discuss what happened during 1977—80. We should not talk about that period because they were terribly busy settling their quarrels between themselves. They had no time to look into these things which, according to them, were minor things. We leave out that period. Today the position is different. I am not praising anybody for the sake of mere praising. It is not a question of our Government or any other Government. When we appoint executives we should appoint suitable people who are competent enough to manage the institutions entrusted to them. What will happen if I am put in charge of a steel mill? Only a steel expert who knows the subject thoroughly should be given the authority to handle that unit. Likewise in any commercial organisation like the Air India too care should be taken to appoint the chief executives. Mr. Raghu Raj is known for his competence. He

is a financial wizard. He is a great economist. He is a person of proven competence. He has been put at the top in the Air India. Earlier Air India was in red. Now I am very happy to know that Air India is no longer in red and has turned the corner. It is making good profit. He is taking many steps to cut down wasteful expenditure and to improve the ways and means position. That is what is required in a commercial organisation. It has to compete with other airlines of the world. At the same time it has to render services. It cannot be in one way.

Now, I am sorry I cannot say the same about the Indian Airlines. At least my experience has been like that. It is a domestic airline. But people expect the minimum comforts. What is the increase in the tariff in the last two years? Is it 60 per cent or 70 per cent or 80 per cent—I do not know. Two years back I paid only Rs. 470/- for my journey from Hyderabad to Delhi. Today it is Rs. 857/-. That is the position all over the world, not only with Indian Airlines. While such an increase has taken place in the tariff of this domestic airline, its performance is not comparable. In Air India I can compare its performance with any other international airline, and say whether it is good or bad. But in Indian Airline you cannot compare your service because it is a monopoly here. What is the kind of service we get from the Indian Airline? Whether it is ground service or in-flight service, nothing much is there to be said and the less said, the better. You know the type of food they serve?

SHRI HAREKRUSHNA MALLICK (Orissa): Then you give it to the private people. That is what you want?

SHRI K. L. N. PRASAD: When there are twenty nationalised banks in the country, why not have three or four airlines corporations in the public sector itself? Why not?



SHRI HAREKRUSHNA MALLICK:  
You give it to the private people then.

SHRI K. L. N. PRASAD: I know your intentions. (*Interruptions*) I know your intentions and I know what you want from me and you will get it.

Now, Sir, what I am saying is that if you want to compare the performance of this organisation with that of another, there must be competition. Now, there are four General Insurance Corporations. Why? Do you think that the Government is unwise in having more corporations and not one like the LIC? At least you can compare the performance with that of another. Now, there are twenty nationalised banks and you can compare the performance of one with that of another and you can see what their income is, what their establishment expenditure is, what their overheads are and things like that and you can do something about improving their performance. But here you cannot compare this with anything else. Please tell me whether there is any way of comparing and I will have no objection. What I am trying to say is that in spite of the increase in the fuel cost, in spite of the increase in the establishment charges, there is no justification for the increase in the tariff to this extent. That is what I am trying to say. You take the case of the percentage of increase in Air India. It is linked with other international air lines and yet their increase is not that much. But why is it so much here? And, in spite of that, you have made 7 crores of profit. You can make it Rs. 14 crores if you increase the fare by five rupees per ticket. It is not difficult. After all, you have to make a profit. You have to economically run the administration and you have to economise on expenditure and you have to avoid wasteful expenditure and you have to improve your earnings and thereby you make profits, and not just by merely increasing the tariff. This is what I am trying to say.

SHRI HAREKRUSHNA MALLICK:  
That is right.

SHRI K. L. N. PRASAD: Also, Sir, while on this subject, I have to mention another thing and I do not know whether it strictly comes within the purview of this Ministry. It is about the security check. Sharmaji, with all the humility at my command, I would request you to introduce automatic machines immediately. It is already three or four years since we have been talking about it. Why I am saying this is because the security goes on to the point of embarrassment.

THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN): Mr Minister, one day you should come in disguise to see the security check.

SHRI K. L. N. PRASAD: It is done by an untrained person and it all depends on the decency of that person. Uneducated fellows are kept there for security check. Now, how do they do it? He will take your shaving kit, for example, and he will see one by one all the items in the kit, he will see of what make is this, how it is made and so on and this is the kind of security check that is done. This sort of security check or personal check, as I said, goes on even to the point of embarrassment. Anyway, this sort of experience our Minister friends would not have had because Ministers have the privilege of walking in straightway while we do not have that privilege. Probably, if we are given that privilege, we would not have talked about it here. (*Time bell rings*)

THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN): You have already taken 23 minutes.

SHRI K. L. N. PRASAD: When it comes to me, you ring the bell.

THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN): I am just doing my duty by ringing the bell.

SHRI K. L. N. PRASAD: I am also doing my duty.

SHRI HAREKRUSHNA MALLICK:  
 Sir, he is making a good speech. He is a better speaker and you should give him some more time.

SHRI K. L. N. PRASAD: Well, my friend,...

SHRI HAREKRUSHNA MALLICK:  
 Sir, let him speak because he speaks rarely.

SHRI K. L. N. PRASAD: Well, my friend, when it comes to your turn, I will say. Now, don't bother.

Sir, as far as the bilateral agreements are concerned, I do not have much of a knowledge in these matters. But I am told about it by some friends. I understand that there is a reciprocal arrangement with other countries or other airlines. It is O. K. But, when you do not have these reciprocal arrangements with some countries and if you still allow those countries to operate here, I mean, their airlines and they thus take away your traffic, are you doing justice to our national carrier? As all of you know, there is a cut-throat competition in the field of international travel. There are excursion fares 30-day tickets, 60-day tickets, 120-day tickets and so on and I do not know how many such types of tickets are there. But there are some sectors where you have full fare advantage. That is known as high-yielding traffic. That high-yielding traffic is available where there is traffic between India and the Gulf. Such traffic, I am told, is taken away by some foreign airlines. Where we do not have reciprocal arrangement, for whatever reason, we are not flying to those countries whereas we are allowing these airlines to land in our country and take passengers from here even Gulf and European countries. Is it to our advantage? I am only requesting the hon. Minister to enlighten us on that point.

Then, there is also the chronic disease of overbooking. Well, I am told, this is prevalent in all the international airlines. It is not only special to Air-India. But often we see

Air-India's name in newspapers, saying that 37 passengers have been off-loaded, etc. etc. This causes a lot of inconvenience to passengers who have got O.K. seats. They may have their own programmes and appointments, and many of the people who are going abroad have their business, and if they are disappointed like this it will give a bad name to our nation. Therefore, I would only suggest how far you can reduce these complaints. You can do over-booking in the commercial interest upto a particular percentage. Why should it happen so often? This is one suggestion I have got to make.

Then, the Bombay and Delhi airports are very congested. It is not possible for any more flights to land there or take off from there than what are being operated at present. And, also, there is a demand to allow them to operate to Calcutta. People from that region also say that the Calcutta airport is neglected and it should be revived. Why should it not be done? At least in cases where you do not have bilateral agreements with the airlines of other countries, where we are not going, why do you allow them to go to Bombay? If you want to oblige them for political reasons or political considerations, you can ask them to go to Calcutta or some other airport where there is no congestion. It is to our advantage. So this is another suggestion I am making.

Finally, coming to vayudoot services, it is a very good idea. In this jet age, we require feeder services to cover short distances too. But the progress in this direction, I think, is very slow. I am told about this service is operating in Bihar. Why it was started only in Bihar, Mr. Sharma will be able to explain. I am not quarrelling about it nor I am complaining about it. But let this service be extended to other States also as early as possible. Our country is place of distances. From one town to another town if you have to go a hundred or two hundred miles, we need this

facility. I am not a technical man to give any technical advice in this regard. But I would only like to suggest that AVRO planes are not good. I am told there is a plane called STOL, which does not require long runways. Therefore, I would suggest to the Government to examine this and see that these are introduced in all the States. But while fixing the tariff, please keep in mind that everybody is not travelling on Government account or company account. I won't like to get reminder after reminder.

THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN): You have taken half an hour.

SHRI K. L. N. PRASAD: I think your time is not correct.

THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN): The record is there.

SHRI K. L. N. PRASAD: There are some more points. I will raise them at some other time. I thank the Chair for allowing me this much of time. I would only request the Government to take these suggestions in the right spirit and to see that they are implemented to the advantage of our nation.

श्री जगदीश प्रसाद माथुर (उत्तर प्रदेश) : श्रीमान्, कुछ स्थिति ऐसी रही है कि इस मंत्रालय पर बहस कभी हुई ही नहीं। लोक सभा के बजट में भी मैंने देखा, पिछले कई सालों तक कभी बहस नहीं हुई। शर्मा जी बड़े आनंदित हैं, इस बात पर गर्दन हिला रहे हैं।

श्री अनन्त प्रसाद शर्मा : अरे भाई, शर्मा जी ही थोड़े बराबर थे।

श्री जगदीश प्रसाद माथुर : :हीं, मैं तो इस मंत्रालय के दुर्भाग्य की बात कह रहा हूँ। वैसे शर्मा जी, जब मैं कुछ बातें कहूँगा, तो उनको पर्सनल न मानिये क्योंकि उनसे पहले के पीरियड की भी

हैं और शायद उन के बाद की भी आ जायेंगी। वैसे मेरे सहयोगी, कांग्रेस (ई) के मित्रों ने कहा कि शर्मा जी की तारीफ जरूर करना। मैंने कहा कि जरूर करूँगा।

शर्मा जी जैसा सज्जन आदमी नहीं मिलता है, मुश्किल से मिलता है और बिहार से तो और भी नहीं मिलता है। लेकिन जब मंत्री के नाते से बात आती है, तो कुछ खट्टी-मीठी बातें कहनी ही पड़ती हैं। अब मंत्री के लिये नहीं, मंत्रालय के तौर से।

डा० रफीक जकरीया (मह.राष्ट्र) : आपकी बातें तो मीठी होती हैं।

श्री जगदीश प्रसाद माथुर : यह तो आपकी जरूरतवाजी है। इस मंत्रालय में बहुत सी कमियाँ होंगी और हर मंत्रालय में रह सकती हैं। लेकिन सब से कठिन बात यह है कि छोटे-मोटे उतार-चढ़ाव की बातें हों प्रश्नोत्तर काल में, अथवा कालिंग अटेंशन में, कभी मकालू के नाम पर, कभी किसी दुर्घटना के नाम पर, हम बहस करते रहे हैं, मैं उन विषयों में नहीं जाऊँगा। लेकिन जो वास्तव में समस्या इस मंत्रालय की है, वह यह है कि जो आपके पास काम दिया गया है, चाहे वह आई० टी० डी० सी० का हो, चाहे वह इंडियन-एयर लाइंस कार्पोरेशन का हो, या एयर-इण्डिया का हो, यह कार्पोरेशन है। कार्पोरेशन का मतलब यह था कि वह एक स्वतंत्र निकाय होने चाहिए और सरकार उन्हें केवल नीति-निर्देश दे। लेकिन गड़बड़ कहाँ हो रही है? गड़बड़ यह हो रही है कि यह नीति-निर्देश देने के बजाए मंत्रालय इन तीनों निकायों को अपने डिपार्टमेंट, विभाग के रूप में चला रही है। इसी कारण से अंतरद्वन्द्व पैदा हो गया है।

[ श्री जगद श प्रसाद मथुरा ]

एक प्रकार से विभिन्न अधिकारियों के बीच, मंत्री और उनके नीचे के स्टाफ के बीच में संघर्ष सा खड़ा हो गया है और वह संघर्ष काम में अड़चन डाल रहा है। अगर काम में अड़चन डालने का संघर्ष न हो, तो कोई आपत्ति नहीं है। परंतु यह संघर्ष ऐसा हो गया है जहां पर एकरूप में तो उसमें बड़ा खिचाव है, जिससे काम रुक रहा है और दूसरी ओर भाई भतीजे-वाद का एक केन्द्र बन गया है। मैं दो-चार उदाहरण दूंगा। मैं यह कहूंगा कि वास्तव में इन निकायों को आप स्वतंत्र रूप से काम करने दें, बजाय इसके कि इनको आप मंत्रालय के विभाग के रूप में काम करने दें। सामान्य बात है, आज काम का बंटवारा होता है, इंडियन एयरलाइंस में, या एयर-इंडिया कॉर्पोरेशन में, सामान्यतः चेयरमैन का अधिकार होना चाहिये कि वह काम का बंटवारा करे कि उसके सहयोगी कौन सा काम देखेंगे। चेयरमैन हैं, डिप्टी डाइरेक्टर जनरल हैं, या जो उसके साथ के सहयोगी हैं, डिप्टी डाइरेक्टर हैं, कौनसा अधिकारी कौनसा विभाग देखेगा, क्या करेगा, यह उसको अधिकार होना चाहिये—मैं कभी भी यह नहीं कहता कि किसी भी अधिकारी को जिसको ब्यूरो क्रेसी के नाम से बदनाम किया जाता है, उनको स्वतंत्र अधिकार दे दें। मेरा कहना यह हरगिज नहीं है। लेकिन अगर उनको स्वतंत्रता नहीं देंगे और बात मंत्री और मंत्रालय ही करेगा, तो उनकी प्रतिभा जल रही है, वह कभी भी जाग नहीं सकती और कॉर्पोरेशन बनाने का अभिप्राय ही यही था, इस प्रकार के निकाय बनाने का मतलब ही यह है कि यह लोग अपने व्यापारिक स्तर पर अपनी स्वतंत्र बुद्धि और प्रतिभा से काम चला सकें। अन्यथा इंडियन एयरलाइंस को, आई टी डी सी को और एयर इंडिया को कारपोरेशन

के रूप में, एक विभागीय रूप में लिया जा सकता है। क्या यह सच नहीं है कि जितना काम का बंटवारा होता है वह चेयरमैन के हाथ में, उस के जिम्मे नहीं होते हुए मंत्री जी के हाथ में है। क्यों ऐसा है? अगर मंत्री कोई विशेषज्ञ होता तो मुझे कोई आपत्ति नहीं लेकिन मंत्री कभी किसी विषय का विशेषज्ञ नहीं होता है, और होने की आवश्यकता भी नहीं है। अगर एक का विशेषज्ञ भी होता—मान लीजिये होटलियरिंग का है—तो एयरलाइंस का क्या बनेगा। एक विषय की जानकारी किसी व्यक्ति को हो सकती है, और राजनीति में हम किसी बात के विशेषज्ञ नहीं हैं। विशेषज्ञ हैं तो भाषण देने के और अगर कोई विशेषज्ञ राजनीति में आ जाता है तो उसकी एक विशेषज्ञ के नाते में उम्मी विभाग में नियुक्ति होगी। इसलिये आवश्यक है कि उन को स्वतंत्र रूप से काम करना चाहिये। अब इस के कारण से उन अधिकारियों की स्वायत्तता समाप्त हो रही है।

दूसरा एक और उदाहरण मैं दे रहा हूं। आपके मंत्रालय के जो सचिव हैं वह आपके हर बोर्ड आफ डाइरेक्टर के अंदर सम्मिलित हैं। माना यह जाना चाहिये कि जो सचिव है वह उन के ऊपर है, जो कुछ बोर्ड करेगा, नियुक्ति वगैरह करेगा उसकी देखभाल करेगा। लेकिन जो व्यक्ति सेक्रेटरी के नाते बोर्ड के अंदर बैठा हुआ है क्या उन बातों की देखभाल कर सकता है, जिस में वह स्वयं भागीदार है? यह दूसरा डिफेक्ट है। आवश्यकता इस बात की है कि उनकी व्यक्ति को, कार्य-प्रणाली का ठीक करिये। उनकी आप पार्टियां बना देते हैं, उस में तनाव पैदा होते हैं।

तीसरी गड़बड़ यह है कि मंत्रालय हर बात में—हर तरफ मैं नहीं कहता हूं—सीधे सीधे नियुक्तियां कर रहा है।

इसका अर्थ यह है कि आप ने जो भी एक प्रकार से इस निगम को स्वतंत्रता दी है उसकी दूसरे छीन लेते हैं। आखिरकार, दो तीन अधिकार दिए हैं। एक तो विशेषज्ञ के काम के नाते, दूसरे काम का बटवारा और तीसरा नीतियों का बटवारा। अब अगर एक मंत्री यह काम करने वाले हैं तो कोई स्वतंत्रता आ नहीं सकती है। आज जो डाइरेक्टर की पोस्ट है, वह एडिशनल सेक्रेटरी का स्थान होता है। एडिशनल सेक्रेटरी आगे जाकर सेक्रेटरी बनेगा। होता क्या है कि जो आदमी आया है एडिशनल सेक्रेटरी के रूप में, यदि वह होशियार आदमी है तो साल छः महीने में या 2 साल में एडिशनल सेक्रेटरी बन कर चला जाता है। जितने दिनों में वह समझे वृत्त विषय को, उसके बाद वह चला जाता है और अगर अयोग्य है तो दो चार साल टिका रहता है। तो आपके यह एडिशनल सेक्रेटरी विशेषज्ञ के रूप में कहा जाते हैं? विदेश जाते हैं जहां पर कॉन्फरेंस होती है वहां पर अफसर जाते हैं, जहां दुनियां भर के विशेषज्ञ बैठे हैं जैसे पैसिफिक एरिया ट्रेवल असोसिएशन है, वर्ल्ड टुअरिज्म आर्गनाइजेशन है। उन की मीटिंग होती है साल दो साल में। एक बार इसी तरह से मंत्री जी जाते हैं और मिनिस्टर आफ स्टेट जाते हैं। ये डाइरेक्टर जाते हैं जो कि बिल्कुल भी विशेषज्ञ के रूप में जानकारी रखते नहीं हैं। वहां जाकर वे यह कहते हैं कि "आप लोग विशेषज्ञ हैं"। "मुझे तो इस डिपार्टमेंट में आए हुए दो तीन महीने हुए हैं, मुझे माफ कीजिए" चाय पीकर, दो-चार बातें कह कर चले जाते हैं। इस में आप एक्सपर्ट क्यों नहीं रखते? एक्सपर्ट को आप रखें तो शायद आपके नीति निर्धारण में सुविधा होगी और वास्तव में कार्य करने में भी कुशल होंगे। इसलिए मेरा निवेदन है, आप 1976 की

जो रिपोर्ट है, उसने कुछ रिकमंडेशन की हैं, सिविल एविएशन रेव्यू कमेटी इत्यादि के बारे में बहुत सारी सिफारिशों की हैं उन सिफारिशों पर आपको विचार करना चाहिए। जैसे, मुख्य सिफारिश यह है कि सिविल एविएशन, आपका जो आई टी डी सी का डिपार्टमेंट बना है या सिविल एविएशन का डिपार्टमेंट बनाया है—तो उन्होंने कहा है कि इसको एक डिपार्टमेंट नहीं मान कर, इस को पूरा एक अधिकार दे दीजिए, आथॉरिटी का अधिकार दीजिए। आप ने उसमें कुछ भी नहीं किया। मैं सारी सिफारिशों पर जाना नहीं चाहता। आप उन सिफारिशों को पढ़ें और देखें कि उस में कौन-कौन सी चीजें वास्तव में करने की है, जैसे कि ये दो-तीन निगम हैं इन को स्वायत्ता या स्वायत्त शासन देने के लिए, उन को अधिकार देने के लिए क्या किया जा सकता है जिससे आप वास्तव में उनकी प्रतिभा का उपयोग लेकर एक्सपर्ट्स का काम कर सकें। एक उदाहरण देता हूं। अब जो नियुक्तियां हो रही हैं वह सीधे हो रही हैं। डाइरेक्टर जनरल, ट्रेनिंग डाइरेक्टर सारा आपने सीधे बनाये। इसकी सूची मेरे पास है जिसकी सीधे अप्पाइंटमेंट्स हुई हैं। जिनको आपने डेपुटेशन पर लिया है, योग्यता न होते हुए भी, उनके एकाध उदाहरण देता हूं। अधिक दूंगा तो आप बार-बार घंटी बजा देंगे और मुझे चुप होना पड़ेगा।

अभी एक अप्पाइंटमेंट किया है आपने डिवीजनल मैनेजर पर्सल, डाइरेक्टर एयर सैफ्टी, डाइरेक्टर ट्रेनिंग, सारे के सारे सीधे किये हैं। आपने किसी को अधिकार नहीं दिया है, सीधे मंत्रालय से होते हैं। इसी तरह से आई० टी० डी० सी० में एक बहुत छोटी सी पोस्ट है जिसको आप कहेंगे जनरल मैनेजर, पब्लिसिटी एण्ड प्रोडक्शन। मैं मोहतरमा महिला का नाम लिये बिना नहीं

[जादीश प्रसाद माथुर]

रह सकता। शर्मा जी हंस रहे हैं, क्या आपकी जान-पहचान है ?

पर्यटन तथा नागर विमानन मंत्रालय में राज्य मंत्री (श्री खुरशीद आलम खान) : आपका और शर्मा जी मैं कुछ ऐसा हो गया है...

श्री जादीश प्रसाद माथुर : इनका नाम है अनीस जंग। हमने सालार जंग सुना था...

श्री खुरशीद आलम खान : आप जंग से डर गये ?

श्री जादीश प्रसाद माथुर : आखिर महिला हैं, इसीलिए डर रहा हूँ। शादी नहीं की है इसीलिए।... (व्यवधान)

श्री खुरशीद आलम खान : आप किसी हसीना को ताक रहे थे... (व्यवधान)

श्री जादीश प्रसाद माथुर : हसीना को ताकूँ न ताकूँ लेकिन हमको तो हसीना ताकती हैं। इनका काम क्या था यह देखिये आप।... (व्यवधान)

श्री सय्यद रहमत अली (आंध्र प्रदेश) : वह बैलबोन जर्नलिस्ट है, माथुर साहब उससे वाकिफ नहीं हो सके ?

श्री जादीश प्रसाद माथुर : जर्नलिस्ट होंगी मशहूर, वही तो मैं नमूना दे रहा हूँ।

श्री सय्यद रहमत अली : जो इस हाउस में नहीं है उनका नाम आप नहीं ले सकते।

श्री जादीश प्रसाद माथुर : हक है नाम लेने का। केवल मेम्बर और मंत्री के अलावा नाम ले सकते हैं। नाम लेना

रुस कमेटी का फैसला है देखिये।... (व्यवधान)। मैंने मेम्बर का इसीलिए कहा है। ये तो मेम्बर नहीं है। ये सज्जन या महिषी हैं।... (व्यवधान)

उपसभाध्यक्ष (श्री आर० रामकृष्णन) : अब आगे बढ़िये।

श्री जादीश प्रसाद माथुर : आगे ही बढ़ रहा हूँ, पीछे नहीं हटता।... (व्यवधान) श्रीमन्, अकबर होटल के बारे में एक विज्ञापन है। इसमें क्या लिखते हैं—

"The call of the east is like the call of the wild; it is compelling, it is entertaining." Look at the adventure. "Let the adventure begin at the Akbar". What is this? "The call of the east is like the call of the wild", the call of the jungle. Is that the way?

यह विज्ञापन ऐसा है जैसे कि हिन्दुस्तान में जंगल ही जंगल है, जंगल के अलावा कुछ नहीं है। क्या यही तरीका है विज्ञापन करने का। आइये, जंगल देखिये हिन्दुस्तान में। आप जो कह रहे हैं बहुत बड़ी जर्नलिस्ट हैं, यह उनका नमूना है। अगर हिन्दुस्तान में जंगल ही जंगल है तो आई० टी० डी० सी० हिन्दुस्तान को बदनाम कर रहा है। यह नमूना है जर्नलिस्ट का और उसने विज्ञापन दिया है कि असम के एक होटल के बारे में जिसमें कहा गया है कि आइये यहां पर जो कल्चर है और जो जंगल है उसकी एकता भी इसमें होगी। जैसे कि असम में कोई कल्चर नहीं है। असम के लोगों को यह कहा गया है, गोस्वामी जी यहां बैठे होते तो कहते कि उस प्रदेश की क्या संस्कृति है। इस प्रकार का विज्ञापन देने वाले बुद्धिमान लोग नहीं हो सकते। उन्होंने खुद यह काम नहीं किया। उन्होंने अपना एक असिस्टेंट बना लिया। एक जोड़ा है, उनको कहा कि

सलाह कीजिए । चार महीने उनको जन-पथ होटल में रखा गया और पैसा दिया गया, किन्तु उसकी रिपोर्ट आज तक नहीं आई । अगर रिपोर्ट आ जाती तो मैं मान लेता । अगर ये विशेषज्ञ हैं तो उसके नीचे और विशेषज्ञ होने चाहियें । इसलिए इस प्रकार की जो चीजों में घपला हो रहा है, इनसे आप बाज आयें ।

दूसरी चीज आई० टी० डी० सी० के बारे में है । मैं चाहता हूँ कि विदेशी यात्री आयें । यहां दो प्रकार के यात्री हैं । एक विदेशी और दूसरे घर के । घर के यात्रियों के लिए तो इंतजाम आप ने थोड़ा बहुत किया होगा, लेकिन वह कुछ सस्ता नहीं है । मेरे से पहले श्री सिब्ते रजी साहब बोल रहे थे और उन्होंने कहा कि जनता होटल बन रहे हैं । जहां वे लोग चाहें जायें । उन्होंने आपकी प्रशंसा करने में कोई कसर नहीं रखी लेकिन उन्होंने यह बात मानी कि वे होटल सस्ते नहीं हैं । और जहां होटल बनने वाले हैं वे दो स्टार वाले होटलों में तब्दील हो जायेंगे और जब तक वे होटल बनेंगे उस समय तक उनमें सौ रुपये रोज से कम में एक कमरा नहीं मिलेगा । इस तरफ आपका कोई ध्यान नहीं है । आपने कहा कि हम टूरिस्ट सिकिल को आइडेंटिफाई करेंगे । जो एक पुरानी बात है इस सिलसिले में वही चली आ रही है और वह भी आपने कहीं कहीं किया है । जैसे देहरादून है । मैं देहरादून में रह चुका हूँ । वहां सिर्फ फारेस्ट इंस्टीट्यूट के और है क्या । उसकी बात जब आयेगी तो मैं उस बारे में तफसील से बात करूंगा, लेकिन यह आपने कहीं पर किया ही नहीं है । आप देखें कि विदेशी यात्री यहां आ रहे हैं लेकिन उनकी संख्या घटी है ( समय की घंटी ) मुझे कम से कम 20, 25 मिनट और दे दीजिए आपने उनको उतना समय दिया था ।

**उपसभाध्यक्ष (श्री आर० रामकृष्णन्) :**  
उस पार्टी के 2 घंटे हैं । उन्होंने उसमें एडजस्ट किया है ।

**श्री जगदीश प्रसाद माथुर :** तो हमको ढाई घंटे दे दीजिए ।

**श्री खुरशीद आलम खान :** आब सब ले लीजिए ।

**उपसभाध्यक्ष (श्री आर० रामकृष्णन्) :**  
अगर शर्मा जी आठ बजे तक बैठने के लिए तैयार हों तो आप बोल सकते हैं ।

**श्री जगदीश प्रसाद माथुर :** हमको क्या है । मैं तो भाषण देकर चला जाऊंगा । लेकिन मैं जल्दी ही खत्म कर रहा हूँ । तो आपने विदेशी यात्रियों के लिए कुछ किया नहीं । आप कहते हैं कि हमारे विदेशी यात्री बढ़ रहे हैं । लेकिन क्या हालत है पिछले चार महीनों की । उनकी संख्या में वृद्धि एक परसेंट की हुई है । पहले कभी यह वृद्धि 6 परसेंट थी । लेकिन जैसा हमारा देश भारतवर्ष है, हिन्दुस्तान है, उसमें एक परसेंट की या चार, पांच परसेंट की वृद्धि का कोई अर्थ नहीं है । हमारे दरवाजे खुले दृष्टे हैं । हमारा विविध प्रकार का देश है हिमालय से कन्याकुमारी तक और पूर्व से लेकर पश्चिम तक का और उसमें ऐसे स्थान भरे पड़े हैं कि जहाँ दुनिया के यात्री उनको देखने के लिए आ सकते हैं । लेकिन उनको कुछ सुविधा आपको देनी चाहिये । एक परसेंट से कुछ नहीं होगा । सीलोन एक छोटा-सा देश है । उनका क्या रेट है—26, 27 परसेंट और हम एक परसेंट की वृद्धि पर या चार, पांच परसेंट की वृद्धि पर अपनी पीठ ठोकने लगते हैं कारण क्या है ?

**श्री सैय्यद सिब्ते रजी :** पीठ ठोकेंगे तो तादाद और बढ़ेगी ।

श्री जगदीश प्रसाद माथुर : पीठ ठोंकते-ठोंकते एक परसेंट भी जीरो परसेंट हो जाएगी। तो आप पीठ ठोंकिये और हम छाती ठोंकते हैं। ऐसा करने से काम चलेगा। तो आप कुछ कर नहीं पाये। चार परसेंट या छः परसेंट वृद्धि में आप संतोष मान लें, यह ठीक नहीं है। सीलोन जैसा मैंने कहा, वहां यात्रियों की संख्या में 26, 27 परसेंट वृद्धि हुई। इसी तरह से विदेशों में विज्ञापन के लिए आप क्या कर रहे हैं। लगभग 24, 25 देशों में आपके कार्यालय हैं। उनमें आपका एक आदमी नहीं, चार और पांच और कहीं कहीं 6 आदमी काम करते हैं। सीलोन को देखिए। उनका कहीं एक आदमी होगा और वहां वह अपना काम पूरा कर लेता है। अगर मैं इन एजेंसियों के बारे में बात करने लगूं तो एक घंटा और लग जाएगा। पिछले साल सवाल के रूप में और कार्लिंग अटेंशन के रूप में यह सवाल यहां आ चुका है। एजेंसियों में बहुत घपला है। एयर इंडिया का चित्र आप लोगों ने पिछले दिनों में बिगाड़ दिया है और इसलिए उसको सुधारने की आवश्यकता है।

अब मैं अन्तिम बात पर आता हूं क्योंकि जल्दी न करूं तो आप घंटी बजा देंगे। बड़ा शोर सुनते थे पहलू में दिल का . . . (व्यवधान) और चीरा तो एक कतरा खू का निकला, लेकिन यहां जो चीरा तो एक कतरा पानी का निकला।

डा० रफीक जकरीया : मीर के उपर भी आपको एतराज है।

श्री जगदीश प्रसाद माथुर : मैं तो मीर की बराबरी नहीं कर रहा हूं। मैं तो एक मोहमिल बक रहा हूं। गालिब के बारे में कहा था कि अगर यह उस्ताद के पल्ले पड़ जाएगा तो एक बड़ा शायर हो जाएगा। तो मेरी बदकिस्मती है कि आपके जैसा उस्ताद हमको नहीं मिला।

श्री संयुक्त सिब्टे रजी : आपकी बात से ऐसा लगता है कि मीर ने कत्र में करबट ले ली होगी।

श्री जगदीश प्रसाद माथुर : बिल्कुल इसमें क्या शक है।

डा० रफीक जकरीया : आप तो उर्दू का गला घोट रहे हैं।

श्री जगदीश प्रसाद माथुर : आप का तो नहीं घोट रहा हूं। (व्यवधान) मीर की सलाह नहीं कर रहा हूं। मैंने कहा काश मीर ऐसा कुछ कह गये होते। (व्यवधान) मैंने कहा कतरा ए खून नहीं पानी निकला। शर्मा जी से पूछ लीजिये . . . (व्यवधान) पानी निकलेगा।

SHRI SYED SIBTEY RAZI: I think, Mir has a better mind than him.

SHRI JAGDISH PRASAD MATHUR: Certainly. I do not dispute it.

मैं यह मानने को तैयार हूं कि मीर बहुत बड़ी हस्ती थे। मेरा स्थान तो आपसे भी नीचा है। यह भी लखनऊ के हैं, मैं भी उसी तरफ का हूं इसलिये थोड़ी नोंक-झोंक हो ही जाती है। इन्होंने लखनऊ की बड़ी तारीफ की। लखनऊ हम पर फिदा है और हम लखनऊ पर। बल्कि उल्टा कह दिया जाये कि वह हम पर फिदा है हम उन पर फिदा। (व्यवधान)

इसीलिये मैं आपका दोस्त हूं। वायूदूत के बारे में आपने बड़े जोर-शोर से कहा कि वायूदूत चला रहे है, तीसरे दर्जे का चला रहे हैं, थर्ड रेट का है यह। थर्ड लेवल का एयर लाइन नहीं है, थर्ड रेट का एयर लाइन जरूर है। आपने कहा कि हम इसलिये इसको खोल रहे हैं कि जहां पर,



जिन क्षेत्रों में हमारा संबंध नहीं है, वहां पर आवागमन का कोई साधन नहीं है, वहां पर हम खोलेंगे। उनको प्रोत्साहन देने के लिये आपने 30 परसेंट किराया भी कम किया था लेकिन बड़ी होशियारी में, लोगों को पता न चले आपने वह समाप्त कर दिया। जरा जानकारी ले लीजिये, हो सकता है मैं गलती पर हूं। मैं गलती पर नहीं हो सकता ऐसा मुझे विश्वास है। 30 परसेंट जो आपने कम किया था उसे समाप्त कर दिया। वायुदूत का जनरल मैनेजर पार्ट टाइम था, स्टैनोप्राफर पार्ट टाइम होता था, टाइपिस्ट पार्ट टाइम होता था। जनरल मैनेजर तो पार्ट टाइम इसलिए था क्योंकि वह इंडियन एयर लाइंस के डायरेक्टर आफ मेफ्टी भी हैं और वह जनरल मैनेजर भी होंगे वायुदूत थर्ड एयर लाइन के। या तो वह मेफ्टी की तरफ चिंता नहीं करेंगे या फिर वायुदूत की तरफ चिंता नहीं करेंगे। तभी आप देख रहे हैं कि मेफ्टी वहां की खराब है, कभी यहां गिरता है कभी वहां गिरता है। कभी मकालू के साथ घटना घटती है, कभी पेट्रोल के अंदर पानी मिला दिया जाता है। यह तो है ही। (समय की घंटी) इसका मैं दूसरा सबूत देता हूं। अभी अभी चैक किया गया है। डी० जी० सी० ए० ने, डायरेक्टर जनरल सिविल एविएशन ने एट्रेंडम चैक किया इंजीनियर्स को। 12 लोग सम्पेड किये गये। अगर ये सब इंजीनियर्स ठीक से हैं, उचित काम करते हैं और ठीक से सेफ्टी ह। उसकी चिंता करते हैं तो ये सम्पेड क्यों है। यह एट्रेंडम चैक किया गया उसमें यह हुआ। शायद अभी इसकी रिपोर्ट ही नहीं आई। दिखता यह है कि यह विभाग, मारा मंत्रालय एक अन्तरविरोध के बीच में फंसा हुआ है। एक कशमकश चल रही है। मंत्री जी की चेयरमैन से नहीं बनती और चेयरमैन की नीचे वालों से नहीं बनती। इसका मैं उदाहरण देता हूं। अभी-अभी दो या

तीन महीने पहले दो हजार से ऊपर की तलखाह वालों की जो नियुक्तियां होंगी उनका अधिकार मंत्री ने खुद ले लिया है। चेयरमैन, डायरेक्टर से यह अधिकार ले लिया है। 2000 की सेलेरी के ऊपर की जितनी नियुक्तियां होंगी वह मंत्री खुद करेंगे। इसी तरह से नीचे की नियुक्तियां चेयरमैन, डायरेक्टर ने अपने नीचे वालों से छीन लीं। इन्होंने कहा कि आपने हम से छीन लिया तो हम नीचे वालों से छीन लेते हैं। यह छीना-झपटी चल रही है। भाई-भतीजावाद चल रहा है। मैं इसकी बात करूंगा तो आप फिर नाराज हो जायेंगे। अभी पिछले दिनों इसकी बड़ी चर्चा रही। पता नहीं कौन सज्जन है, किसी मंत्री महोदय का लड़का बताया जाता है। उनकी नियुक्ति हो गई। उसके तुरन्त बाद उनको मैनेजिंग डायरेक्टर का स्टेटस दे दिया गया। उसके बाद लंदन में उनके लिये एक पोस्ट बनाई गई। अधिकारियों ने इस पर शिकायत की तो वह पोस्ट एबालिशन कर दी गई। मतलब यह है कि व्यक्ति विशेष के लिये 40 लोगों से ऊपर उसको स्थान देकर प्रमोट किया और प्रमोट करने के बाद उसको अगला स्थान दिया और अगला स्थान देने के लिये लंदन में पोस्ट खोली गई। आफिसर्स ने उसका विरोध किया तो पोस्ट रद्द कर दी गई। यह आखिर क्यों होता है ?

इसी प्रकार से पहले एक सज्जन थे। मैं उनका सरनाम लूंगा तो शर्मा जी कहेंगे कि यह क्या है। वह सज्जन थी जे० पी० शर्मा, आई० टी० डी० सी० में होटल्स के जनरल मैनेजर थे और उनके खिलाफ करप्शन के चार्ज थे। लेकिन वे रिजाइन करके यू० के० चले गये। उनको वहां से भी निकलना पड़ा। सन् 1980 के बाद उनकी रिपार्टमेंट हो गई। यह आखिर सब क्या है ? मेरा कहना

[Shri Jagdish Prasad Mathur]

शर्मा जी के चरणों में इतना ही है कि यह जो परस्पर संघर्ष और भाईभतीजावाद चल रहा है और जो काम एक्सपर्ट के हाथों में दिया जाना चाहिये वह नान-एक्सपर्ट के हाथों में दिया जा रहा है, इससे रोज दिक्कतें पैदा होंगी और रोज ही गड़बड़ी होगी और हम यहां पर छोटी-मोटी चर्चा करते रहेंगे। यह बेसिक और बुनियादी सवाल है, जिस पर विचार करने की आवश्यकता है। इतना ही निवेदन करके मैं अपनी बात समाप्त करता हूं।

DR. RAFIQ ZAKARIA: Mr. Vice-Chairman, after listening to Mr. Mathur, I am provoked to say many things, but I will restrain myself, because Mr. Mathur told me in confidence that he considers Mr. Sharma to be a good and successful Minister.

श्री जगदीश प्रसाद माथुर : चूंकि मेरे एक मित्र ने यह बात कही थी कि मैं उनकी तारीफ करूंगा, इसलिये मैंने कह दी।

DR. RAFIQ ZAKARIA: No, no, but he said: "Unfortunately, Mr. Sharma has become a prisoner in the hands of bureaucrats". I said to him, "Well, if you feel like that, you should really say this." He said: "No, no, I am in the Opposition; I cannot say it". Why I am saying this here because in the heart of his heart, Mr. Mathur likes to speak the truth. Even if he does not want to speak while he is speaking from the floor of the House, at least privately he is quite frank about it. And that is what I appreciate it because I agree with Mr. Mathur that for the last two years, Mr. Sharma has given a good account of himself as the Minister for Civil Aviation and Tourism. As there are not some other Members of the Opposition present today, otherwise they will say: "What do we want from Mr. Sharma?" The whole tendency is, damn a Minister and you are a good Member.

Praise a Minister and you have something to get from him. I shall, therefore, confine myself to facts. And the facts are really worth mentioning because in the last two years when Mr. Sharma took over this Ministry, the situation was really depressing not only in India but as far as civil aviation is concerned, throughout the world. And that applies, as far as India is concerned, even to tourism, because as a result of the Soviet intervention in Afghanistan, a large number of tourists who wanted to come from Europe and America to India, suddenly cancelled their visits and we had a setback.

Now in this background, when you look at the picture of what has been achieved in the last two years, I think Mr. Mathur and others who spoke on this demand, will agree with me that Mr. Sharma deserves, if not our praise, at least our encouragement, so that he may be able to do better.

What is the position as far as, for instance, the Indian Airlines is concerned? The aircraft that we had on 31-3-80 were 15 Boeings and 6 Air Buses. Six more Boeings have been added, making the total now to 21; and two Air Buses have been added, making the total to 8. And as far as the programme for 1982-83 is concerned, they propose to buy another 2 Air Buses and four Boeings. Hence our demand for more facilities have been met and in a systematic manner. I know, despite the case Mr. Sharma put, both with the Finance Ministry and with the Planning Commission—he did not succeed in the beginning because having myself been a Minister of Tourism in the State of Maharashtra, I know that the demand for Civil Aviation and Tourism is always at a very low priority—there are so many other developmental Ministries or production-oriented Ministries whose claims are considered first. This is a kind of service Ministry which never

receives the kind of priority that some of us want it to receive and then too for Mr. Sharma to have achieved this much ultimately is really commendable.

Then, Sir, as far as Air-India is concerned, I do not want to speak more about it because many people have already congratulated Mr. Sharma on the tremendous achievement that Air India has to its credit. At a time when almost all the international airlines are in the red—the figures are there but since the time at my disposal is short I do not want to go into them—it is indeed creditable that Air-India, within a couple of years, has come out of the red and has made a profit of about ten crores of rupees. When Mr. Raghu Raj, a banker, was brought in, people were wondering why a banker has been brought in. I think it was a correct decision by the Government of India to have brought him because he has shown, by the economics and other measures, under the able direction of the Minister, shown what could be achieved.

Then there is the question of luxury tax on hotels, 15 per cent or so, that was levied by Mr. Venkataraman in his very first Budget. Now my friend, Mr. Sibte Razi, has already spoken about it. Therefore, I do not want to take more time of the House on it but, Sir, this tax was unimaginatively imposed as a result of which the tourist traffic was adversely affected. It is not a question of whether the hotels were making more money or not. The whole approach was distorted. When we consider the question of this tax, it was the foreign tourist traffic which suddenly got affected because this tourist traffic comes in package deals. They have a particular budget and the moment without any notice you increase your tariff to such an extent, a large number of cancellations start taking place. Mr. Sharma knows about it. I know that he fought right at the time when this tax was being imposed. He did not succeed at

first. He continued his fight and again it is to his credit that this tax was withdrawn. It might have resulted in some loss to the exchequer but I think in the long run what we will achieve in terms of increased tourist traffic will far make up for whatever loss we might have suffered.

Then there is this talk about five-star hotels. Even Mr. Sibte Razi has said that we do not want five-star hotels. Again this whole approach, to my mind, is wrong. We want more and more foreign exchange; we want more and more foreign tourists to come. Now how are we interested in not giving them what they want. When foreigners come here we want them to spend more money. Again, we should provide such opportunities to these tourists that we are able to earn more and more money and, therefore, this talk of janata hotels even for foreign tourists was absolutely misplaced. I can understand that as far as domestic tourism is concerned, we should encourage the one-star or two-star hotels because in the interest of national integration more communication between people of one State and another is necessary and to that extent if we can provide cheaper facilities to tourists from the different States, it is certainly understandable and there, I think, the example set by the Janata Government needs to be followed here. But we must make a clear distinction and, therefore, Mr. George Fernandes's phobia of five-star hotels has got to be buried.

There is another question. India is a vast country and, as Mr. Mathur rightly said, there are so many places still unexplored. There are so many places where foreign tourists can be attracted and if we have to attract them we shall have to see that such facilities are provided for them on such a scale that they come here and spend more and more money so that our foreign exchange position can also to that extent be eased.

[Dr. Rafiq Zakaria]

Then, Sir, there is the question of the various hotels that the ITDC is managing. There, I would request Mr. Sharma to look more seriously into their affairs. Some of these hotels are doing excellently; there is no doubt. But in many of the hotels, as a result of the wrong type of trade unionism that has come into play, things are not allright. Mr. Sharma, being an old, experienced and celebrated trade unionist, should see to it that these kinds of union activities that have crippled many of the ITDC hotels are not allowed and something is done in this regard so that the ITDC hotels also become models of management.

Now I had promised you that I will not take much time, but, since my good friend Mr. Khurshed Alam Khan is specialising in tourism, I would like to tell him that there is one aspect of our tourism that has always troubled me; and that is the step-motherly attitude that the Government of India has given for years to the Ajanta-Ellora complex. The whole concentration is on the Taj. Now the Taj is our precious treasure which, I am afraid, as a result of the Mathura Refinery, is going to be in serious trouble; and despite the fact that we made a unanimous report about it on the Air Pollution Bill, I do not think that the Government has bothered to take any steps. As far as tourism is concerned, it is our biggest foreign exchange earner in tourism and therefore whatever is being done is perfectly right. But, as far as the Ajanta-Ellora complex is concerned, it can attract as many tourists, if not more, as the Taj, provided the idea is sold properly. The whole approach, as far as the Ajanta-Ellora caves are concerned or the whole complex is concerned, is so unhelpful that even when I was the Minister of Tourism in Maharashtra, despite all the efforts that I made, there was no response from Government of India. Do you know that the road from Aurangabad

to Ajanta is still not properly maintained? Do you know that it takes years for even canteens and some kind of accommodation to be provided near the Ajanta-Ellora complex. Some money here and there is given, but it is so niggardly, so half-hearted. And, Sir, we, on behalf of the Government of Maharashtra, gave to the Indian Airlines more than a crore of rupees subsidy in petrol tax concessions, so that a Boeing service could be provided to Aurangabad, which could connect Aurangabad not only with Bombay but also with Delhi so that the tourists coming to Delhi and seeing Agra could also visit the Ajanta-Ellora caves. And what has happened? While formerly there was an Avro service taking 44 passengers from Bombay to Aurangabad and back, Indian Airlines very cleverly gave a Boeing service with 70-80 passengers and made that Boeing service stop at two more places, covering Delhi, Jaipur, Udaipur, Aurangabad and Bombay, with the result that, despite all the efforts that were made on behalf of the Government of Maharashtra to bring this complex of Ajanta-Ellora nearer to those tourists coming from various parts of the world and for them, the number of passengers was reduced from 44 to almost 20 or 30. I would appeal to both the Minister of State and Mr. Sharma to see that a concerted effort is made so that this entire world of the Indian civilisation and culture which Ajanta and Ellora provide, is open to the world. And here let me tell Mr. Sharma that when the late Mr. Pompidou, the then Prime Minister of France who later became the President came to India he first visited and then he went to see the Ellora and the Ajanta Caves. He was asked, "which do you prefer, the Taj at Agra or the Ajanta and the Ellora Caves"? And the reply he gave, Sir, is worth remembering. He said, "The Taj at Agra is a beautiful exquisite piece of jewellery, but the Ellora and the Ajanta Caves are the jewellers shop." There is so much in them.

But somehow or other no heed is paid I am afraid, I hope my voice is not going to be a voice in wilderness again and that something in this regard will be done, a special provision will be made not only as far as the development of these complexes are concerned but also as far as providing of better and more air-services and more passenger facilities. There is a proposal for broadgauging of the Manmad-Aurangabad railway line. I saw Mr. P. C. Sethi the other day. There also the provision is so niggardly that somehow or other the sanctions have been given, plans have been started, but nothing is happening. It is taking years and years.

Sir, with these few words, I would once again congratulate Mr. Sharma on his achievements, and I hope that he will not rest on his cars. He is a grass-root politician who knows how to get things done, and I hope that next year he will be able to show at least twice what he has achieved in the last two years. Thank you, Sir.

THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN): The Minister of State for Tourism and Civil Aviation, Shri Khurshed Alam Khan.

SHRI HAREKRUSHNA MALLICK: Sir, I have only one point.

THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN): Let him finish.

SHRI SHRIDHAR WASUDEO DHABE (Maharashtra): He is intervening.

THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN): Not now, Dr. Mallick; later.

SHRI KHURSHED ALAM KHAN: Mr. Vice-Chairman, Sir, I must really admit at the outset that the level of the debate has been very interesting and very high, and we must really congratulate all those hon. Members who have participated in the debate

for having made very valuable contributions including the contribution by my hon. friend sitting behind me Dr. Rafiq Zakaria.

Sir, I know that the time at my disposal is limited, and, therefore, I would not find it possible to go into the details, and I would briefly like to answer some of the criticisms and some of the suggestions made by the hon. Members from both the sides.

Before I do that, I shall be failing in my duty if I do not mention that India has made tremendous progress, whatever we may say, in tourism in the past ten years, which is indicated from the fact that in 1969, 2,44,724 foreign tourists came to India while in 1981 the number went up to 8,53,148. And this excludes the total number of tourists who came from Pakistan and Bangladesh. The number was about 3 lakhs. And this has happened, Sir, inspite of the fact that there is recession in the traffic-originating countries, particularly in the EEC countries where 10.7 million people are unemployed which is about nine point something percentage of the work-force, and you know that under these circumstances travel is the first casualty. And, therefore, the number has not increased according to our estimates that we estimated, at 15 per cent growth rate annually. Another constraint was the increase in the air fare every now and then. Apart from this, we also know that the disturbed conditions in some of the neighbouring countries have caused further discouragement to tourists coming particularly overland. A little more than eight per cent of the people were coming overland through Iran and Afghanistan, and that traffic has been badly affected by the disturbances in Afghanistan and Iran.

Sir, the promotional functions of the Department of Tourism are carried out by our 18 offices located all over the world. Besides, we have seven

[Shri Khurshed Alam Khan]

tourist promotion offices functioning abroad. Apart from these, the six regional offices which are part of this organisation are doing very useful work in New York, London, Geneva, Kuwait, Tokyo and Sydney. With the help of these organisations and the tourist organisation in the country, I am sure it would be possible for us to achieve the target of 1.7 million tourists in 1985. But the whole problem is that Tourism has not been given due recognition and importance which it deserves because in the Sixth Five Year Plan the budget that was made out for Tourism was for about Rs. 75 crores and against this, only a sum of Rs. 30 crores was allocated. Naturally we had to prune all our plans and schemes.

Sir, much has been said about the five-star hotels. I would like to mention here that the five-star hotels are not the only hotels in this country. We have a mixed bag of hotels, a mixed basket of hotels, ranging from one star to five stars. Naturally we cannot force those who want to stay in five-star hotels to stay in two-star or three-star hotels. Therefore, it is left to the choice of people as to which type of hotel they want to stay in. Now we quite admit that for the low budget class tourists, there should be more low-priced hotels. And that is the job undertaken by the ITDC and the ITDC is now constructing hotels in collaboration and co-operation with the State Governments in various States. And most of these States have already shown interest and agreed for construction of these hotels according to the plan that the ITDC has made out.

Now I shall try to answer some of the criticisms and suggestions that were made by the various hon. Members. The hon. Member who initiated the debate went into the history of tourism and I could not agree more with him that tourism for national integration is a very important factor. And that is why we have been paying

special attention to it. I consider personally that Fatehpur-Sikri is a place of pilgrimage for national integration and that is why we have taken Fatehpur-Sikri for special development. The Department of Tourism will spend about Rs. 35 lakhs on this development, landscaping and providing facilities for tourists in Fatehpur-Sikri. But the State Governments will have to do their part. Unfortunately so far the State Governments have not been coming forward and assisting the Central Department of Tourism in the manner that we desire. But it is not that we are going to do this only in Fatehpur-Sikri. Brijbhoomi is another very important place where we are going to organise all kinds of facilities for the large number of people who come to Brijbhoomi for pilgrimage every year. Similarly all facilities will be provided to all the shrines of the Buddhists which have been included in the travel circuit. So we want to develop these facilities in a balanced manner all over the country, for all tourists, including foreign tourists.

Sir, the hon. Member who initiated the debate spoke much about Lucknow. I quite appreciate it. Of course, Lucknow has got its own characteristics. It is a place which has got its own culture. Unfortunately the response from the State Government has not been very encouraging. But still we are going to open a tourist office in Lucknow and my senior colleague tells me that we must also build a hotel there. We would certainly ask the State Government to come forward in a joint venture scheme to have a hotel there.

Similarly, we consider the Youth Hostels Scheme very important. We have already 16 youth hostels all over the country and another 4 youth hostels are going to be constructed in the eastern region. In U.P. there is only one youth hostel in Nainital but I can assure the honourable Member who initiated the debate that the case

of U.P. will be considered very favourably for a second youth hostel but the U.P. Government will have to decide whether it will be located in Agra or in Lucknow. Similarly, as regards sound and light shows, the idea is that sound and light shows should be provided in the various States but it will depend on the object or the subject which has to be taken for sound and light, because unless the sound and light show is a success and attracts more and more people, it will not be very wise to spend about Rs. 50 lakhs on this venture, otherwise, it may end up in a fiasco.

Regarding monuments, no doubt, we want that the upkeep and maintenance of monuments should be as good as we would like it to be. But the whole problem is that monuments are under the Archaeological Department which is part of Education Ministry. We will certainly pass on the suggestions to the Education Ministry. I think the only solution to this problem is that culture should be part of Tourism Department and only then would it be possible to achieve better results in maintenance. (Interruptions) I am not pleading my case. I am just making a statement of fact.

Then, Shri Shiva Chandra Jha made quite a few suggestions and said nothing had been done about Kulu and Manali. He is not present at the moment but I would like him to know that at Kulu and Manali we have got travellers' lodges and there is an air service also. We are also ensuring that a club is constructed there so that people who go there, can enjoy the facility. Dussehra festival is a special occasion there and we market, aggressively market at the Dussehra festival of Kulu and Manali. So I would like to assure him that Kulu and Manali will not be neglected in any way. He said why the literature is printed and published in English. Of course the literature will have to be printed and published in the language from where people come. If we print it only in Hindi, the

tourists will be handicapped. Of course, we are printing literature in Hindi. Normally for tourism the four or five languages that are very important are English, Spanish, Japanese, German and French.

Then, in the backward areas special incentives are given for construction of hotels. I am sure people will take advantage of these incentives and provide more hotels in the backward areas. Shri Naidu suggested about 3-star hotels for tourists. As I just mentioned, ITDC has a scheme and it is in touch with the various State Governments for construction of 3-star hotels...

SHRI SHRIDHAR WASUDEO DHABE: Are you intervening or are you replying to the debate?

SHRI KHURSHED ALAM KHAN: Intervening; I am replying to those points which deal with tourism. ITDC have allocated Rs. 5 crores and 30 lakhs for this purpose and I am sure 3-star hotels will come up in most of the places. As regards Shri Joseph's complaint about Kerala, we have not neglected Kerala. Kovalam is the only show piece as far as Kerala is concerned in our beach resorts. There is no Kovalam anywhere else. I think the hon. Member should not feel that Kerala has not been given due share.

SHRI V. GOPALSAMY (Tamil Nadu): And Tamil Nadu?

SHRI KHURSHED ALAM KHAN: Whatever we do, the State Government there is not prepared to cooperate. We have made so many offers. But the response from the State Government is not very encouraging.

THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN): I am in the Chair. Otherwise, I would have replied to that.

SHRI KHURSHED ALAM KHAN: You will have a chance when you come down.

[Shri Khurshed Alam Khan]

Another complaint is that the various suggestions made at the meetings of the consultative committee are not taken into consideration seriously. This is not a fact. We do take all the suggestions into consideration very seriously. All the suggestions which are really acceptable and achievable are favourably considered.

I do not know how the misuse of five-star hotels is done because five-star hotels are patronised not only by foreigners, but by a number of Indians also.

SHRI HAREKRUSHNA MALLICK:  
Who are they?

SHRI KHURSHED ALAM KHAN:  
They are Indians, our own brothers and sisters.

SHRI HAREKRUSHNA MALLICK:  
Will the Government decide... (Interruptions).      ..

THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN): Please sit down. You will get a minute later.

SHRI KHURSHED ALAM KHAN:  
I do not give the floor to him.

SHRI HAREKRUSHNA MALLICK:  
I am only making a suggestion. Will the Government consider the question of denying the five-star perquisites to Government officials and private sector executives... (Interruptions).

SHRI KHURSHED ALAM KHAN:  
I agree with Mr. Prasad that there should be some control on the tariff fixation of the hotels. This is receiving our attention and as soon as the 15 per cent tax was abolished, we have taken some steps. I can assure my hon. friend that every thing possible will be done to ensure that no unreasonable tariff will be fixed. But one thing must be taken into consideration namely, the cost of providing services in hotels is very high these days.

Now I come to my friend, Mr. Mathur. He has also gone. What am I to do? He is repeating the same thing year after year. I think he could have as well said that his speech made last year should be taken as read, because what he said today is the same thing. I will tell him through you that there is no interference by the Ministry or attempt by the Ministry to destroy the autonomy of the corporations. But I would like to make it very clear that the Ministry cannot abdicate its responsibility altogether. But there is no interference so far as day-to-day administration or running of these corporations is concerned. As far as appointments or selections are concerned, I do not think that at any stage the Ministry or the Minister interferes. These are entirely left to the Corporations and the policy decisions are taken by the Board or the executive. Wherever we feel that it is necessary for the Ministry to advise the Corporation, that we do. Therefore, we do not shirk our responsibility and we do advise accordingly.

I can assure, Sir, on behalf of my senior colleague that he never interferes in the appointments and other things and all allegations made on this account are really baseless and they are made just to run him down. Normally, Sir, we would not expect that the honourable Members would make such allegations against an honourable Minister who is really doing so much for tourism and for civil aviation in the country.

One thing I would like to say here and it is that our officers in the Ministry as well as those in these Corporations go to attend the various conferences and international meets and whenever they have gone, they have always made very valuable contributions and their contribution is available in the documentation of these conferences. So, these allegations that these officers go without any expertise or without any experience are baseless because these



documents themselves are the proof. Their contribution is really very valuable and if any Member, who feels that he should know the details about it, he can go through them and can find that our officers in the Ministry as well as in these Corporations have made really very valuable contributions and they have been making valuable contributions and, therefore, we feel that they must attend these conferences because their presence in these conferences is very necessary and very essential for these organisations.

Now, a number of things were said about the divisional head of the Publication Division in the ITDC, that is, about Miss Anis Jung. She has been a journalist all her life and she was appointed in the ITDC recently and I would like to mention here one thing and it is that when she was writing so many articles in favour of the Janata Party leaders during their time, nobody at that time criticised her and nobody said anything about her. But now she has been selected and this shows our large-heartedness that we do not take into consideration such petty matters and we go only by the merit of the person concerned and no special favour has been shown to her. She has been taken on a regular basis. Of course, if some do not like any particular folder, we would certainly look into that and if a particular folder is not desirable, we would certainly amend it.

Now, about the Janata Yatra Niwas Hotels, about the Janata-type hotel which is under construction in New Delhi, I would say that it is the first of its kind and certainly, it will be in operation and it will be in action by about September or October this year and we hope that we would be able to watch the working results of this hotel and after watching the working results of this hotel, it would be possible to enlarge the scope of such hotels in the country. But, without watching the results and

without watching the experience of this hotel, it will not be possible to jump to some conclusion and provide more such hotels without going into the details. The tariff of this hotel, as it stands at present, is like this: It will be only Rs. 15 per head for single-bed occupation and Rs. 30 for double-bed occupation and Rs. 80 for a four-bed room.

About the travel circuits, Sir, Mr. Mathur had said that these are the old ravel circuits. I do not know whether Mr. Mathur knows that of the 441 places of tourist attraction which are included in these circuits, there are 61 circuits and much thinking and much planning have gone into it, into finalising these circuits and these circuits have been finalised in consultation with the respective State Governments and, therefore, I do not think that these circuits will be treated as if they have been planned or programmed in a haphazard manner which, Mr. Mathur will say, is the usual way. About

6 P.M. Mr. J. P. Sharma, I want to say that this case was for review and naturally as a result of the review of his case, we found that it was necessary that some justice should be done with him and we have done only justice, and nothing more.

Lastly, I would like to say something about my friend Dr. Rafiq Zakaria's suggestion about Ellora and Ajanta. I assure him that we give the same respect and same honour to Ellora and Ajanta as to the Taj, because both these are the rich cultural heritage.

DR. RAFIQ ZAKARIA: I want money, not your respect. (*Interruptions*)

**SHRI KHURSHED ALAM KHAN:** I am surprised, Sir. When he was the Minister for Tourism for a number of years in his State and he has done so much for Ellora and Ajanta that we need not do anything at present. *(Interruptions)* I can assure him that we are so conscious of this fact. At Aurangabad he has provided...

DR. RAFIQ ZAKARIA: Go to Aurangabad and see for yourself. (Interruptions)

SHRI KHURSHED ALAM KHAN: In Aurangabad, we have established a hotel, as being the base for visit to Ellora and Ajanta. And in spite of the fact that this hotel is not doing well, we are still keeping it and running it, because we feel that our honourable friend, is so much interested.

DR. RAFIQ ZAKARIA: You are not doing well because there are two 5-Star hotels which are giving much better service than your ITDC.

SHRI KHURSHED ALAM KHAN: I am sorry. This statement is based on the same facts as when he was working as Minister of Tourism for so many years in Maharashtra. (Interruptions)

DR. RAFIQ ZAKARIA: Let him come to Aurangabad. He is a fair minded person. He will see for himself.

SHRI KHURSHED ALAM KHAN: Yes, I will come.

DR. RAFIQ ZAKARIA: And then let them decide. (Interruptions)

SHRI KHURSHED ALAM KHAN: We are for increasing transport facilities. We are giving permits and we are arranging import of 200 cars for tour operators and travel agents, and these will be in addition to the transport facilities which are going to be provided by the ITDC.

I thank you very much for giving me this opportunity.

THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN): Before we proceed further and I call the next speaker, I would appeal to the hon. Members to bear in mind that it is already 6 o'clock. There are nearly

7 speakers more. Please restrict yourself within the time. Now my hand will go more often to the bell.

SHRI V. GOPALSAMY: Restriction was not imposed on the previous speakers. Only the last speakers are the casualty. (Interruptions)

THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN): Shri Satyanarayan Reddy.

श्री बी० सत्यनारायण रेड्डी (आन्ध्र प्रदेश) : उप सभाध्यक्ष जी, सबसे पहले मैं इस डिपार्टमेंट के बारे में कहूँ, पहले यह कहना चाहता हूँ कि इस विभाग के दोनों मंत्री बैठे हुए हैं। अगर वह यह समझते हैं कि उनकी जो प्रशंसा हुई, एक दूसरे की जो तारीफ हुई, आनरेबल मेम्बर ने मिनिस्टर की और मिनिस्टर ने कुछ आनरेबल मेम्बर की जो तारीफ दी गई इससे मंत्री गणों को अगर खुशी होती है तो वह अलग बात है लेकिन आज जो देश की हालत है, परिस्थिति है उसको मंत्री महोदय को देखना चाहिये, सोचना चाहिये कि सही मानों में उनके मंत्रालय ने देश के यात्रियों को सुविधा पहुंचाने के काम में कोई तरक्की की है या नहीं, विदेशी यात्रियों से जो फारेन एक्सचेंज मिल रहा है या फारेन टूरिस्ट यहां आ रहे हैं और अगर आपका मंत्रालय इससे यह नतीजा निकाले कि यह उसकी कामयाबी है या उनका मंत्रालय इस काम में अच्छा काम अंजाम दे रहा है तो यह ठीक बात नहीं होगी लेकिन जो उसकी परिस्थिति है उसको सही दृष्टि से रखना चाहिये। मैं लम्बा-चौड़ा भाषण नहीं देना चाहता जो वाक्या है वह आपके सामने रखूंगा। पहली बात यह है कि जो लाखों की तादाद में, हजारों की तादाद में देश भर से लोग, यात्री एक जगह से दूसरी जगह आते हैं रेल से, गाड़ी से और दूसरे जरिये से उनके ठहरने के

लिये कौन सी व्यवस्था की जा रही है। मैं आपको यह बताऊंगा कि लाखों की तादाद में इन यात्रियों के बम्बई रेलवे स्टेशन पर, आगरा रेलवे स्टेशन पर, कलकत्ता रेलवे स्टेशन पर उतरने पर ठहरने का कोई इंतजाम नहीं है उनकी गाड़ी स्टेशन से बहुत दूर रोक दी जाती है और उन्हें वही पर रेल की बोगी में रहना और सोना पड़ता है।

जो यात्रियों के लिये जो यात्री प्लेटफार्म कहे जाते हैं और जहां यात्री ठहरते हैं, वहां पर इतनी गन्दगी रहती है, इतनी बदबू वहां पर आती है और वहां पर इतनी खराब हालत रहती है कि किसी भी इंसान के इन रेलवे प्लेटफार्मों पर ठहरना खतरे से खाली नहीं है और न ही कोई ठहर सकता है। वहां पर लाइट का कोई इंतजाम नहीं होता है और न ही पानी का कोई इंतजाम होता है। ऐसी हालतों में आज हमारे देश के यात्री लोग एक कोने से दूसरे कोने में जाते हैं। इन यात्रियों प्लेटफार्मों पर खाना पकाने की कोई व्यवस्था नहीं है। मुल्क में यात्रा करते समय यात्री लोगों को रात को प्लेटफार्म पर सोना पड़ता है, इसलिए कि उनके सोने के लिए कोई इंतजाम नहीं होता है। इसलिए मैं यह जानना चाहता हूं कि इस प्रकार से यात्रा करने वाले लोगों के लिए आपने डिपार्टमेंट की और से क्या योजना है और उनका क्या सहूलियतें दी जा रही हैं? मुझे यह मालूम हुआ है कि इस तरह के यात्रियों को कई दिक्कतों का सामना करना पड़ता है। यात्रियों ने मुझे बताया है कि उनको पहले जो सहूलियतें दी जाती थी वे भी बन्द कर दी गई हैं। वे लोग प्लेटफार्म पर ही अपना खाना पका

लिया करते हैं और अपनी सारी पकाने की सामग्री अपने साथ रेल में लाया करते थे लेकिन अब वह सुविधा बन्द कर दी गई है। यह गरीब लोग फाइव स्टार होटलों में, यात्री निवास होटलों में या एक स्टार होटलों में नहीं ठहर सकते हैं। इसलिए मैं मंत्री महोदय से यह जानना चाहता हूं कि ऐसे गरीब यात्रियों को प्लेटफार्मों पर सहूलियतें देने के लिए आपका मंत्रालय क्या कर रहा है? यह ठीक है कि बेहूनी मुल्कों से जो विदेशी यात्री आते हैं वे फाइव स्टार होटलों में ठहरते हैं और उनसे आपको आमदनी भी होती है, लेकिन हमारे देश में जो लाखों-करोड़ों लोग मुल्क के एक कोने से दूसरे कोने तक जाते हैं और खुले आसमान के नीचे रहते हैं उनको सहूलियतें देने के लिए क्या किया जा रहा है? मैं चाहता हूं कि इस बारे में भी आपको सोचना चाहिये।

श्रीमन्, दूसरी चीज मैं यह निवेदन करना चाहता हूं कि यह जो इंडियन टूरिज्म डेवलपमेंट कारपोरेशन है और इसका जो इंतजाम है उसके बारे में मैं यह कहना है कि रूल्स और रेगुलेशन्स के मुताबिक काम नहीं किया जाता। ब्यूरोक्रेट्स और राजनीतिज्ञ लोग आई टी०डी सी० का मिसयूज करते हैं। मैं यह नहीं कहता कि आपके कहने पर इसका मिसयूज किया जाता है, लेकिन इस विभाग का मिसयूज होता है। मैं चाहता हूं कि मंत्री महोदय इस तरफ भी ध्यान दें और इस विभाग का जो मिसयूज होता है, चाहे वह एपाइन्टमेंट्स के मामले में हो या कांटेक्ट्स के बारे में हो या कोई दूसरी चीज के बारे में हो उसको खत्म किया जाना चाहिए।

दूसरी चीज यह है कि इस विभाग में तज्जुबेकार लोगों को रखा जाना चाहिए।

[श्री बी० सत्यनारायण रेड्डी]

किसी काम के लिए जो लोग इसमें रखे जाते हैं उनको इन कामों का तजुर्बा होना चाहिए। नातजुर्बेकार लोगों को इसमें नहीं रखा जाना चाहिए। नातजुर्बेकार लोगों की वजह से इन-एफिशन्सी बढ़ती है और ऐसे लोगों को बड़े-बड़े ग्राहकों पर रखने से नुकसान भी होता है। यात्रियों के लिए यात्री निवास बनाये जा रहे हैं। दिल्ली में भी यात्री निवास बन रहे हैं। जनता सरकार के समय इन यात्री निवास होटलों की बुनियाद डाली गई थी। लेकिन उनका काम अभी तक मुकम्मल नहीं हुआ है। वहां पर अभी तामीर का काम चल रहा है और काम में देर होती जा रही है। इसके कारण कास्ट कितनी बढ़ गई है, क्या इसके बारे में कोई जानकारी हासिल की जा रही है? इस बारे में एक दो बातें कह देना चाहता हूं। एक जो अशोक यात्री निवास बन रहा है और दूसरा कनिष्क यात्री निवास बन रहा है उनमें लोगों के ठहरने के लिए पहले जो योजना बनी थी अब उनका उपयोग इस प्रयोजन के लिए नहीं किया जायेगा। अभी तक इसका कंस्ट्रक्शन पूरा हो जाना चाहिए था, इसको तैयार हो जाना चाहिए था, मगर तैयार नहीं हुआ और इसका जो कास्ट आफ कंस्ट्रक्शन है वह दिन-ब-दिन बढ़ता जा रहा है। उस वक्त इस प्रोजेक्ट के लिये कास्ट आफ कंस्ट्रक्शन जो था वह 7 करोड़ रु० का था और अब 14 करोड़ रु० तक बढ़ गया है। मालूम नहीं कितना और आगे यह बढ़ेगा। इसमें इस डिपार्टमेंट (आई० टी० डी० सी०) को बहुत ही नुकसान उठाना पड़ा, और कितना आगे नुकसान होगा इसका कोई अंदाजा नहीं है। ये दोनों प्रोजेक्ट जिनके हवाले दिए गये हैं उनमें एक मेसर्स राजेन्द्र कुमार है और दूसरे मेसर्स जवीर शरीफ आर्कीटेक्ट और कंटेक्टर हैं जिनको 4 फीसदी

और 6 फीसदी के हिसाब से दिया गया है। हालांकि दूसरे इसी काम के लिये 2.25 फीसदी चार्ज करते हैं लेकिन इस डिपार्टमेंट ने इनको 4 फीसदी और 6 फीसदी के हिसाब से दिया है। कंस्ट्रक्शन के लिये यही कम्पनियां औरों से 2.25 फीसदी लेते हैं लेकिन यहां 4 और 6 फीसदी लेते हैं और इससे इस डिपार्टमेंट को नुकसान हो रहा है। और इसमें लाखों और करोड़ों रुपये के जो मामले होते हैं और इसमें कंटेक्टरों का और इसके अंदर जो अधिकारी हैं और इंजीनियर हैं उन सबका हिस्सा बंधा होता है और इसकी वजह से दिन प्रति दिन कीमतों को बढ़ा दिया जाता है। और काम वक्त पर नहीं हो पाता। दो साल का काम तीन साल में होता है और 3 साल में खत्म होने वाला काम चार साल में होता है। इस तरह का काम सभी होटलों, जो फाइव स्टार होटल हैं, फोर स्टार होटल हैं, सब में चल रहा है। जो प्रोजेक्ट इस डिपार्टमेंट के तहत अभी तक दिये गये हैं उनकी 2-3 गुना कीमत बढ़ गई है। एक दूसरा होटल जो कौटिल्य है जिसको अब सम्राट कहा जाता है इसके कंस्ट्रक्शन का काम मेसर्स उत्तम सिंह दुग्गल एंड कं० को दिया गया है, रुस्स और रेगुलेंस को खिलाफ। इसकी ओरिजनल कास्ट 6 करोड़ रुपये की थी वह पहले 12 करोड़ रुपये की हुई और उसके बाद वह अब 18 करोड़ रुपये की हो गई है। मालूम नहीं इसके बाद अब कितनी बढ़ेगी। जो आई० टी० डी० सी० की तरफ से यह हो रहा है इसके बारे में पूरे तरीके से जांच होनी चाहिए, और जो इसके लिए जिम्मेदार लोग हैं उनको मजा भी जरूर मिलनी चाहिए और उनके खिलाफ कार्यवाही होनी चाहिए।

और दूसरी बात यह है कि पब्लिक अन्डरटेकिंग्स कमेटी को जो रिपोर्ट सदन में पेश की गई हैं उस रिपोर्ट की सिफारिशों को पूरी तरह से इम्प्लीमेंट नहीं किया जा रहा है, उस रिपोर्ट पर अमल नहीं किया जा रहा है। जो फालो-अप ऐक्शन होना चाहिए वह नहीं हो रहा है जिसकी वजह से कई प्रोजेक्ट्स में काम बन्द हो गया है जो पब्लिक अन्डरटेकिंग्स कमेटी की रिपोर्ट है उसके तहत करीब करीब सात स्कीमें ऐसी हैं जिनको पोस्ट-पोन किया गया है और पांच ऐसी स्कीमें हैं जिनको अभी तक हाथ में लिया नहीं गया है। यह सब काम जो वक्त से होना चाहिए उसके लिये फालो अप ऐक्शन नहीं हो रहा है। इन हालात में अगर यह डिपार्टमेंट यह समझता है कि वह नरक्की कर रहा है, वह आगे बढ़ रहा है तो मुझे नहीं मालूम कि वह किस तरह से आगे बढ़ रहा है। और जो फारेन टूरिस्ट विदेशी यात्री यहां आते हैं, तो मैं यह नहीं कहता कि उनको सहूलियतें न दीजिये। बाहर के यात्रियों को पूरी सहूलियतें दो। लेकिन जिस ढंग से फाइव स्टार होटलों को बनाने में लूट हो रही है उसे बन्द किया जाना चाहिए और जिस ढंग से होटलों की तामीर में जो पैसा खराब हो रहा है, वह नहीं होना चाहिए। इनसे जो आमदनी होती है उससे ज्यादा खर्च होता है। और इसके बारे में मंत्रालय को गौर करना चाहिए। और दूसरा यह कि जो पावर्स चीफ इंजीनियर्स वगैरह को दी गई है उन चीजों के बारे में मैं आपका ध्यान दिलाना चाहता हूं। जो चीफ इंजीनियर्स वगैरह हैं पहले उनको पावर्स कम थे। पहले उनकी पावर पांच लाख रुपये तक टेंडर वगैरह काल करने के लिए थी ओपन टेंडर के लिए पांच लाख का और लिमिटेड टेंडर के लिए भी पांच लाख। अब बढ़ा कर

15 लाख ओपन टेंडर्स के लिए और 10 लाख लिमिटेड टेंडर्स के लिए कर दी गई है और इसी तरीके से ज्वाइंट इंजीनियर जो हैं उनको पहले कुछ पावर नहीं थी अब उनको बढ़ाया गया है। Now he is having Rs. 5 lakhs for open tenders and Rs. 1 lakh for limited tenders इसी तरीके से डिप्टी सी० ई० हैं उनको पहले दो लाख के करीब था। टेंडर्स के लिए और 50 हजार लिमिटेड टेंडर्स के लिए पावर थी, इस तरीके से इन इंजीनियर्स को टेंडर कम करने की खुली छूट दी गई है मैं यह जानना चाहता हूं कि इन इंजीनियर्स वगैरह को जो पावर्स दी गई हैं तो किन वसूलियों के आधार पर दी गई हैं। उन पर कोई निगरानी होती है। अगर होती है तो उसकी कोई रिपोर्ट आती है या नहीं आती है। इन तमाम चीजों के बारे में मंत्री महोदय गौर करें। जहां तक यात्रियों का सवाल है कई सदस्यों ने कहा कि ताज और एलोरा यह तमाम चीजें हैं जो बाहर के यात्री देखने आते हैं। यह दो जगह ही नहीं हैं देश के अन्दर अलोरा जैसे कई मकामात आते हैं जिनकी मालूमात ज्यादातर आम लोगों को नहीं है, ये जो बैरूनी यात्री हैं उनको पूरी मालूमात नहीं दी गई मैं माननीय मंत्री महोदय से चाहूंगा कि उनके बारे में जैसे कि एलोरा और ताज वगैरह हैं इसी तरह से देश के दूसरे प्रदेशों में आंध्र प्रदेश में तमिलनाडु में केरल में और उत्तर प्रदेश में जो पुरातन ऐतिहासिक स्थान हैं उनके दर्शन के लिए प्रोत्साहन प्रदान करने और सहूलियतें देने की जरूरत है यात्रियों को ठहरने के लिए, जाने के लिए वे सभी सहूलियतें जरूर पहुंचानी चाहिये तभी देश भर में बैरूनी यात्री ज्यादा तादाद में आएंगे। सिर्फ आगरा देखने के लिये यात्री नहीं आते हैं बल्कि देश भर के पूरे मकामात देखने के लिए आएंगे। इसके साथ साथ

[श्री बो० सत्यनारायण रेड्डे]

जो दूसरे सामान्य यात्री हैं जो बड़े बड़े होटलों में ठहर नहीं सकते उनके लिए कम से कम ऐसे मकानों बनाए जाने चाहियें। जहाँ वे आराम से ठहर सकते हैं पहले जमाने में धर्मशालाएं बनायी जाती थीं आम लोगों के ठहरने के लिए। इस तरह की कुछ धर्मशालाएं हर तीर्थ स्थान और दूसरी जगहों पर बनायी जानी चाहिए जहाँ सब सहूलियतें हों पानी का इंतजाम हो कम से कम सुविधाएं आम यात्रियों को मिलनी चाहिए जहाँ तक सिविल एविएशन का ताल्लुक है, इसके बारे में ज्यादा कुछ नहीं कहूंगा मगर एक बात की ओर पहले भी मैंने मंत्री महोदय का ध्यान दिलाया था। उस वक्त माननीय मंत्री महोदय कुछ बातों में लगे हुए थे उन्होंने इस तरफ ज्यादा ध्यान नहीं दिया। उसके चंद दिनों के बाद भी दिल्ली एअरपोर्ट पर एक दुर्घटना हुई यह तो बलबर्ज या परिदेन वगैरह उड़ते हैं इनको भी रोकने के लिए इंतजाम होना चाहिये। लेकिन उस वक्त कोई भी ध्यान नहीं दिया। यह जो घटना हुई दिल्ली हवाई अड्डे पर एअर-बस उड़ते समय परिदेन से टकरा जाने से और इसमें करीब करीब 50 लाख रुपये का नुकसान हुआ। ऐसे कई वाकयात होते रहते हैं लेकिन जिनका कोई जिक्र नहीं होता है। इन तमाम चीजों के बारे में मंत्रालय को गौर करना चाहिये ताकि ऐसी घटनाएं न हों मैं अब जो इंटर्नल फ्लाइट्स हैं और खासकर आंध्र प्रदेश के बारे में कहूंगा। आंध्र प्रदेश का कुछ प्रांत पिछड़ा हुआ इलाका है खास कर तेलंगाना और रायल सीमा में कुछ ऐसे प्रदेश हैं जहाँ हवाई जहाज के लैंड करने का कोई इंतजाम नहीं है। जो पिछड़े हुए इलाके हैं उनके बारे में आपका मंत्रालय गौर करे। आपने पहले बताया था कि कुछ मुकामात

पर हवाई अड्डे के लिए गौर किया जायेगा जैसे निजामाबाद, हैदराबाद और महबूब-नगर तथा अन्य पिछड़े क्षेत्रों का हवाई रास्ते से मिलाने का।

मैंने जिन चीजों के बारे में आपका ध्यान दिलाया है उन पर और खासकर हिंदुस्तान के जो गरीब यात्री हैं जो एक कोने से दूसरे कोने में जाते हैं, कम से कम उनके ठहरने और खाने वगैरह पर ध्यान दिया जाय। उनके लिए ऐसी जगह हो जो गंदी नालियों और खराब वातावरण से दूर हों और सुखमय हो।

\*SHRI A. P. JANARDHANAN (Tamil Nadu): Mr. Vice-Chairman, I am quite happy that Air India has been acclaimed as one of the best services in Civil Aviation. It may be true that there may be some deficiencies in its administration. We would like to draw the attention of the Minister that he has to see that there should be safety in the air journey; hygienic food should be served; efforts be made to reduce the air fare. I would also request that the Members of Parliament should not be put to unnecessary harassment in the name of "Security Check".

I am quite happy that all important States in India and abroad have been covered by our air services. It is also to be appreciated that the air service is going to be expanded. But I may request that all the populated cities of Tamil Nadu should also be covered by the service where the service has not been provided so far. I should feel obliged if the Government pays its maximum attention on this point.

I request that Civil Aviation Department should be separated from the Ministry of Civil Aviation and Tourism and it should have a separate Ministry with full-fledged status of the rank of Cabinet Minister. It is true that the Department of Tourism attracts foreign

\*English translation of the original speech delivered in Tamil.

At the same time I am to point out that India is a sub-continent where there are many people living below poverty line. Hence we will have to see that Indian tourists are also encouraged in visiting the culture centre throughout India. For this purpose the Government has to arrange for simple boarding and lodging houses of which daily rent should not exceed Rs. 20/-. We should give priority to Indian tourists. So far as Tamil Nadu is concerned I have to point out that there is Mudumalai sanctuary full of birds and animals. There is a water fall in Courtalam. There are many writers in Tamil Nadu who encourage Indian tourism. Mr. Manian used to write in the famous Tamil weekly "Anandavikatan" about many important

We are informed that Hon'ble Minister Shri A. P. Sharma is visiting Tamil Nadu. We welcome him wholeheartedly. We hope he would accord necessary sanction to our Master Plans on Rameshwaram, Mamallapuram and Kanayakumari. I request that the Centre should encourage Tamil Nadu Government even though it is ruled by another party. I would also like to request that there are many important cultural centres. All those should be discovered and brought to the notice of the foreign tourists. It would also be better if the Members of Parliament are taken to the foreign countries to bring our ancient and modern Indian culture to the notice of foreigners. When the Government is so keen to send the Parliamentary delegation abroad to find out whether Hindi language has been properly used in various missions abroad, why should not it depute some Parliamentary delega-

[Shri A. P. Janardhanan]

tions to propagate our Indian culture. So far as Tamil Nadu Legislature is concerned, we have deputed the Legislators belonging to various parties to Europe and the Far-East countries. There is a proposal to send some more delegations. Similarly, I request that the Minister may depute Members of Parliament to various foreign countries to attract the foreign tourists and thus earn foreign exchange.

Thank you.

DR. MALCOLM S. ADISESHIAH (Tamil Nadu): Mr. Vice-Chairman, Sir, I begin with a regret that my friend, silver-tongued, Shri Khurshed Alam Khan, has already replied to many Members and that he would not be replying to some of the comments which we are making now.

SHRI KHURSHED ALAM KHAN: But my senior colleague will definitely answer yours.

DR. MALCOLM S. ADISESHIAH: I should say, reading through this report, reflecting on this report, one is impressed with its importance because, I myself would be in difficulty presiding over a Ministry which contains (1) a very technical and scientific department, namely the Department of Meteorology; one semi-scientific department, Department of Civil Aviation, and non-scientific departments like the Departments of Tourism and Railway Safety. This important Ministry covering four essential areas is thus a conglomerate and therefore for its management, which has been referred to by the Minister, the Minister, Mr. Sharma, and the Minister of State, Shri Khurshed Alam Khan, they must bring very special qualities to be able to manage this mixture of science and nonscience.

I would join with the feeling that the Department of Tourism's record for 1981-82 is a good record, as a preliminary starting record, though I have a feeling that it is somewhat slow in its progress and development.

I have a few questions with regard

to tourism. First of all, I have a feeling that the term "cultural tourism" is rather narrowly defined. Listening to Mr. Alam, I did not have that feeling. But reading the Report, what we find in the Report is that from "cultural tourism" you have taken away wild-life tourism, you have taken away sport tourism, you have taken away social tourism, whatever it may be. Then what is left in "cultural tourism"? I believe, for me and UNESCO, "cultural tourism" is travelling for enriching oneself, for enriching a group, socially and economically, sports-wise drama, art, music and all these. Therefore, I think it is rather important that the term "cultural tourism", which is central to the Tourism Department, should be broadly defined, not fragmented like this, because the programmes of the Department are dependent upon the definition.

Secondly, I have a feeling, again reading through the Report and even listening to Mr. Alam, that a very heavy emphasis in tourism is on foreign tourists. Now we say that tourism is very important in relation to national integration. But this is not reflected in the Report. There is a small paragraph—para 2.61—on domestic tourism and what it says is that all the pilgrim centres—Muslim, Hindu and so on—are being catered to by a Samiti which has been set up. Mr. Vice-Chairman, I must say that domestic tourism for our vast country, divided as it is by such wide-ranging cultural and linguistic divisions, is absolutely essential for our growth, which we call national integration. I have a feeling that you are not doing enough. There is too much concentration on foreign tourists. Here I must say that the initiator of the debate, Mr. Sibte Razi, gave some figures, and if I am not mistaken, I did not hear Mr. Alam properly, for the last year the number of foreign permits was 3.5 lakhs. I must say this is peanuts for a vast country like ours. After 32 years of Independence, you know, if you go



to Europe, Greece and Spain and come to our own area here—Taiwan, Hong Kong and Singapore and so on—they have masses of tourists, so that I think that tourism in relation to both domestic tourists and foreign tourists is still at a very beginning stage. I must say that I feel somewhat ashamed of our record. Even the 1985 perspective referred to by the Minister and contained in the Report is a very humble one—a little more than a million and a half that we are planning. For a country like ours, it is really very humble. I hope that now Mr. Sharma and Mr. Alam would really give this a push. For this they need more money. I agree that with the kind of limited funds that they have, one can only have a small number of domestic and foreign tourists. Finally, on tourism I have one or two small questions on the economic side but I don't think the Minister will have a chance to look up the details and answer me. I find that paragraph 3.7 which gives the balance sheet show that the net profit after tax has fallen very sharply in 1981-82 compared to 1980-81 and this may be because of the large provisions that have been made. My question to the Minister is, why has such a large tax provision been made, because I head some companies and there is depends on the amount that you distribute as dividend, the amount you use for depreciation and reserves in order to keep your tax down. Why was such a heavy provision of tax made in 1981-82 which brings our net profit down? Secondly, I find that the total disposable profit has declined from 1980-81 to 1981-82. Why such a big decline and why is there such a great difference in the transfer to general reserves between the two years? I put this question on record: I do not know whether the Minister will have the time to answer this.

I turn next to Civil Aviation and here I find that this is a very important department of wide-ranging functions running from maintenance of domestic airports to all aspects

of air safety. I happen to be one of those unfortunate persons still going abroad for very short time six or seven times because I have got various commitments as Chairman or member of some institutions and I must tell you about the contrast between our airports in Bombay and Delhi and the airports in other countries, even the Gulf countries—leave alone Singapore. Singapore airport today is the number one airport in the world followed by the new airport in Paris where Air France has built a special airport. But I am not thinking of those very high standards. Our airports in Delhi and, even today, in Bombay, inspite of the bifurcation in domestic and international services...

THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN): Have you seen Taiwan?

DR. MALCOLM S. ADISESHIAH: I have not seen. Is it better than Singapore?

THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN): It is one of the best.

DR. MALCOLM S. ADISESHIAH: Better than Singapore?

THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN): As good as...

DR. MALCOLM S. ADISESHIAH: To convince may I here ask one question? A recent paper—I think it was the *Economic Times*—reported that there are one thousand posts under the Director-General of Civil Aviation which are vacant. That I won't worry about but a large number of these posts are connected with air safety. Now this is very serious if this is true. If this is not true, I hope at least the Minister will set the record straight because all of us would be nervous to get into the planes if we know that air safety personnel's posts are being kept vacant. In this connection I would like to know whether the Government has made a decision with regard to the report of the Tata Committee of 1974 which

[Dr. Malcolm S. Adiseshiah]

recommended to make the Directorate-General of Civil Aviation a *statutory, autonomous body*. Has the Government made a decision on this? Because I think that many other things that are being said today may be related to this question.

Now, Mr. Chairman may I say to you, thirdly, that the Indian Airlines service, partly not due to their fault, because I think when you were here you said that Indian Airlines is traffic-oriented and not passenger-oriented...

THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN): I said fleet-oriented.

DR. MALCOLM S. ADISESHIAH: Sir, through you I would tell the Minister that the Indian Airlines is the worst national airline that I have seen anywhere. Time and again I go out and last fortnight I was on a short visit for various meetings at Vienna, Paris, London and Geneva. I finished my work there one day earlier than planned, and they were willing to make changes in my schedule to bring me back to India one day earlier. But I refused because I knew that when I come to Bombay, I will be put on the waiting list and I be asked to stand there. I have seen this happening. I stayed on in Geneva wasting my time for twenty-four hours doing nothing because of our domestic airline.

Now, on the financial side, may I say to the Minister that I am impressed with the capital, reserves and loans position of the International Airports Authority, as set forth in paragraph 5.2.4? This is very good. With a good financial position like this, I do not understand the hesitation on the part of the International Airport Authority and the Ministry to go forward with some essential developments of airports as in Calicut and other places for which various suggestions have been made. When your capital and reserves and loan position is excellent, why are you not going forward with them?

Another question which I have—I do not expect an answer—is about the losses that the Air India have suffered, the losses made in 1979-80 are continuing in 1980-81.

Thirdly, briefly, on the Department of Meteorology I shall compress my questions because I have many. This is a very important Department and Mr. Sharma is concerned with it. There is something like the Council for Meteorology, Atmospheric Sciences which supervises the activities. The Chairman is the Secretary. He is not a scientist. I would never allow a non-scientist to chair a highly technical Department like this one; but that is a tradition in India. In UNESCO we never allow it. How many scientists are on the Committee? The only reference is to three scientists serving on it. This Council, I take it, really controls the Institute of Tropical Meteorology, Institute of Geomagnetism and the Indian Institute of Geophysics. The second question which I have is that in paragraph 9.2.1 of the report and in paragraph 2.2.8 in the performance, there is a section on INSAT. I think you are giving this information because you were active in it, but you are not responsible for it. The presentation there is somewhat confusing.

Mr. Vice-Chairman, may I end by saying that railway safety has gone through a long history? It has nothing to do with civil aviation or tourism. Because the gentleman wanted to ensure the independence of railway safety from the Railway Board they put it on the head of this Minister. Now I hope the time will come when we can really have a system which will ensure railway safety. Today railway safety is not being assured either by the Railway Board or by the Railway Safety Commission which is under the Minister. This is an urgent matter where I think we should not allow the status quo to continue.

Thank you.

SHRI SHRIDHAR WASUDEO DHABE: Mr. Vice-Chairman Sir, as

regards the Tourism and Civil Aviation Report, I would like to submit that the policy of tourism which has been reflected in the Report as my learned predecessor has said does not reflect that the policy is for the masses or the people of India. Sir, take, for example, the Asian Games. In Delhi, 1800 rooms are being constructed for foreign tourists. I do not know whether the Ministry had made any assessment as to how many people will come to Delhi for the Asian Games. Students are being given holidays in November, not only here in Delhi but also at other places so that they can come here. And at least in my estimate about a lakh of people from within India itself will come; and so far as the foreign tourists who are coming here, it has been said that we are spending Rs. 50 crores to Rs. 60 crores for the construction of the hotels. But there is the hotel, Yatri Niwas for common people. The cost of this has been said by the Minister to be the small amount, Rs. 50 lakhs. I find from the Report that tented accommodation was made for the Kumbh Mela in Ujjain. I would suggest to the Minister to take it seriously, that for the domestic tourists who are coming here certain arrangements should be made and planned from now. Otherwise, where will they put up? Our people will not be able to see the Asian Games. They will have no place to stay in Delhi. It is no use only planning for the stay of the foreigners and only planning for foreign exchange. Therefore, the most important aspect of this Tourism Department is missing in the whole Report.

Secondly, I find from this Report that there are 18 regional tourism offices abroad, but so far as the Asian countries are concerned, I do not find that any attempt is made to develop tourism with Indonesia, Malaysia. The only places covered are Tokyo, Japan, Philippines, Hong Kong and Thailand. These are the only places for which we are making efforts. I would suggest that for the Asian

countries we should make more effort and open more offices, even small countries they may be. So far as India is concerned, it is very essential that Malaysia, Indonesia and other countries are given a place of pride in our Tourism Department. They have got the same culture. They have got people of the same religion, usually Buddhism or Muslims there, who will like to come to India.

Another aspect I want to mention about tourism is that my friend, Dr. Zakaria, was saying something against the employees of the ITDC, saying that there was no discipline and that they were not working properly. I find that not a word has been said in the whole Report about what the position of the staff is. An eminent trade unionist like the Minister, has been presiding over this Ministry, who is also closely connected with railway workers movement. I would only like him to find out from the Annual Report of the Ministry of Railways. Two or three chapters are given on the railway staff, their amenities, recreation, housing, how many strikes have taken place, how many people are appointed. I do not find a single word in this whole Report about what the position of staffing is, what the cost per employee is, whether there is increase in employment in the Airlines. Therefore, I would suggest to the Minister that on the lines of the Annual Report of the Railway Ministry, the Chapter on the Indian Airlines—it is there on page 25—should give position about the employment level, then representation of the weaker sections, the wage bill the principle of filling up of vacancies, bonus, training, also recreation of the weaker sections, the wage know that the Indian Airlines have got very eminent, good sportsmen. They have made a mark in the Indian sports. Nothing, not a single word, has been said about this. Therefore, this aspect is very important. I do not find a mention of these from the Chapters on the Air India at page 21 and the Indian Airlines at page 25.

[Shri Shridhar Wasudeo Dhabe]

Though the Minister is a champion of the workers' participation in management, I find from the Report at page 25 that on the Board of Directors of the Indian Airlines there are two industrialists, Rai Oberoi and Mr. Haksar, non-official (industrialists). But not a single workers' representative or any representative from the staff has been given representation on the Board of Indian Airlines. Similarly I find from the Board of Directors of Air-India that there is no representation for the workers or staff. And there is the third airline which has now been started, the Vayudoot Private Limited. I do not understand the meaning of "Private Limited". Does it mean it is a private company or any shares in it have been given to private industrialists? But the wording used on page 28 of this report indicates that Vayudoot is a private limited company. I would like the Minister to tell us as to why this designation "Private Limited" has been given, whether any shares are open to private companies, whether industrialists can become partners in this. If that is so, then I oppose this idea. It should be a public limited company entirely owned by the Government. In this connection I have a suggestion to make. The Vayudoot centres have been given in the appendix and only Nanded has been included from Maharashtra. There are four or five places from Bihar and other States. This Vayudoot is a very essential service and I suggest that Kolhapur and Akola from Maharashtra should be included in this service.

In this connection, I would like to know what are the steps being taken for the profitability of Indian Airlines. I find that the scheme of the Department is to make Airbuses operate everywhere and to eliminate the Boeing service and also similar other services. Airbus operations are only 70 per cent as of February, 1982. That is the reply given today to my question No. 184. And there is no plan to extend the runways and for

providing landing facilities for Airbuses. Coming from Nagpur, I know that when the Boeing service goes, we will be without a service as there is no landing facility for Airbuses. Planning must be made from now on for Airbuses to land. The necessary arrangements must be made so that those runways could be extended and utilised. The Minister of State was speaking just now. There is not a single three-star hotel in Nagpur. When the passengers going to Hyderabad were stranded at Nagpur because of some leak, there was no arrangement for them as there is no three-star or five-star hotel in Nagpur. So immediate steps should be taken in this regard. Even for Wardha where Vinoba Bhave lives, a place which is visited by many people and even by our Prime Minister, no planning has been made by the Central Government so far as this arrangement is concerned.

Sir, in this connection I would like to say that for long there has been a proposal for an Air Academy for training pilots and other staff. I do not know whether the Air Academy proposal has been dropped. Now when we are expanding on such a large scale, this Air Academy proposal should be revived and training facilities must be made available for training more pilots and other technical staff which will be useful for us.

One more thing that I would like to mention is that there are many complaint by the ITDC staff that there are no housing facilities for them. If they have to stay in small and remote places, it is essential that housing facilities should be made available to them. Lastly, before you ring the bell again, I would like to say that the passengers, as my learned friend has rightly said, are not cared for. In the plane even vegetarian meals are not supplied. Non-vegetarian food is the order of the day. They will say only non-vegetarian food is available and if you ask for vegetarian food, they will take away the non-vegetarian dishes and ask you to take what-

ever is left. When you are serving food to passengers of whom 70 to 75 per cent are vegetarians, there should be arrangement for vegetarian food in the Airline.

Then, there is no literature available for reading on the flight. We have to read stale newspapers. Even the Illustrated Weekly or Dharma Yug, which are two important magazines, are not available to the passengers. Though passengers fares have gone up and are going up every three months, no proper reading material is available. These passenger amenities are very essential for improving the image of the Airline. Last time also I suggested this, that some sort of a committee should be constituted as in the Railways—the Railway Users' Committee or Passengers' Committee—where Members of Parliament may also be associated. There should be regional committees where regional problems could also be discussed and suggestions made. The Minister of Civil Aviation is himself an energetic and well-experienced trade-unionist, who has the interests of the people at heart. If he accepts the suggestion, this committee can be formed at different places which will try to solve the problems of the passenger. If passengers' interests are not taken care of, and if passengers are not provided with the minimum amenities, if proper passenger amenities are not created, then the entire Airline will get a bad name and will not be able to survive.

Lastly, the post of Chairman of the Airline is vacant. I am surprised why the post of Chairman is not filled so far. What are the reasons? There was a comment on this matter in the press that when the post of Chairman is vacant, then the whole Board ceases to exist. I would, therefore, like to know from the Minister what the legal position in this respect is. If Chairman's post is vacant, does the entire Board cease to function? Can it not function without the Chairman even temporarily? If not, I would like the Minister to take immediate administrative steps so that the functioning

of Indian Airlines becomes normal and proper and efficient.

Lastly, the entire report is scrappy so far as the welfare of the staff is concerned. The welfare of the staff does not find a place anywhere in the entire report. I request the Minister to look into this aspect also.

**श्री सूरज प्रसाद (बिहार) :** महोदय, कई माननीय सदस्यों के द्वारा इस विभाग के बारे में बहुत सा सुनने का मौका मिला और लगा कि यहां काफी सदस्यों ने इस विभाग की भूरी-भूरी प्रशंसा की और उस प्रशंसा से मंत्री जी को गदगद होते हुए भी देखने का मौका मिला। लेकिन इस विभाग में तमाम बातें अच्छी ही नहीं हैं। यह सरकार का राजकीय क्षेत्र है लेकिन देखने को मिलता यह है कि इस राजकीय क्षेत्र में प्राइवेट क्षेत्र घुस रहा है और उसका यह चरागाह बनता जा रहा है। इस विभाग ने कॉरप्शन के क्षेत्र में काफी कुख्याति हासिल कर ली है।

जहां तक पर्यटन के विकास का प्रश्न है मेरी समझ यह है कि पर्यटन का विकास तमाम राज्यों में समान रूप से नहीं है। अगर मैं बिहार के बारे में कहूं, जहां से हमारे मंत्री जी आते हैं तो उसकी भारी उपेक्षा पर्यटन के विकास की दिशा में देखने को मिलती है। राज्य मंत्री श्री खुरशीद आलम खान जी ने पर्यटन विभाग की आमदनी के बारे में काफी खुशफहमी तस्वीर पेश करने की कोशिश की और यह कहा कि 1980 में जहां 482 करोड़ रुपये की आमदनी हुई वहां 1981 में 600 करोड़ रुपये की आमदनी हो गई है। अगर यह फिगर भी सही मानी जाये तो विकास की दर 6 प्रतिशत है। मिक्सड फाइव डायर प्लान में 17 लाख का लक्ष्य प्राप्त करने का इस विभाग का इरादा है। अगर 50 हजार के हिसाब से संख्या पर्यटकों

[ श्री सूरज प्रसाद ]

7 P.M.

की बढ़े तो 6 वर्षों में महज 3 लाख पर्यटक आते हैं देश में बाहर से आएं और ऐसी अवस्था में छठी पंचवर्षीय योजना का जो लक्ष्य है मंत्री जी का प्राप्त करने का, सरकार का प्राप्त करने का वह कभी भी प्राप्त नहीं हो सकता । अगर एक लाख का भी लक्ष्य माना जाए कि हर साल एक लाख लोग आयेंगे, बढ़ेंगे तब भी सरकार का लक्ष्य अधूरा रह जाता है । ऐसी अवस्था में मंत्री जी की ओर से यह कहना कि हमारी उपलब्धियां सराहनीय हैं, सही नहीं जान पड़ता है । जो भी विकास पर्यटन का हो रहा है वह कच्छप गति से हो रहा है । इस पर बहुत अधिक गर्व मंत्री जी को नहीं करना चाहिये । कोशिश इस बात की करनी चाहिये कि जो लक्ष्य...

श्री अनन्त प्रसाद शर्मा : गर्व कहाँ कर रहे हैं ?

श्री सूरज प्रसाद : प्रशंसा करने का मतलब है हम गर्व कर रहे हैं कि हमने काफी सफलता प्राप्त कर ली है । इसलिए मैं कहना चाहता हूँ कि इस पर गर्व करना है तो सरकार को कुछ इस तरह से काम करना चाहिये, इस विभाग को इस तरह से काम करना चाहिये ताकि बाहर से अधिक से अधिक पर्यटक इस देश के अन्दर आकर्षित हों जिससे हम विदेशी मुद्रा काफी मात्रा में कमा सकें, अर्जित कर सकें । लेकिन कुछ और जगहों के टूरिस्ट केन्द्र हैं उन पर जब हम दृष्टिपात करते हैं तो लगता है कि उन जगहों में पर्यटकों की संख्या घटती हुई नजर आती है । कश्मीर को ही अगर हम लें, 1978 में 54 हजार पर्यटक वहाँ आए, 1979 में 56 हजार, 1980 में 46 हजार और 1981 में 38 हजार । यह घटती हुई फिगर इस बात का संकेत करती है

कि इस तरह की बातें और जगहों में होंगी । इस तरह से राय सरकारों की आमदनी कम हो रही है । साथ ही साथ उस इलाके में बेकारी की समस्या भी बढ़ती हुई नजर आती है । जहाँ तक मैंने आपसे कहा कि इस विभाग के अन्दर में प्राइवेट क्षेत्र का घुसपैठ तेजी से जा रहा है । मुझे जो सूचना है 1970-71 में इस विभाग के अन्दर भवन निर्माण का एक सेल था जो उठा दिया गया, आज भी उठाया हुआ है । इसका काम था इमारतों का निर्माण करना । अब इस विभाग के अन्दर शायद यह प्रश्न के रूप में इस विभाग के अन्दर उठा था कुछ समय पहले । अब जो भवन निर्माण का कार्य इस विभाग में होता है वह प्राइवेट एजेंसीज के द्वारा कराया जाता है और यह प्राइवेट एजेंसीज घटिया किस्म का डिजाइन देता हैं और घटिया किस्म की इमारतें तैयार करती हैं । अभी अगर मैं दिल्ली के बारे में आपसे कहूँ तो कोटिल्य प्रोजेक्ट जो दिल्ली के अन्दर चल रहा है इस को बनाने वाले आर० ए० जाजू एंड एसोसियेट्स और उनके सहायक हैं कनवल कृष्ण प्रहलाद । यह प्राइवेट एजेंसीज हैं जो इस राजकीय क्षेत्र में प्रवेश कर के काफी मुनाफा कमा रही हैं । इन प्राइवेट एजेंसियों का संबंध इस विभाग के अधिकारियों से है और कुछ दूसरे लोगों का भी इससे गहरा सम्बन्ध है और इसके जरिये काफी रुपये एंठने का प्रयास सरकार के अधिकारियों और दूसरे लोगों द्वारा किया जाता है । दूसरी बात का इस संबंध में मैं आपसे कहना चाहता हूँ कि पर्यटन के संबंध में जैसा मैंने कहा कि जिस राज्य के माननीय मंत्री श्री ए० पी० शर्मा जी आते हैं उस राज्य के... (समय की घंटी) अंदर में कुछ ऐसी जगह हैं जिन जगहों अंदर में टूरिज्म का अच्छा विकास हो

सकता है। राजगीर के बारे में आपको जानकारी होगी। प्रकृति की गोद में बसा हुआ राजगीर भी एक स्थल है, अन्तर्राष्ट्रीय महत्व की जगह है। बौद्ध, जैन, हिंदू और इस्लाम संस्कृति का वह एक केन्द्र है जहाँ प्रकृति द्वारा प्रदत्त गरम कुंड हैं। हर साल हजारों की संख्या में बाहर से, विदेश से पर्यटक वहाँ आया करते हैं। लेकिन उस जगह में इस विभाग के द्वारा कोई विकास करने की दिशा में कदम नहीं उठाया गया है। उसी तरह से मैं आपसे कहना चाहता हूँ कि जिस जगह से (समय की घंटी) हमारे मंत्री जी आते हैं वह है जगदीशपुर, जो वीर कुंवर सिंह का जन्मस्थल है। क्या उस जगह को पर्यटन केन्द्र के रूप में विकसित करने की दिशा में इनके द्वारा कोई कदम उठाया गया? उसी तरह से बक्सर की जगह है। उस जगह को भी एक पर्यटन के अच्छे केन्द्र के रूप में विकसित किया जा सकता है। वह भी उपेक्षित है। नालंदा जो हमारा पुराना संस्कृत शिक्षा का केन्द्र रहा है, वह भी उपेक्षित है। मैं कुछ यह उदाहरण इसलिए दे रहा हूँ ताकि जो माननीय मंत्री जी हैं वे इसकी तरफ ध्यान दें और ध्यान देकर इन जगहों को सही ढंग से विकसित करें ताकि वहाँ पर बड़ी संख्या में पर्यटक आकर्षित हो सकें और इसके जरिये बिहार को भी कुछ तरक्की हो सके तथा इनकी उस विभाग की भी कुछ तरक्की हो सके। (समय की घंटी)

इसके अलावा मैं एक दो और प्वाइंट कहकर अपनी बातें समाप्त करना चाहता हूँ। जहाँ तक इनके एवियेशन विभाग का प्रश्न है, उसके बारे में मैं कहना चाहता हूँ कि पहले पटना के

अंदर जो बुकिंग होती थी उसकी एजेंसी इंडियन एयरलाइन्स को दी गयी थी परन्तु अब मुझे मालूम नहीं कि क्या उसमें बात आई कि अब उसकी एजेंसी टिकट बुक करने की एजेंसी प्राइवेट लोगों के हाथ में दे दी गयी है। लगता यह है कि इसमें कुछ कोल्यूनन है, दाल में कुछ काला है। क्योंकि प्राइवेट लोग कमीशन कमाते हैं इसलिए हो सकता है कि इस विभाग के कुछ आफिसर तथा और लोगों से उनका गहरा संबंध हो। इसलिए मैंने कहा कि इस विभाग के अंदर बहुत कर-शन घुसाने का प्रयास जारी है। दूसरी बात जो मैं एवियेशन के बारे में कहना चाहता हूँ वह यह है कि दिल्ली से पटना जो हवाई जहाज जाते हैं वे सुबह में दो जाते हैं जबकि होना यह चाहिये कि एक सुबह में जाये, एक शाम को जाये। मैं मंत्री जी का ध्यान इसकी तरफ आकर्षित करना चाहता हूँ। मैं उनसे कहना चाहूँगा कि दिल्ली से पटना जाने के जो विमान हैं वे एक सुबह और एक शाम को जायें। उसी तरह से दिल्ली जमशेदपुर, कलकत्ता के लिए कोई विमान नहीं है। मैं चाहूँगा कि इस तरह के विमान वहाँ भी चलाये जायें ताकि जमशेदपुर जो बिहार का एक (समय की घंटी) औद्योगिक केन्द्र है या इसी तरह से बोकारो है, इन जगहों का सही मायनों में विकास होने में मदद मिल सके, इन्हीं बातों के माथ मैं अपनी बात समाप्त करता हूँ।

THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN): Now, Mr. Gopal-samy.

SHRI V. GOPALSAMY: Mr. Vice-Chairman, Sir, at last I got the opportunity and I am so grateful to you. But I would like to emphasise one

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point. If the Members who have given their names in writing for raising a discussion on the working of the Ministry of Tourism & Civil Aviation had been called as per the list, that would have been proper. There is no need to send our request in advance. So, I think it is not proper. I would like to request the honourable Vice-Chairman to convey our feelings because tomorrow also we have given our names and definitely I am not going to speak. Why should we send our requests in advance? Anyhow, Sir, now I come to the discussion.

SHRI SHRIDHAR WASUDEO DHABE: Those whose names are there are not given preference.

SHRI V. GOPALSAMY: Man, from antiquity, has been an inveterate traveller. Of course, the motivation has changed. In the ancient times, the motivation was pilgrimage, trade and conquest. Now, the era of tourism has started. Also, tourism plays a vital role in gearing up the economy of countries. After the Second World War, Marshal Plan by the United States was introduced to revive the economies of the European countries, and the Marshal Plan provided tourism as one of its planks. Sir, I have read the book by Alwin Toffler. Many of the Members have also read that book. The title is "Future Shock". He gives many thesis about the future of the world. There is one Herman Kahn. He is also a futurologist. He is now working in the Hudson Institute. He presented "The Great Transition" at the 26th International Chamber of Commerce Conference in 1979. I quote:

"He said mankind was in the middle of a 400 year transition, from the poverty of the past to a potential future society of affluence and leisure. According to him the world will move into a post-industrial society and tourism will be transformed from a tertiary to what

he has defined as a quaternary industry. He has also envisaged that in the next fifty years tourism volume would double itself every 20—25 years and the developing countries will be the special beneficiaries of this growth..."

Some of the Members who wanted to support the Government boasted that this Government has made spectacular achievement in the sphere of tourism. Also, it seems, they quoted some Press reports. Sir, of course, there is additional income of Rs. 180 crores. But that is very meagre. In 1951, 1,7000 tourists arrived. Last year, the arrival has increased from 8 lakhs to 8 lakhs 50 thousand; only 50 000 people were the new arrivals to India. Dr. Malcolm Adiseshiah rightly stated that when we compare our country with other countries, our country is the second largest populous country and the seventh largest in the world, and we are able to draw only 7 lakhs and 50 thousand arrivals, whereas Singapore gets 27 lakhs, Hong Kong 23 lakhs, Japan 17 lakhs, Thailand 20 lakhs and even tiny Bahamas is drawing more than a million visitors. So we have not made any dent. The scope is vast. Immense attractions are there in our country. The infrastructure is there. The snow-capped Himalayan peaks can provide a spectacular feast to the eyes than the Alps of Europe. The tourists cannot find anything better than the Taj in any other part of the world. When the tourists come from abroad, they are taken aback when they see our temples, monuments, ancient palaces, and so on. In South India, if the art and architecture particularly the temple architecture is projected properly abroad, definitely more tourists will pour in. The stone idols in the temples in Tamil Nadu are unparalleled. They are enchanting to the eyes of man, particularly the architecture in Madurai, Thanjavur, Chidambaram, Srirangam, Tiruvannamalai, Krishnapuram and Tirunakeshvaram, Tirunelveli, Suchidandkam. Wherever you



go in Tamil Nadu, the temples and idols, its architecture and sculpture are marvellous. But we have not projected this to the world. In the Sixth Five Year Plan, there is an outlay of Rs. 187.4 crores. This outlay is very meagre. I would fail in my duty if I do not draw the attention of the hon. Minister towards the needs of the State of Tamil Nadu. The Ministers as well as the top brass of officialdom in Delhi shut their eyes to the needs of Tamil Nadu. The State of Tamil Nadu has been totally neglected.

AN HON. MEMBER: On political grounds.

SHRI V. GOPALSAMY: I do not know. There are so many things and I do not want to go into all these things. The infrastructure is there. But what has the Government of India done to promote tourism in Tamil Nadu? They have not come forward to start an I.T.D.C. hotel in Madras. Why not? What is the reason? You say that the State Government has not come forward. Now, as the State Government has not come forward to start a joint venture, that is pending. I do not know the reason as to why the State Government has not come forward. But I will ask one question. Why don't you yourself start an I.T.D.C. hotel in Madras? Why not in "Cape Comorin". When Martin Luther King visited our country, he wrote in his autobiography that the most beautiful place in the whole of world is Cape Comorin. But you are not prepared to start an I. T. D. C. hotel there. Our hon. Minister, Mr. Khurshed Alam Khan, when he was replying to Mr. Joseph, said that there is only one Kovalam in India. I am very sorry to say that there is a place near Cape Comorin, five kilometres away from Cape Comorin. The Minister must visit that place. The name of that place is Vatta Kottai. There is a fort which was built by King Martanda Verma some centuries back. If you go and see the place, you will find that it is

exactly like Kovalam. There is the same sea shore full of coconut trees. You could set up an I.T.D.C. hotel. The people need not spend their time and money to go to Cape Comorin from Kovalam in order to see the sunrise and sunset.

DR. HAREKRUSHNA MALLICK: Discovery of South India.

SHRI V. GOPALSAMY: The Discovery of India was written by Pt. Jawaharlal Nehru. I think we have to write a book about the Discovery of South India and Tamil Nadu. Those who sit in Delhi never care for our interests.

DR. HAREKRUSHNA MALLICK: I fully support it.

SHRI V. GOPALSAMY: I do not know what you are supporting. (*Interruptions*) When Dr. Karan Singh was holding the portfolio of Tourism, he proposed to start a Sound and Light programme at Mahabalipuram. Mahabalipuram or Mamallapuram, everybody knows it. The stone chariots of the Pandavas is enchanting to the eyes. Mr. Karan Singh proposed to start a sound and light programme at Mahabalipuram. That was dropped and it had gone to somewhere else. Everybody has got this love and affection for his birthplace. Of course, our Minister is also no exception to that. He has also sanctioned one tourist lodge to Buxar, his birth-place in his State. I really welcome it.

SHRI A. P. SHARMA: You ask Mr. Suraj Prasad.

SHRI V. GOPALSAMY: Why not in Tamil Nadu? Why not in Ooty? Then we have got forest lodges in our country. There is a forest lodge in Seshangir in Gujarat in Gir forests to provide an opportunity to see the movement of lions. Likewise, in Madhya Pradesh, at Kanha one forest lodge is there to provide an opportunity to see the tigers. There is one

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in Bihar State at Betla which is also meant for seeing the tigers. And in Assam, there is one at Kasiranga to see the movement of rhinoceros. But there is no forest lodge to see the movement of elephants. Thousands of elephants are moving in Maudmanai but there is no forest lodge. This is not a matter to laugh at. We really feel sorry that our State is being neglected. They forget that the State of Tamil Nadu is also on the map of India. We thought some time back that there should be a separate map of Tamil Nadu and that we should get separated from this map of India. I belong to a party which abrogated the policy of separation. Now, we are not for that. We are for one country from Cape Comorin to the Himalayas. But the people who take decisions at Delhi forget that Tamil Nadu is also in the map of India. There is no project for Tamil Nadu. And today I have seen in the newspapers that the direct flight facility from Madras to Delhi has now been done away with. That means, that flight has to go via Nagpur. It is because we are not in a position to pull the wires. You start a direct flight from Nagpur to Delhi. We have no objection.

Sir, as far as tourism is concerned, there is a vast scope to promote tourism in Tamil Nadu. But the State of Tamil Nadu has been neglected by the Government of India as far as civil aviation is concerned. The hon. Minister was very kind enough to give an assurance on the floor of this House and also in the Consultative Committee meeting that Tuticorin will be air-linked. When the hon. Minister visited Tuticorin, he promised the press reporters that before the end of 1981 Tuticorin would be air-linked. There is a major port in Tuticorin. Salt industry is there. Fertilizer industry is there. There is a proverb in Tamil that be ever grateful to those who feed you with salt. I emphasised this very proverb in the Consultative

Committee meeting, and the hon. Minister intervened to say, "Don't get upset. We are providing air facility to Tuticorin." He gave an assurance that before the end of 1981, the runway would be constructed. And at that time I again put a question whether this assurance would be like the same assurance he gave to the press reporters in Tuticorin. He said, "No, no. Not like that." But, Sir, now I understand that because of financial restraints they are not in a position to start the construction work at Tuticorin. And, they say, I think the hon. Minister is prepared to start the construction work if the State Government comes forward. I do not think it is necessary for the State Government to come forward. It is your duty to start the construction work at Tuticorin.

Sir, one hon. Member was referring about the security check during flight travels. Members of Parliament are also subjected to security checks. I do not object to this procedure. But the same treatment should be given to all. There are some people who are not subjected to security check. Of course, in Madras there is one shipping magnate, who is running a shipping line in Madras, and he is a powerful person, Mr. Syed Yusuf, he is the proprietor of Sheikh Mohammed Rowat & Co., and when he comes to the airport, plain-clothesmen or police, either in uniform or in plain clothes, escort him when he comes and there is no security check. This was raised in the other House by one Member of Parliament representing the Congress (I) also but was denied. But we are seeing this with our own eyes when he comes over there. He flies every day and there is no security check for him. Is he a big man. After all he is a crook in the town. But, you see, when Members of Parliament are subjected to security checks a man who is capable of supplying funds for all political parties for ever so many reasons, for supplying

services, he is given a differential treatment. Who is responsible for this? Who are the officers responsible for this? I draw the attention of the Minister to this matter.

**SHRI A. P. SHARMA:** May I clarify, Sir, at this point of time that there is no instruction from the Government to make any discrimination between anybody and this is what my friend is saying? It may be a fact but so far as the Government is concerned, we are not aware about it, namely, that anybody, any particular individual is given any preferential treatment.

**SHRI V. GOPALSAMY:** Mr. Vice-Chairman, Sir, I never made any charge against the Government. I did not say that the Government has given any instructions. When something goes wrong, it is the duty of the Government to find out who is responsible for this, and also, Sir,...

**SHRI SYED SIBTE RAZI:** Sir, I rise on a point of order. As my friend has referred to the police, does it belong to the State Government or is it for the Central Government...

**SHRI V. GOPALSAMY:** The police are deputed to make security arrangements at the airport. But what about the security checks? Whose responsibility is this?

**THE VICE-CHAIRMAN (SHRI RAMAKRISHNAN):** The airport authority controls them.

**SHRI V. GOPALSAMY:** They are under the control of the airport authority. Now, before I conclude my speech, I am very tired of repeating the request for Tamil Nadu for the past two years, but so far nothing has been done, I would request the hon. Minister to please take interest and sanction the airport for Tuticorin. Thank you, Sir.

**THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN):** Now, before the

Minister replies, Mr. Yadav wants to speak for two minutes.

**SHRI HARAKRUSHNA MALLICK:** Sir, kindly give me two minutes.

श्री हुक्म देव नारायण यादव :  
(बिहार) : मैं सरकार का ध्यान इस ओर आकृष्ट करना चाहता हूँ कि बड़े-बड़े शहरों में बड़े लोग आते हैं और उन के ठहरने के लिए बहुत बड़े-बड़े होटल फाइव स्टार, फोर स्टार, थ्री स्टार, टू स्टार, वन स्टार और नौ स्टार आप बनाते जा रहे हैं, लेकिन भारत के जो तीर्थ स्थान हैं कन्या कुमारी से ले कर काश्मीर तक और कामरूप से ले कर द्वारिका तक, इन तीर्थ स्थानों में जो साधारण गांव के किसान और मजदूर और गरीब तबके के लोग जाते हैं और उन तीर्थ स्थानों में जहां भारत की विभिन्न संस्कृतियों का संगम होता है उन जगहों पर सरकार के जरिये ऐसी आवास की व्यवस्था की जाय— क्योंकि अब धर्मशालायें बनाने वाले लोग तो हैं नहीं, पुण्यात्मा लोग तो अब हैं नहीं, जो वह चाहे हमारा पीर के मजार पर चादर चढ़ाने वाले लोग हों या हिन्दू देवी देवताओं का दर्शन करने जाने वाले लोग हों, उन के लिए हमारी सरकार द्वारा उन जगहों पर उन के आवास की ऐसी व्यवस्था की जाय कि जिस में उन के लिए पूरी स्वच्छता और सफाई का प्रबंध हो और उन पर पूरा ध्यान दिया जाये ताकि उन यात्रियों को शुद्ध पानी, शुद्ध हवा और शुद्ध आवास मिल सके जैसे कि सस्ते दर पर तिरुपति के मंदिर में 3 हजार कमरे बनाये गये हैं जहां कम पैसे दे कर वे लोग ठहर सकते हैं। इस तरह के कमरे बनाये जायें जिन में न चौकी हो न खटिया हो। ऐसे कमरे दे दिये जायें जिन में दरी और कंबल बिछा कर

बेचारे गांव के गरीब लोग उन में जा कर ठहर सकें और भगवान के दर्शन कर सकें। उन गरीबों के लिए आप ने कुछ सोचा है या नहीं सोचा है। अगर नहीं सोचा है तो अब आप सोचिये, उन की बात करिये। केवल 5-स्टार, 4-स्टार, 3-स्टार, पैट पतलून, टाईनेकटाई इन सब की बात मत कहिये।

SHRI HAREKRUSHNA MALLICK: I am thankful to hon. Chair for giving me the opportunity. I rise to speak as a last speaker.

Not only the economy of our country but the prestige of our country also largely depends on the performance of this Ministry of Tourism and Civil Aviation. My first suggestion is to bifurcate this Ministry into two parts. Department of Tourism should be separate from Civil Aviation and should be responsible for the places of tourism, archaeology and culture and should work with such other Ministries like Railways, Shipping & Transport, or even I&B to see how best it can perform not only for the foreign tourists but also for Indian tourists. Sir, fairs and festivals have to be very very carefully organised in this country not only for the sake of improvement of economy of the country and for the convenience of the people but also we should see that epidemics resulting therefrom are controlled.

To improve tourism we should have proper guest houses attached to our embassies abroad for the convenience of the Indian tourists to those places. This point can be taken up by the Department of Tourism with the Ministry of External Affairs.

Then on the side of Civil Aviation, we should see what machinery is available to them to look after their aircrafts both in India and abroad, and also the machinery available for customs clearance with respect to tourists. It has been a problem for the foreign tourists and also the Indian tourists so far as custom clearance

is concerned. It is for us to modulate in a better way and as I suggested the Cabinet should think of redistributing the portfolios of these two departments.

One more point is, we are giving loans to private sector and Government sector for construction of 5-Star hotels. We should also see whether we can give loans to people who can construct their own houses and offer accommodation for tourists in their own house. We can do so especially in places of tourist interest. Now when Asiad is being held, and one hon. Member, Shri Mirdhaji is also associated with it, we should see how best we can accommodate the tourists. People will come here in thousands from all parts. During the Asiad, the Department of Tourism should also acquire their own buses etc. to run under its command and the officials of this Ministry should be there to see that tourists are not put to any inconvenience.

Last point is regarding our demand for direct flight to Orissa and Port Blair. There should be a direct flight from Delhi to Bhubaneswar and Port Blair, and another flight from Delhi to Trivandrum on the route of Delhi-Bhopal-Hyderabad-Bangalore and Trivandrum to enable people to fly from one capital city to another. Now, people who want to go from Bhopal to Hyderabad have to go via Bombay. That is why, I would suggest that people should be enabled to fly from one capital city to another direct. Bombay and Calcutta alone should not be our gateways. Even places like Bhubaneswar, Visakhapatnam and Hyderabad should have international airports so that there will be gateways in the east also. These are my suggestions and I am sure, if these suggestions are accepted, it will trigger tourism and the Tourism Department can be made into a self-sufficient department and in this way, it can have a separate Budget like the Railways. They need not depend on the national exchequer and they can generate resources from abroad as well as in India, from foreign tourists and from our own tourists, domestic tourists. In this way, the Tourism Department will be able to earn

a good name and it will also be able to generate its own resources. (*Interruptions*).

**SHRI KHURSHED ALAM KHAN:** Dis mantle the whole Ministry? (*Interruptions*).

**THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN):** Now, let the hon. Minister be heard in patience.

**SHRI A. P. SHARMA:** Sir, at the very outset, I would like to express my gratitude to the hon. Members who have taken keen interest in reviewing the working of the Ministry of Tourism and Civil Aviation.

**THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN):** and to the Vice-Chairman for sitting patiently.

**SHRI A. P. SHARMA:** Some of them, no doubt, have showered appreciations and some of them have criticised. So far as I am concerned, I deal with only the comments. As a matter of fact, at this point of time, I am reminded of a couplet of Shri Tulsi Das, that one should care more for his critics than for his friends. Because friends, no doubt, are friends. Those who appreciate, will appreciate the good points, but there are critics who would never like to see the good points. They would always like to find fault and whatever they say, should be examined and should be looked into carefully, so that if there is any shortcoming, it can be removed, and if there are any irrelevant things, the world will take care of them and we need not worry over them. Some such points have been made in this discussion by those who have indulged in criticism. Here, the debate was on the working of the Ministry of Tourism and Civil Aviation. But I found that instead of making suggestions, if at all they wanted to make any, our critic friends have indulged in personal recriminations, which have nothing to do with the working of the Ministry. As I said, if there are any facts in that, certainly, we will take care of them. But I feel, they were not only irrelevant, but they were also irresponsible statements. When I said so the other day in this very House, some of them were offended. But

nobody can stop those who are in the habit of making irresponsible statements because this is a forum which has provided only one good thing for all of us, those who are responsible and those who are irresponsible, that we can talk anything we like. There is no check and there is no action. As a matter of fact, if these very things are said outside the House, perhaps, there may be some action. But here, it is a question of freedom of speech and this freedom of speech can be used and misused also. At this point of time, I would like to say that the working of this Ministry has been mentioned in the Report. And whatever achievements have been made during the last two years, by this Ministry, they have, no doubt, been mentioned there. You will find, Sir, that there are many public sector undertakings in this country and under this Ministry also, there are a few. As a matter of fact, at this point of time, if I may say so, out of all public sector undertakings, whatever profits have been earned, the share of this Ministry is Rs. 31.50 crores. These profits are not made for nothing. People have to work for making profit. If people do not do their work in the correct way, then they suffer losses. Therefore, instead of speaking words of encouragement, and not appreciation as my friend Mr. Zakaria, who is not here, said—that during these two years whatever the Ministry has done, they have definitely done better than what was done during the regime of the people who criticise us today, as I said the other day, there are some people who look to every thing with jaundiced eyes. You cannot help them. They will never find anything good with us. Whatever we do, they will always say that it is wrong.

A criticism was made by one of the hon. Members about the autonomy of the public sector undertakings. To me it appears that he was certainly briefed by some of the public sector executives to speak like that. But he does not know that as a matter of fact these public sector undertakings are owned by the Government of India. Hundred per cent shareholder is the President of India.

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Therefore, certainly the Government, as my colleague, Mr. Khurshed Alam Khan, has pointed out, cannot abdicate its functioning so far as giving directions and looking to the management of these public sector undertakings are concerned. We cannot, because they are owned by the Government. Some people argued that the directions should be from the President. I would like to take this opportunity to point out that the President works though the Council of Ministers, the Government, and therefore to talk like this, like some layman, is not relevant at all.

A criticism has been made about appointment of Directors, Deputy Managing Directors etc. They do not know the procedure. I am sorry to say that in the morning during Question Hour, one gentleman talked about recruitment of some officers mentioning their names completely forgetting that those officers were not recruited. They were recruited by the Union Public Service Commission. They are Government servants already and they are sent on deputation there. So they must mark the difference between "deputation" and "recruitment".

Allegations have also been made about reinstatement of some officers. My colleague has pointed out that they should know the facts. I do not mind if we commit a mistake and somebody points it out to us. As I said, we welcome criticism and we will certainly put right those things; we will correct the mistakes. But if you see the record of Parliament, you will find, I am sorry to say this, that the same question, the same point is repeated day in and day out. I do not know how long this will continue. (Interruptions) Mr. Mallick, you ask a question, I reply to the question. If you are not satisfied, you again ask a question. But at least there should be some limit. You should be satisfied at least with the facts. I cannot satisfy you because I cannot say what you want.

SHRI SYED SIBTE RAZI: You cannot satisfy him.

SHRI A. P. SHARMA: But when the facts are stated, the facts cannot differ. Facts will remain facts. Therefore, I take this opportunity to say that we do not mind about this criticism because our performance is on record, is before the country, is before the nation. Just now I have pointed out that of the total earning of the public sector undertakings—We are running only four or five small and big undertakings—our share is Rs. 31.50 crores. This is the performance. You do not appreciate it, I do not mind that. Whether you appreciate it or not, I do not mind that. But certainly I expect that you should recognise the fact. By your not recognising the fact, the fact will not change its position. Sir, about tourism my friend has already spoken at length and I will say only one point. There is a debate whether it should be a low budget tourist accommodation arrangement or a high-price tourism in the country. I had the opportunity to see some of the countries whose economies are mostly dependent, if not totally, on the income that they have from tourism and they encourage high-price tourists and not low-budget tourists.

SHRI V. GOPALSAMY: Give an opportunity to Members also.

SHRI A. P. SHARMA: My friend, Mr. Gopalsamy, has many opportunities and I think in future also he will have them. So, Sir, they do not at all receive low-budget tourists. But in our country the position is, no doubt, whatever we are doing for the foreign tourists, to that extent we have not been able to do that for our domestic tourists. But it is not that we have ignored the domestic tourists.

Some of the Members pointed out about dharmashalas. At many places we are going to construct not only new dharmashalas but also we are going to repair those which are old.

(Interruptions)

My friend is prompting me about the suggestions which hon. Members have made. Certainly I have noted them down and we will certainly consider them.

**SHRI SHRIDHAR WASUDEO**

**DHABE:** What about arrangements for the domestic people for the Asian Games?

**SHRI A. P. SHARMA:** My friend, Mr. Dhabe, knows that the arrangement made for the Asian Games is not only for the foreign tourists. As a matter of fact, apart from increasing the number of hotel rooms, we are also conducting a census of the private accommodation—paying guest accommodation—available in Delhi and that we are going to have in thousands. Therefore, we are definitely going to look after our domestic tourists also.

Sir, criticism has also been made about inadequate facilities for air-landing at certain places. I have assured this House by answering questions that we have not only taken steps to see that adequate facilities are available but also they are of the standard of ICCAS and, therefore, there is no question of incurring any such thing which may jeopardize the safety of our air services.

Sir, it has already been mentioned by some of the hon. Members while speaking on the working of this Ministry as to what steps have been taken to increase the number of aircraft.

(Interruptions)

**SHRI V. GOPALSAMY:** When he is seriously replying, the Deputy Minister of Parliamentary Affairs is interrupting by passing remarks and comments.

**THE DEPUTY MINISTER IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI KALP NATH RAI):** No, no.

**SHRI A. P. SHARMA:** This year itself we are going to have four Boeing 737s and two Airbuses for our domestic services. That will certainly increase the number of flights and we will be able to meet many requirements and many suggestions made by the hon. Members on the arrival of these aircraft.

Sir, one very important point has been made about security checks. It is no doubt that the security checks are annoying to

many people but we have taken steps to see that door-frame metal detectors are provided in most of the airports. We are also trying to obtain hand metal detectors so that people would not in any way feel harassed. But, in spite of all these arrangements, sometimes we may have to do physical frisking of some people. But that is not done in general. It is done on some information or wherever the security staff on the spot have some kind of suspicion and then that method has to be resorted to. Sir, we are also going to have X-ray for baggages so that brief cases and other things are not required to be opened. When this system is introduced, my friends will find that there is no difficulty so far as the security check at the airports is concerned. (Interruptions). You have spoken at the end I will come to Tamil Nadu.

श्री लाडली मोहन निगम (मध्य प्रदेश):  
दिल्ली वाली एकसरे मशीन महिने मे कितने  
राज चलती है ?

श्री अनन्त प्रसाद शर्मा : अगर् कोई  
खराबी होगी निगम जी तः उसको देखेंगे ।

Sir, I would like to say a word about INSAT. The first Indian geostationary satellite has been launched on the 10th of April, 1982. Mr. Adiseshiah, I am not a scientist like you, but I will give you this information. From the eastern test range of Canaveral, (USA), INSAT is providing services for meteorology, telecommunication and television. The Meteorology Department of the Ministry of Tourism and Civil Aviation is responsible for the utilisation of INSAT meteorological components with an outlay of Rs. 12 crores. It is basically a matter concerning space. The INSAT ready method can take cloud pictures of earth once every half an hour INSAT will have facilities for closely monitoring the cyclone storms which form over the Indian seas, pictures of the weather system can be taken at short intervals so that the formation, development and movement of cyclonic storms can be systematically observed round the clock.

I do not think I should go into the details about the working of the Air India

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and the Indian Airlines. It has been debated enough and it has been appreciated and recognised by most of the hon. Members, barring a few—maybe one or two—that there has been a definite improvement in the services, in punctuality also, but I do not say that there cannot be some shortfalls here and there. Whenever such things are pointed out, whether it is in respect of serving the food or in respect of providing seats, we look into them. I will not answer name by name. But one of my friends suggested that when they are making a profit, there should be more people employed for the reservations because people have to stand in queues. I think our friend Mr. K.L.N. Prasad suggested that more people should be employed to look after reservation. That is a suggestion we will definitely keep in view and we will review the position in respect of reservations at particular sections and see what improvement can be made there. Air India's subsidiary, the Hotel Corporation of India, is also going in for hotel business. You know that there is the Centaur Hotel in Bombay. We are constructing a hotel at the Delhi airport and another at Juhu. Some friend suggested—of course, he is not here; Mr. Shiva Chandra Jha perhaps—that we should also construct hotels outside the country. I am given to understand that we are considering to acquire lands in certain countries, one or two countries—I think two countries—and subject to finance being available with us, we will be going in for hotel construction there also.

SHRI HAREKRUSHNA MALLICK: Sir, in this connection, in Malta we should have one so that the passengers do not have to face difficulties. I know the position about the hotel accommodation there.

SHRI A. P. SHARMA: Mr. Mallick, some of these works will be done by the HCI and some by the ITDC.

श्री रामेश्वर सिंह (उत्तर प्रदेश) :  
आप अंग्रेजी अच्छी नहीं बोल पाते हैं।

श्री अनन्त प्रसाद शर्मा: नहीं बोल पाता हूँ, तो क्या करें, जब अंग्रेजी में

हमको जवाब देना है। / हिंदी में आ रहे हैं अभी।

SHRI SYED SIBTEY RAZI: This is also a problem.

SHRI A. P. SHARMA: A lot of things have been said about the Vayudoot. Our friends should know the history of the introduction of the Vayudoot service. The main history was that we wanted to provide the air-service to the North-Eastern region where excepting roads, there is no other transport available to them.

SHRI LADLI MOHAN NIGAM: Not even roads?

SHRI A. P. SHARMA: Roads are there, but no good road is there.

SHRI LADLI MOHAN NIGAM: No good roads anywhere?

SHRI A. P. SHARMA: I agree with you. Therefore, this service was initially introduced in the North-Eastern region, and no doubt we have been running in loss. When we started this service in the North-Eastern region, at that very time, we made it clear that we were not going to worry for loss or gain, that it would be treated as a social service for the people of that area, the North-Eastern region, who have all the time been suffering with a sense of neglect. So, Sir, it was a sort of social service. Now this service is going to be gradually expanded in the rest of the country. I do not know, Sir. . .

SHRI SHRIDHAR WASUDEO DHABE: I have asked, "Why this 'Private Limited'?"

SHRI A. P. SHARMA: I will give that explanation. We will eliminate the word 'private'. There is no private shareholder in this.

श्री लाडली मोहन निगम : उसमें एक बात यह थी कि आप इसको सब्सिडाईज कर रहे हैं, तो इंडियन एयरलाइंस क्यों नहीं चलाते। यह लग रहा है,



ऐसा शक हो रहा है कि जो सेवा निवृत्त अफसर हैं उनको कहीं न कहीं आश्रय दे रहे हैं । आप धर्मशाला न बनायें अपनी एयरलाइंस को । मेरा निवेदन है कि आपकी एयरलाइंस के ही विमान हैं पायलट हैं, उनके इंतजाम के लिए कुछ अफसरों के लिए कम्पनी बना रहे हैं, कुछ नम्र में नहीं आ रहा है ।

SHRI A. P. SHARMA: Sir, I will explain this on some other occasion. For the present Mr. Nigam should know that we have introduced this service, and we started with the North-Eastern region.

SHRI HAREKRUSHNA MALLICK: To western Orissa also you can extend the Vayudoot Service.

SHRI A. P. SHARMA: Orissa? You do not know it is already operating there. That is the whole trouble. Where is Rourekela?

SHRI HAREKRUSHNA MALLICK: Koraput and Bolangir, I want.

SHRI A. P. SHARMA: I said that the word 'private' will be eliminated. There is no private share-holder so far as the Vayudoot is concerned. Sir, this Vayudoot service has been extended. Initially we have decided to extend it to 24 places in the country, and gradually as the aircrafts are available, the pilots are available. We will go step by step. My friend does not know. He was talking about Orissa. The Vayudoot is already operating in Rourkela which is in Orissa. He does not know it.

We have introduced this service to Ludhiana, we have introduced this service to Dehradun, we have introduced this service to Jamshedpur and Mazaffarpur in Bihar through Ranchi and Patna.

श्री लाडली मोहन निगम : क्या राज्य सरकारों के जो विमान खाली पड़े रहते हैं, उनको यह जो नई कम्पनी आपने बनाई है, जो उनके विमान इस्तेमाल नहीं होते हैं, वह

आपको दे सकते हैं, वह यहाँ के सैक्टर की फ्लाईट्स किया करें । उसके साथ आप जुड़ जायें । राज्य सरकारों को जब जरूरत हो, तब वे अपने विमान इस्तेमाल करें ।

SHRI A. P. SHARMA: They are very small aircrafts, 5-seaters and 6-seaters. That is a suggestion my friend is making. In future we will see whether it will be possible to coordinate the State Government aircrafts with the Vayudoot service provided the State Government also come with this suggestion.

Sir, in the North-Eastern region we were running in loss and for obvious reasons. Some steps have been taken to see that these losses are eliminated, if not eliminated, minimised.

Sir, then I come to the working of the International Airports Authority. It is a matter of satisfaction to us, Sir, that apart from the Air-India, the Indian Airlines, and the ITDC, the International Airports Authority is also going to run in profit, and not only that we are doing work in our own country but we have undertaken work in several other countries also and we have done good work there.

Sir, now I would like to come to the points one by one. First of all, I would like to say a word about the points made by Mr. Dhabe. I have already dealt with his point so far as accommodation for the tourists coming to Delhi for the Asian Games is concerned. Mr. Dhabe has also suggested that there should be more tourist offices in the South-east Asian region. We have already offices in several places in the south-east Asian region and we are going to have offices of the Tourism Department in more places in the region. He has asked why only one place has been chosen in Maharashtra for the Vayudoot service, that is, Nanded, and why other places like Kolhapur and Akola have not been selected. Sir, we have to understand at this point of time that we are first going to take up 24 places that have been identified. There

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are several other places also identified for this purpose. Now we are going to take up in the first phase those places where the runways are such that planes can land safely. Then in the second phase we are going to take up those places where the runways are not fit or there is no runway. In that second category my friend Mr. Gopalsamy comes. He has all along been trying to extract an assurance from me about Tuticorin and I have tried to explain to him. . .

SHRI V. GOPALSAMY: You have already given an assurance.

SHRI A. P. SHARMA: Yes, I am not going back on that assurance. The only difficulty is—and I have explained it to him—that finances are not available for the present to go to this extent that we should immediately like it up. Therefore, I have privately made a suggestion to him and I will also make the suggestion publicly to the State Government that they should give us land there in Tuticorin free of cost. Then, you see, we can certainly take it up. I have also told him that if he wants that in future the price of the land should be paid to the State Government, we will do that, but for the present we are not in a position to pay for the land and then start work.

SHRI V. GOPALSAMY: In many cases the Central Government has met the cost.

SHRI A. P. SHARMA: He has made a big row—I am sorry I am using the word "row"—or protest regarding the development of tourism in Tamil Nadu. My friend should go through the list of places in Tamil Nadu where tourism has been developed. We have got three-star hotels in Madurai—you know that—and in several other places. He has suggested a new place. Certainly I assure him that we will get that place examined. I do not know whether this place has been included in the travel circuit because now tourism is going to be developed on the basis of travel circuits. We have divided the whole country into 61 travel circuits and 441 travel centres. Now we will be going round these travel circuits for development, and I want to assure you that if

this place is included in the travel circuit that has been defined, then in consultation with. . .

SHRI V. GOPALSAMY: It is there in the travel circuit.

SHRI A. P. SHARMA: If it is in the travel circuit defined or identified, in consultation with the State Government of Tamil Nadu, certainly we will take up this place also; or I will urge upon him to request the Tamil Nadu Government to request the Central Government to include this place also in the travel circuit and we will certainly do that.

Sir, one thing I want to say at this point of time and that is, the Government of India has decided for the first time that development of tourism in this country will not be the sole responsibility of the Central Government. It is going to be a co-ordinated responsibility of the Central Government, the State Government and the private sector. Some of the friends have objected to the involvement of the private sector in the development of tourism.

But I want to declare in this House that this is our policy decision and it is not possible to develop tourism in this country with the support of the State and the Central Government to the extent that we want to do it, because our finances are limited. And we want that an equal amount of finance as the Central Government and the State Governments are going to spend for development of tourism, should come from the private sector, and then we can have a coordinated development. . .

SHRI SHRIDHAR WASUDEO DHABE: What about my suggestion about staff? Omission of staff in the report?

SHRI A. P. SHARMA: That is a suggestion for action and we will certainly take care of it in future. I think I have also got a note that some staff quarters have been made available to the staff, housing loans are also given to them. But you know that in no Department has

housing accommodation been made available to all staff working in them, in the Department or Corporation. . .

**THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN):** Mr. Minister, if there are any points which are not covered, you can send individual replies to the Members.

**SHRI A. P. SHARMA:** I will try within a few minutes to touch upon some of the points that have been made. There is one very important point made by Mr. J. P. Mathur. He is not present here. He asked as to why Secretary of the Department or Officers of the Department are nominated on the various Boards as members, that is, on Air India, Indian Airlines or the International Airports Authority. He is not here and I am not obliged to answer this point, but only to correct whatever he said I would like to say that as a policy decision of the Government these officers have to be on these Boards to see and guide that the policy decisions of the Government are followed. It is only for that purpose that they are there. It is not for any other purpose. He said many other things. He also spoke about the recruitment of the Deputy Managing Director of Air India. I am only sorry to say that he is either absolutely ignorant or is misinformed. He does not know that the initiative is taken by the Corporation. There is a procedure for appointment to these posts and this procedure has been followed—whether in Air India or Indian Airlines or in the DGCA. They are appointed according to the laid down procedure. In some cases appointments to the posts have the approval of the Cabinet. Appointments Committee. Some of them are done by the Corporations themselves. Therefore the procedure is being followed. He has not been able to mention even a single case. He particularly mentioned about the appointment of the Deputy Managing Director of Air India. We are doing that and it is done absolutely according to the procedure and there is absolutely nothing wrong in it. He also mentioned about some posts in the DGCA falling vacant. Some posts no doubt are

still vacant, but they are vacant as a result of the Tata Committee and they are being filled. There are various types of posts; some of them have to be filled in on the recommendation of the Union Public Service Commission, some of them have to be filled in by the Department. I want to assure the honourable House that within a very short time we will try to see that the posts are filled in. Of course, time is taken but time is not taken to delay. We have to follow certain laid down procedures. We have to find out qualified people. Dr. Adiseshaiah made some point and I want to assure the honourable Member that because of these people our safety is not in any way affected.

One other honourable Member made out a point that the people from Calcutta or the eastern region, have to come to Delhi for travelling abroad. This is not correct. We have our services both east-bound and west-bound. Apart from that there are several foreign airlines operating through Calcutta. These services can be availed as well.

To say that the Government is not offering Calcutta for the landing of foreign airlines is not correct. In every negotiation, invariably we are offering Calcutta. But it is the choice of the foreign airlines to land there or not. We cannot force anybody.

One point was made about agreements that are made between airlines. I have noted down this point and if I remember correctly, Mr. Mathur has made out this point. We are making agreements allowing foreign airlines to operate here. All such agreements are made between two airlines. Even if a foreign airline unilaterally comes here, it could not come here unless and until we give them permission. Before giving such permission to the foreign airlines, they have to negotiate with our national airline which is Air India. Only when Air India agrees, the Government give permission. There is nothing wrong in that. Before agreeing, Air India naturally sees to it that their interests are safeguarded. Only after that, they agree. We are also going to some

[Shri A. P. Sharma]

countries unilaterally. We are going to Canada. For the present Canada has not come here. They will come later on. But we are going to Canada within the next two or three months. The final agreement on this is going to be signed between the two Governments. Such kind of agreements between airlines is nothing new.

Lastly, about the GSAs. There have been criticisms about this several times in the past and I have answered these criticisms on such occasions. Appointment of GSAs is not a new thing with either Air India or Indian Airlines. It is done all over the world. First GSAs are appointed when we open airlines in a particular country. We try to appoint airlines themselves. When we fail to do that, we go to the private sector people. They have to ensure certain amount of business for us. There is a procedure for that and they have to give bank guarantees, etc. There are other formalities. Then only we appoint GSAs. This is done in the interest of augmenting our business in that country. It is not a new thing so far as our airlines are concerned. It is a worldwide practice followed by all the airlines. When my friend talked about this, he should have either tried to find out the facts or should

not have talked about it without knowing the facts.

I think I have covered most of the points which the hon. Members have raised. Sitting here Mr. Gopalsamy has been accusing me about our indifference or discrimination about his State. I want to remind him that he has given up that stand of separating Tamil Nadu from India and it is a correct decision. I want to assure him that if we do anything in this country, we will always try to treat Tamil Nadu like any other State in this country.

THE VICE CHAIRMAN (SHRI R. RAMAKRISHNAN): I have an announcement to make. Before that, I hope the hon. Minister will take us to the ITDC for a dinner.

#### ALLOCATION OF TIME FOR DISPOSAL OF GOVERNMENT AND OTHER BUSINESS

THE VICE-CHAIRMAN (SHRI R. RAMAKRISHNAN): I have to inform Members that the Business Advisory Committee, at its meeting held today, the 27th April, 1982, allotted time for Government Legislative and other business as follows:

Business	Time Allotted
1. Discussion on the working of the Ministry of Communications.	1 day i.e. on the 28th April 1982.
2. Consideration and return of the Appropriation (No. 2) Bill, 1982 as passed by the Lok Sabha.	2 days.
3. Coasideration and return of the following Bills, as passed by the Lok Sabha :-	
(a) The Finance Bill, 1982.	2 days.
(b) The Customs Tariff (Amendment) Bill, 1982; and	
4. Consideration of a Resolution regarding raising of the limit of the loan of the Assam State Electricity Board.	
5. Consideration and passing of the following Bills, as passed by the Lok Sabha :-	
(a) The Wild Life (Protection) Amendment Bill, 1981.	1 day.
(b) The Monopolies and Restrictive Trade Practices (Amendment) Bill, 1982.	
(c) The Constitution (Forty-Sixth Amendment) Bill, 1982.	