

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): The question is:

"That the Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of the Union territory of Manipur for the services of a part of the financial year 1971-72, as passed by the Lok Sabha, be taken into consideration."

The motion was adopted.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): Now we shall take up clause-by-clause consideration of the Bill:

Clauses 2 and 3 and the Schedule were added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI K. R. GANESH: Sir, I beg to move.

"That the Bill be returned."

The question was put and the motion was adopted.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): The question is:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of the Union territory of Manipur for the services of the financial year 1970-71, as passed by the Lok Sabha, be taken into consideration."

The motion was adopted.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): Now we shall take up clause-by-clause consideration of the Bill.

Clauses 2 and 3 and the Schedule were added to the Bill.

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"That the Bill be returned."

The question was put and the motion was adopted.

THE APPROPRIATION BILL, 1971

THE DEPUTY MINISTER IN THE MINISTRY OF FINANCE (SHRI K. R. GANESH): Sir, I beg to move:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1970-71, as passed by the Lok Sabha, be taken into consideration."

The question was proposed.

SHRI BIREN ROY (West Bengal): Mr. Vice-Chairman, as we take up this Appropriation Bill the first thing that I would like to bring to the notice of this House is about civil aviation and the connected subjects because we get very seldom time for that item to be discussed in this House. During the last few days, of course, the matter came up not in a big way but in a very funny way, I should say. For the last three years we have been in this House trying to appoint a committee of Members of Parliament of this House or of both Houses so that we could go into the working of the Indian Airlines Corporation. Everytime in their complacency the Minister in charge of Tourism and Civil Aviation, the expert lady on this subject and also, I would say, the Ministers in

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charge of Labour and Employment, thought that apart from them nobody could talk anything nor know on this subject, and the matter went from bad to worse with the result that a nationalised corporation, the only one monopoly corporation in this country, had to be locked out with more than 17,000 employees going on the streets. And then, what is worse, we take the attitude in this Parliament that it is because of the inter-union rivalry that this has happened and that, therefore, the lock-out could not be prevented. But the point is we had been also studying from the beginning that this inter-union rivalry is encouraged by one individual in the Corporation, the Director of Personnel. One need not name him. The name has already been mentioned here by another hon. Member the other day. And that question has never been looked into. So long as this man was not there in the Indian Airlines Corporation no trouble had arisen. After his coming, not only one but there were fourteen unions which were organised in one Corporation. At the moment there are still quite a few. I am not going in detail into this subject now. It will perhaps be discussed again. But the point is today we have gone to the extent of allowing flying of ramshackled aircraft of other private airlines and getting of lives passengers often sacrificed. On the first day when the JAMAIR flew their Dakota from Calcutta to Delhi, it had an engine trouble. One of our would-be Ministers now he is in the Ministry at that time was in the plane. I need not name him. He had to be taken by car from Amausi to Kanpur to catch the train Kalka Mail and come here in the evening and get sworn the next day. Of course, that is not the main point. Yesterday another plane of the same company has been reported missing and there is still no trace of it. It is reported that there were 15 persons on board. The point that we have several times brought up on this subject, here is that the whole Directorate-General

of Civil Aviation has gone to the dogs because it has become a department manned only by some glorified class who have read only certain books, who are not even properly trained and some have gone to the top only by flattery and other means. And that matter has not been enquired into. Not only that. When we start giving permission to private airlines there is actually no test, there is no organisation to find out whether their aircraft and organisation are fit to run such service with safety...

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): Without testing their airworthiness they are allowed!

SHRI BIREN ROY: Airworthiness can be tested by an ordinary engineer by signing and giving a certificate. How is it that your Chief Engineer has been killed while the tyre burst when he was inflating it? I need not go further into this affair and how these things are run. But I must state that the I. A. C. lock-out must be lifted immediately. The main point is that in other countries when they do allow private airlines to carry passengers or even fly skeleton or scheduled routes, there is an Air Transport Board. In India also we had an Air Transport Board. But that has now gone out of existence. This Board must be revived and proper persons appointed so that whenever we are going to give licences to these airlines, the board will have a say in the matter. We should give them licences because we need to develop feeder services. But there should be some control over such things and that should be given to proper parties. It is a question of human safety. But no one takes these things seriously. Much is talked about tourism. You bring tourists here. But they do not know where to go. They go to the airport and wait for hours. There is nobody to tell them whether the plane would be flying or whether it is late or it is not flying at all. They do not know when later they may get a passage a flight I mean

to their desired place, or whether later they would be taken to the hotels and given food. Nobody simply cares these have happened and are continuing still. Imagine what effect it produces, when they go back to their respective countries. Is this situation welcome to any tourist? Today Calcutta is out of the bounds practically to tourists. You have done it in such a way rather encouraged it so that skeleton services are going to Bombay and Madras, but not to Calcutta or the East. Why? If your plane goes to Calcutta, will it be finished? How can the private aircraft of Jamair fly from Calcutta to Delhi—safety or no safety? But Indian Airlines planes cannot fly to Calcutta. Why? The reason is that you have been treating that area like that. You have seen to it that every one of the international airways gradually goes out of that area and goes either to Delhi or to Bombay whether it is Lufthansa Air France, Alitalia or Swissair. Is that the way to treat one part of the country? *(Bell rung)*. No, sir. I am not stopping at this stage. I will take a few more minutes.

Let the ATB or Civil Aviation or IAC go to dogs has been the attitude at top echelons. What about training in aviation? The other day a week ago, just before I was leaving for Delhi, I was told by a certain trainee pilot that notice has been issued under which they will have to pay Rs.105/- per hour as against Rs.25/- per hour which they were hitherto paying. The reason is that the Director-General of Civil Aviation, Shri Arya, put up to the Ministry saying that those persons who are now being trained many of them at least will not get jobs after they get licences and they will create trouble. If you do not know how to provide jobs to your own men, then better close down your engineering schools and universities. That will be the best thing to do. There will be no education, none to clamour for jobs and your ideas of having no trouble, will be soon apparent. Then you will see what happens. I know boys who have spent nearly 100 hours on flying. That means

something like Rs. 2,500/- merely for flying. For going and coming to air-training school and meals it had cost a

[MR. DEPUTY CHAIRMAN in the Chair].

few thousands more. Roughly it will be about Rs.5,000/-. Now they are confronted with this problem because they are asked to finish 150 hours which they cannot just do at the rate of Rs.105/- per hour as that meant Rs.10,000 or Rs.15,000/-. That means the whole of their money, time and energy is wasted for the last one year or in some cases two years. Is that the way to run the training course? If you had this in mind, it should have been stated three years before and they should have said: "From now on, i.e. after this period, this would be the position". But you have allowed young people to carry on the training and to graduate themselves upto a stage when you suddenly change the whole thing. That is a very funny way of dealing with your own students. If that is so, why three years ago you wanted an Aeronautical school for teaching or training commercial pilots to be opened in Hyderabad and so on. That was then an eye-wash. Whatever it may be, it shows you have no policy, no planning. None whatsoever.

I would suggest a concrete thing. The Minister is not here, but through the Deputy Minister of Finance I would suggest that at least they should immediately issue a circular to the flying clubs as they are going to stop in any case because nobody can pay such exorbitant fees that these who have at least gone up to 100 hours or 125 hours, they should be allowed to complete the course, may be at a 20% more fees, not more. Those who have just completed 20 or 25 hours of flying and have not spent much money, in their case you may decide as you like. But for those who are coming simply for hobby flying you can charge full rates i. e. the actual flying cost. After all, hobby flying is today not an essential thing. But you are hitting pilots who are being trained for commercial licence, that is where I object. They

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have spent money and now you tell them to go back sucking to their parents. They will be turned out from their homes by their parents and you add to more insecurity. That is not the way.

Then we were told that there will be an International Airport Authority. That meant the airports at Calcutta, Madras, Bombay and Delhi would be run or be taken up in a business-like manner, something like Port Commissioners. Very good. But these things should have been discussed in the Informal Consultative Committee of Tourism and Civil Aviation. We raised that subject. Nothing was done.

SARDAR RAGHBIR SINGH PANJHAZARI (Punjab) : It was Formal.

SHRI BIREN ROY : Yes, it was Formal Consultative Committee. They said that they will bring a Bill. What will be the contents of the Bill, even we don't know. Now this is a Vote on Account and Appropriation. Perhaps the next budget will come soon. But before that we want to know what are going to be the actual state of things. If we are going to have another superelephant body to run these airports, the whole thing would be only spending money for nothing. The D.G. C. A.'s half the department would be surplus. And then you are going soon to run the Boeing 747 Jambo Jets and you do not know how to deal with the 300 people coming in, not providing an adequate amount of safety and training for your own people to run and man these services, you will be in a jam. I understand that already of the four 747, one has been delivered to Air India and another one is going to be delivered in April so that they start the services in May. What will happen I can not visualise—the delays, the troubles and worries for hours after landing—God alone knows.

MR. DEPUTY CHAIRMAN: Dr. Antani.

DR. B. N. ANTANI (Gujarat) : Mr. Deputy Chairman, Sir, after going through the Appropriation Bill carefully and after listening to the opening address by the hon. Finance Minister, one can at once say that the figure of the Appropriation for this interim budget casts shadows of the coming events. We are, therefore, conscious to be prepared.

In his opening address, the hon. Finance Minister spoke about the verdict of the people and was jubilant enough to say several things to be prepared for in the country. I remember the same saying by Oscar Wilde that the children first begin to love their parents, they then begin to judge them, but ever if they do fail they will never forgive them. I, therefore, hope that the hon. Finance Minister will consider this thing, not by me, but also by such a great writer like Oscar Wilde.

Sir, looking at the figures of the appropriation for the interim period, I see amounts for free trade zones for the Ministry of Shipping and Transport and other items which are staggering enough and yet, in the past we have had very poor results. Look at the condition of the poor major port of Kandla. Having sunk about 40 crores of rupees, there is a hardly a crow flying on the port. I have been requesting the Ministry for years now...

SHRI CHITTA BASU (West Bengal): Have you got them?

DR. BHAI MAHAVIR (Delhi) : Please supply some from Bengal.

DR. B. N. ANTANI: Now, Sir, in spite of that I see no coordination of efforts by the Railway Board and other departments in order to see that some cargo at least is brought there.

Now I will say about Kandla. Yesterday, the hon. Minister for Foreign

Trade, when he got that Bill passed, had nothing to say about imports of cotton at the port of Kandla. Eighty percent of the long staple cotton used by the textile industry is from Ahmedabad and yet, no a bale is unloaded on the port of Kandla. Why? There are so many things to be said. But I would not like to take a long time on this interim Budget, and with no senior Minister here to whom shall I say? All these things have to be said and will be said in a vociferous tone when the General Budget comes up. Today you are ringing bells but tomorrow if you do not fulfil the pledges that you have given to the nation they will be wringing your necks.

Look at this. Now they are talking of free trade zones. Madam Prime Minister came laughing, smiling, happy, jubilant and running up the stairs to deliver a speech and unveil the statue of Shastri in that free trade zone. What have you done in the last five or six years in that free trade zone? And before completing it, like gleeful children playing in the rain water and rain mud, you are talking of creating another free trade zone somewhere else. What sort of a policy is that? In order to catch votes and play with those who are prepared to vote in every way, you give promises to the people and not fulfil them and waste such a colossal sum of money. This exceeds all the colossal amounts proposed to be spent so unnecessarily. Where so much economy could have been made, they never cared to look at it.

I will conclude with a warning. When you bring your General Budget, be careful. These are only stray thoughts which I have placed before you because I am very much annoyed with the Railway Minister's speech today. If they think that that will do, Parliament will be absolutely prepared to repay in their own coin.

• DR. K. MATHEW KURIAN (Kerala) : Mr. Deputy Chairman, Sir, I want to invite the attention of the

Deputy Minister and through him the attention of the Government to one or two important matters relating to this Bill. Sir, I have gone through the Appropriation Bill and I find that the Government is very keen to get monies appropriated, but they have not shown the same enthusiasm to implement their own declared policies, especially with regard to the policies pursued in the IAC in matters relating to labour.

4 P. M.

While the Rajya Sabha was discussing very seriously the problem two days before, the IAC management representatives did not care even to attend the negotiations called by the Labour Commissioner. This is a careless attitude on the part of the management in this respect. Here the Minister comes and declares the intention of the Government and the management in settling disputes. It is one of the most tragic things that the management which ought to show conciliatory attitude towards labour in a public sector undertaking continue in their anti-labour policy. To-day a person who was the Chairman of the IAC, Mr. Mohan Kumarmangalam, along with Mr. Basu of the Corporation, stands as a stumbling block to any possible solution of the dispute. I would request the Minister and through him, the appropriate Ministries, to ensure that this dispute is settled amicably.

I have another instance to mention. The Provident Fund employees throughout the country have been demanding certain legitimate rights regarding house rent allowances, house-building advances, etc. The employees of the Provident Fund organisation in Tamil Nadu had to continue a strike for 22 days because of the adamant attitude of the management. Today the management is imposing pay cuts for all the 22 days. The employees of the Provident Fund Office in Kerala went on a sympathetic strike for two or three days. As a retaliation, the management threw them out. Because of the adamant attitude forced on the employees, the struggle continued for 22

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days. The Regional Commissioner in Kerala signed the pay bills and the cheques for full pay for January but two days afterwards, the same Regional Commissioner violated his own agreement and went against the agreement and virtually converted the office into a police camp. To-day the employees of the Kerala office are demanding their pay for 22 days for which pay was cut. Despite many memoranda and demands, the Central Government does not seem to be interested in settling the dispute. The 750 employees in Kerala and Tamil Nadu are demanding that the pay for 22 days be given or at least that these days may be adjusted against their eligible leave. I would request the Minister to take up this with the concerned Minister and ensure that justice is meted out to these employees.

Lastly, when this Bill is being brought to us, we learn that a full Budget will be presented in May. To-day the Government of India is resting on a volcano so far as resources are concerned. The resources of this nation, both in the public and in the private sector, keep on reducing. The private domestic savings are declining rather than increasing. Only this gap has been filled up progressively over the years by continued foreign aid. Because of the repayment obligation the net foreign aid is declining and the Government comes up and says that the net commitment is reducing as if it is an indication of self-reliance. As a matter of fact, the net foreign aid is declining because of the increase in commitment for repayment rather than interest in self-reliance. To-day most of the State Governments in their recent budgets, leave a heavy deficit between 25 to 40 crores. This is mainly because of the inability of the Central Government to restructure the Centre-State relations. If this continues, the State Governments will continue to be indebted. In Kerala out of the Central assistance given for the coming year, barring 5 or 6 crores, the predominant

portion will be available only for repayment of the past loans and their interest. This is a serious matter of Centre-State relations. Unless the Central Government is prepared to look into this matter seriously and pass on more and more funds and resources to the states and give more and more powers to the States, keeping only the minimum power with the Centre, unless these demands of the States are heeded to, this Government will continue to follow the path of crisis and deepening crisis which will only engulf the whole Government in the future.

✓ SHRI K. R. GANESH : Hon. Members in the course of this debate on the Appropriation Bill have raised very large matters of policy which it would not be possible for me to deal with in the course of this debate because it concerns various other Ministries. For instance, the entire working of the Indian Airlines Corporation has been mentioned by one hon. Member. Only this morning this House had the opportunity to discuss the lock-out and the tragic incident that took place at Palam. I can only assure the House that all efforts are being made by the Government to bring about an amicable settlement so that the lock-out could be lifted, so that the travelling public which has been harassed is relieved and so that the policy enunciated by the President in his Address of having cordial relations with the employees is also followed.

SHRI AKBAR ALI KHAN (Andhra Pradesh) : Could you give any idea of the time ?

SHRI K. R. GANESH : As you are aware, my senior colleagues, the Labour Minister and the Minister of Civil Aviation are engaged in tripartite discussion with the help of the Chief Labour Commissioner and I can only hope that in the shortest possible time a settlement would be reached.

Dr. Kurian also referred to the Governments labour policy and to the

resources position. I think we will have an opportunity of discussing these points when the regular Budget is placed before Parliament and also when the Demands of the respective Ministries come up.

Dr. Antani has mentioned about the pledges given to the nation. I can assure him that this Government means to keep its pledges which were given to the nation. We understand this massive support that has been given to us; we understand that this support is for implementing the programme which we have placed before the people. We wish to carry forward this programme and keep our pledges to the people.

With these few remarks I commend this Appropriation Bill.

MR. DEPUTY CHAIRMAN: The question is:

"That the Bill to authorise payment and appropriation of certain further sum, from and out of the Consolidated Fund of India for the services of the financial year 1970-71, as passed by the Lok Sabha, be taken into consideration."

The motion was adopted.

MR. DEPUTY CHAIRMAN: We shall now take up clause by clause consideration of the Bill.

Clauses 2 and 3 and the Schedule were added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI K.R. GANESH: Sir, I move:

"That the Bill be returned"

The question was put and the motion was adopted.

THE BUDGET (GENERAL) 1971-72—General Discussion.

✓ SHRI N.R. MUNISWAMY (Tamil Nadu): MR. Deputy Chairman, Sir, the Budget presented to this House is most innocuous and seems to be very innocent. It only gives an idea of what the position of accounts would be in the past year and what is likely to be in the month of May. Barring that it throws no enlightenment, nor does it throw any light on what our future Budget would be. It appears to me that it is a bald Budget and Members are at a loss to see what suggestions they could make. So far as the Budget is concerned, on the basis of the taxation proposals in the year 1970-71, he has shown a deficit of Rs. 230 crores. The Budget deficit for the coming year is also based on the Budget proposals of 1970-71. It means that despite the rise in prices, despite the increase in agricultural production, despite the increase in industrial production, this is the deficit which we find. At the lag-end of 1970, there has been an increase in the price level. In the beginning of 1971 the price rise is very high. On the basis of the rise in prices there must be a larger recovery of revenue. If there is a larger recovery of revenue in the last five or six months as per the price index, this deficit of Rs. 230 crores, which has been shown, must have been much less, because the recovery also must have been more, since the deficit of Rs. 230 crores is based on the Budget proposals of 1970-71. We have now seen the rise in prices. If there is a rise in price, there must be a corresponding fall in the deficit, but I do not find it here. Therefore, I think that much has to be said in this regard when we actually get the Budget in May, 1971 and I am sure the deficit would be much larger than what has been adumbrated in this booklet.

The basic approach of the Budget is that there should be economic growth with social justice. These are the two pillars on which the entire Budget Speech is framed. What are the directions to achieve economic growth