

system. In this system, when a person puts his finger; it reads the data and the person's photograph and all other information comes. Earlier, we used to have the Colour Card; somebody could go into one area; somebody could go into the other area. There are various things on which we are already working. We have the Bureau of Civil Aviation Security, the Ministry of Home Affairs and other concerned agencies which are on the job, and we are trying to upgrade it. I can assure the hon. Member that airport security is receiving the highest priority and attention of the Government.

Aviation agreement with UK

***83. SHRI ANAND SHARMA:** Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether an agreement has been signed with Government and Aviation authorities of UK for increasing the frequency of flights by Indian carriers to the United Kingdom; and

(b) if so, the details of the agreement and the steps taken for its implementation by Air India and other concerned agencies?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) A statement is laid on the Table of the House.

Statement

(a) and (b) During the bilateral civil aviation consultations between India and UK held on 16-17 September, 2004, it has been decided to enhance entitlements for operation of air services between the two countries to 40 services/week for each side from 19 services/week over the next one year. Designated airlines of India will get access to Glasgow, Edinburgh and Bristol besides London, Birmingham and Manchester while designated British carriers will get access to Hyderabad, Cochin and Bangalore in addition to the 4 metro cities. Air India has introduced 5 additional terminators to London effective 29.11.2004, in addition to the 12 services already operated to/through London. Another service to London will be introduced in January, 2005. Air India also propose to add 5 more terminator services to London effective summer 2005 subject to availability of slots.

SHRI ANAND SHARMA: Sir, I would like to compliment the Government and the hon. Minister for having reached this Agreement with the United Kingdom for operating additional flights which will give 40 flights a week to

both sides. As the Minister has indicated in his reply that Air India has introduced 5 terminator services to London and five more are going to be introduced. Birmingham and Manchester have also been agreed to as the new routes which would be available to the Indian carriers to operate. The list does not mention anything specific about Birmingham and Manchester. I would like to know from the hon. Minister whether Air India would be given the first option to operate these routes since air India had withdrawn earlier from Birmingham route and does the proposed designated carriers include Indian Airlines also? Will the Indian Airlines, after the new fleet acquisition, be allowed to operate on some of the international routes?

SHRI PRAFUL PATEL: Mr. Chairman, Sir, the Air Services Agreement between India and the UK has been reviewed after very very many years. In fact, the first Agreement was made in 1951, and in between, we only had an MoU for some additional services. But, after many years, we have a fresh Air Services Agreement between India and the U.K., and we have expanded the scope of bilateral from 19 flights a week each direction to 40 flights a week. Sir, as of now, we are carrying almost 800,000 passengers in each direction and the volume of traffic between the two countries is more than that 800,000 because there are many carriers which are taking passengers through intermediate points of call into the U.K. or into India. In view of this, Sir, we have also kept one aspect in mind that because of the growing traffic and the inability of the carriers to be able to handle the traffic, again before September, 2005 we are even willing to review this Air Services Agreement. What the hon. member wants to know is about the role of Air India and the Indian Airlines in the future. I can assure him, Sir, that Air India, of course, is our national airlines. As things stand today, of course, it is the only designated carrier to the U.K., but in the new Agreement, we have now got a multiple carrier designation which will allow even other carriers, that means, the Indian Airlines also would be able to operate in future, assuming that if they so desire, to the U.K., and other countries. But the fact of the matter is, what he mentioned about Birmingham and Manchester, I would like to state here that they are already part of the earlier Air Services Agreement. In fact, in the new Agreement, we have now got additional points of call which are Glasgow, Edinburgh and Bristol. We are in the constant ongoing process of trying to upgrade all our air services agreements.

SHRI ANAND SHARMA: Sir, my second supplementary is, as the Minister himself has indicated and stated earlier too, about the proposals of acquisition of new planes by both the domestic national carrier, Indian

Airlines, and the international carrier, Air India. Sir, in the past, Air India was operating on many important international routes which were economically viable and politically important. But, over the years, Air India, because of shortage of planes, has withdrawn its services from those routes, which include flights to South Africa-Durban and Johannesburg. We have entered into air services agreement with the U.K. But with this proposal to acquire new planes, will the Government consider reviving those routes which have been surrendered as also reaching new agreements with countries in the African Continent?

SHRI PRAFUL PATEL: Sir, it is a larger question but I can address it in my own way. Yes, of course, there is an issue of Air India's route destinations which have shrunk over the past few years, mainly on account of non-availability of aircraft. Air India has shrunk in size over the years. We have not been able to acquire planes for very many years for Air India as also for Indian Airlines. The Government is seized of the matter. In fact, for Indian airlines, the P/B has cleared the proposal. The next step of going to the Cabinet is still pending. But, in case of Air India, just for information of the hon. member, they have taken a decision at the board level. The other processes and formalities are yet to be completed. But, we are very keen that Air India and Indian Airlines, if they have to compete in today's environment, if they have to prosper in the long run, and if they have to do service to the nation by way of what you mentioned-politically important routes also, I think, we have to take this process forward meaningfully. I have not hesitation in saying that my esteemed colleague, the Finance Minister is here; he also is equally seized of the matter, and he is having a benevolent eye towards our own future plans. The Government, as a whole, is taking a very keen interest in this matter.

श्री संजय निरुपम: आदरणीय सभापति जी, मैं भी स्वागत करता हूँ सरकार का इस बात के लिए, जो यूके के साथ यह बाइलेटरल साइन किया गया। सर, एवीएशन सेक्टर में दो मशहूर शब्दावली हैं—फिफ्थ फ्रीडम राइट और सिक्स्थ फ्रीडम राइट, उससे मंत्री जी बिल्कुल वाकिफ होंगे। यह दो व्यवस्थाएँ ऐसी हैं, जो आमतौर पर बाइलेटरल की जो पूरी धारणा होती है, उसी को चलेन्ज करती हैं। आज हमने एअर इंडिया और ब्रिटिश एअरवेज के बीच एक बाइलेटरल साइन किया कि हमारे पैसेंजर्स इंडिया से लंदन जाएंगे और वहाँ के पैसेंजर हमारे पास आएंगे, लेकिन कुछ और ऐसे अलग-अलग फॉरेन एअरलाइन्स के साथ जो हमारे बाइलेटरल हैं, उस हिसाब से हमने छोटे-छोटे डेस्टिनेशन पर अपने पैसेंजर्स भेजे हैं।

श्री सभापति: क्वेश्चन क्या है? आप क्वेश्चन करिए।

श्री संजय निरुपम: सर, जैसे अमीरात के साथ हमने साइन किया दुबई जाने के लिए, लेकिन अमीरात सिक्स्थ फ्रीडम राइट का दुरुपयोग करते हुए हमारे पैसेंजर्स को लंदन वाया दुबई लेकर जा रहा है। ऐसी स्थिति में अगर हम प्रति सप्ताह एअर इंडिया के जरिए 40 नई सर्विस शुरू करने जा रहे हैं, यहां से पैसेंजर्स को यूके ले जाने के लिए, तो हमारे पास पैसेंजर्स कहां से रहेंगे? ये सारे पैसेंजर्स, ज्यादातर पैसेंजर्स, मेरे ख्याल से दस हजार सीट हमने अमीरात को दी हैं, जिसका इतना मार्केट दुबई में नहीं है, फिर भी वह इन सीटों का इस्तेमाल करते हुए हमारे पैसेंजर्स को लंदन लेकर जा रहे हैं। क्या बाइलेटरल को सफल करने के लिए फिफ्थ फ्रीडम राइट और सिक्स्थ फ्रीडम राइट का जो दुरुपयोग अमीरात के जरिए किया जा रहा है, उसको रोकने की कोई व्यवस्था आप करेंगे? क्या कोई जांच-पड़ताल इस संबंध में हुई है या कोई एक्शन आप लेना चाह रहे हैं? यह मेरा सवाल है।

श्री प्रफुल्ल पटेल: माननीय सभापति जी, माननीय सदस्य की चिंता यह है कि हम दूसरे देशों को हमारे बाइलेटरल का दुरुपयोग करने दे रहे हैं, यह सब बातें निश्चित तौर पर जो कुछ भी होंगी, हम देखेंगे, लेकिन मैं आपकी जानकारी के लिए इतना कहना चाहता हूं कि वर्तमान परिस्थिति ऐसी है कि एवीएशन ट्रेफिक में यह इतना बढ़ा हुआ ट्रेफिक कई वर्षों के बाद देखने को मिल रहा है। देश-विदेश से भारत में आने-जाने वालों की संख्या में 25 प्रतिशत से ज्यादा की बढ़ोतरी पिछले 6 महीने में हुई है और इसकी वजह से आज किसी भी जगह जाना हो within the country or outside the country, there is no seat available. Everywhere this is the biggest problem. अगर हमको हमारे देश का भविष्य टूरिज्म की दृष्टि से या ट्रेड और कॉमर्स की दृष्टि से देखना है तो हमें इस एयर सर्विसिज़ एग्रीमेंट को और लिब्रल करना होगा, इसके अलावा कोई पर्याय नहीं है।

श्री संजय निरुपम: हम उसके खिलाफ नहीं हैं।

श्री प्रफुल्ल पटेल: मैं आपको कहना चाहूंगा कि अमीरात के साथ जो हमारा बाइलेटरल है, वह बाइलेटरल within the scope of bilateral, if they are taking traffic, we cannot prevent anybody from taking traffic. I think आज जो हो रहा है, वह It is very much within the scope of बाइलेटरल।

श्री संजय निरुपम: चेयरमैन साहब, मेरा सवाल यह है ... (व्यवधान)...

श्री सभापति: आप सुनिए। सुनिए, सुनिए।

श्री प्रफुल्ल पटेल: आप स्पिरिट की बात कर रहे हैं, मैं टेक्निकल बात कर रहा हूं।

श्री संजय निरुपम: आपके पैसेंजर को वाया दुबई जो लंदन लेकर जाया जा रहा है, फिर आपके पैसेंजर कहां से रहेंगे, यह मेरा सवाल है? 6th फ्रीडम राइट का जो दुरुपयोग हो रहा है, मैं उसके बारे में जानना चाहता हूं?

Air India also takes people from India to London and into the US. There is nothing wrong with it. All I am saying is, if they are exceeding the scope of bilateral, is there any question of action?

DR. M.S. GILL: Sir, I would find it difficult to speak critically to such a nice Minister and such a competent Minister but I think I am going to try. Sir, the U.K. flights have been increased from 19 to 40; it has doubled. Sir, everybody knows in this country that the massive migrants in the UK are Punjabis. You are talking about Birmingham and Glasgow. I have been to every *gali* there and there is nothing but Sikhs living there. Are they going to go from Cochin and Hyderabad there? Out of these 40, there is not one flight from Punjab and from Sir Guru Amardas International Airport. Would you kindly remove this neglect of Punjab?

SHRI PRAFUL PATEL: Mr. Chairman, Sir, I am very happy the hon. Member has brought in this issue of flights from Amritsar and from Punjab. We are very, very concerned and we are absolutely in agreement with your thought process. In fact, the issue of increasing flights from Amritsar is the biggest problem. Fortunately, you cannot hold us responsible for something which cannot be done overnight. We are in the process of giving Amritsar a world-class airport. I can assure you, not only Amritsar but also many more cities in the country are going to get world-class airports. Srinagar work has already started. Besides this, I can assure you that we want to see that there could be direct flights from Amritsar to Birmingham or Manchester or why there, on to Toronto or Canada where there is a large Punjabi Sikh population. We can assure you that we are looking at this very very positively.

SHRI DINESH TRIVEDI: Mr. Chairman, Sir, as I promised, I will not make an outcry. I will be very brief. I must thank the hon. Minister for trying to improve the over-all aviation situation. Sir, my concern area is, while this bilateral and all are very good, increases of flights are required but there are three important aspects. One is the slots, the other is parking bay and the third is the availability of aircraft. My question is: What have you done about the slot? I know for certain, that while you have the intention to increase the flights, London, Heathrow and other areas have no slots. Secondly, while you are encouraging the domestic airlines in India, there are no parking bays. Thirdly, when you talk about airlines, Air India and Indian Airlines do not have adequate aircraft. You are going to lease or buy. Would you also permit the private airlines which are deisgnated airlines? Perhaps today, they are not. Would you also consider that? Could you kindly throw some light on these three areas? Thank you very much. Slots

in London and Heathrow are regulated by a separate authority, which is not within the purview of the Government. However, after very many years the Air India has been able to get additional slots at London. This has also been due to a little bit of persuasion at our end, and a little bit of support received from the British Government. Not only these slots, we are even looking at further slots, which are going to be available in the summer of 2005. So, I don't see that the slot position in London is really a constraint in enhancing the flights of Air India from India to the UK.

Your next point was regarding the parking bays. The problem of parking bays in Mumbai and Delhi is a major problem. This is a larger question, but just to throw light on the matter, I would just like to say that Mumbai and Delhi airports, as they stand today, are quite saturated. We do not have even a single night-parking bay for any aircraft, for any airline that is applying for one. And, as a result, in a short-term measure, we are quickly expanding number of bays so that there could be additional parking bays available in Mumbai and Delhi. However, as all Members would appreciate, we are telling all the airlines why don't they have night-parking bays in other cities. There are very many big cities in the country—Chennai, Kolkata, Hyderabad, Bangalore, or just any other city. This is one of the ways by which we are able to encourage them to go to other places. That advantage will accrue to those cities also. After all, our aviation cannot be Mumbai-and-Delhi-centric alone.

श्रीमती सरला माहेश्वरी: धन्यवाद, सभापति जी। पहले तो मैं माननीय मंत्री जी को धन्यवाद देना चाहूंगी कि अंततः उन्होंने कोलकाता को याद किया, क्योंकि दिल्ली, मुम्बई और चेन्नई के बाद कोलकाता भी एक बड़ा शहर है जिसको आप भूलते जा रहे हैं और जिसके साथ लगातार सौतेला व्यवहार किया जा रहा है। बहरहाल, मैं मंत्री जी से यह जानना चाहती हूँ कि यूके के साथ नागर विमानन सेवाओं को बढ़ाने के लिए जब आप समझौता कर रहे थे, उस समय क्या आपके दिमाग में यह बात थी कि इसके जरिए हमें हमारे देश की क्षेत्रीय विषमताओं को भी address करना है। अगर यह बात आपके खयाल में थी, तो मैं यह जानना चाहती हूँ कि क्या यह सच नहीं है कि कोलकाता शहर जो आज आईटी के क्षेत्र में, एग्री इंडस्ट्री के क्षेत्र में, स्टील के क्षेत्र, सेवाओं के क्षेत्र में एक आदर्श निवेश स्थल के रूप में माना जा रहा है? इस नए परिप्रेक्ष्य को देखते हुए, क्योंकि चार मेट्रो का आपने उल्लेख किया है, मैं यह जानना चाहती हूँ कि कोलकाता शहर से आप कितनी अंतरराष्ट्रीय विमान सेवाएं शुरू करने जा रहे हैं? क्या आपको यह मालूम है कि वहां से एयर इंडिया की एक भी सर्विस नहीं है?

श्री प्रफुल्ल पटेल: माननीया सदस्या का प्रश्न बिल्कुल सही है कि आज वर्तमान परिस्थिति में मुम्बई और दिल्ली ही हमारी अंतरराष्ट्रीय सेवाओं के लिए ज्यादा प्रसिद्ध है। यह भी

दुर्भाग्य की बात है कि एयर इंडिया हमारे देश की राष्ट्रीय एयरलाइंस होने के बावजूद कोलकाता से इसकी एक भी सेवा नहीं है, चेन्नई से बहुत कम सेवाएं हैं और भी अन्य कई ऐसे शहर हैं, अमृतसर सहित जहां से एयर इंडिया की सेवाओं को हम आज नहीं चला पा रहे हैं। यह हमारे लिए दुर्भाग्य है, लेकिन मैं आपको निश्चित कहना चाहूंगा कि कोलकाता के लिए हम अभी और सोच रहे हैं कि कोलकाता से भी एयर इंडिया की सेवाएं शुरू की जाएं। ...*(व्यवधान)*... अभी हमारे पास हवाई जहाज तो आने दीजिए क्योंकि अभी हमारे पास हवाई जहाज नहीं हैं। ...*(व्यवधान)*...

SHRI JIBON ROY: Thank you very much, you are taking initiative. ...*(Interruptions)*...

SHRI PRAFUL PATEL: Let me complete. If you don't let me complete...*(Interruption)*...

MR. CHAIRMAN: Shri P.G. Narayanan.

SHRI PRAFUL PATEL: We are seriously considering it. And, I can assure the hon. Members...*(Interruptions)*...

MR. CHAIRMAN: Shri P.G. Narayanan. ...*(Interruptions)*... बैठिए, बैठिए। ...*(व्यवधान)*...

SHRI PRAFUL PATEL: Sir, please let me give a piece of information ...*(Interruptions)*...

श्री सभापति: स्पीड से चल रहे हैं। ...*(व्यवधान)*...

SHRI PRAFUL PATEL: For the information of Members, coming especially from Kerala, Air India's new subsidiary, Air India Express, is not only going to start services, but it is going to base one aircraft in Calicut, one in Trivandrum, and one in Cochin. ...*(Interruptions)*... As a beginning, you cannot expect me to give you any concrete answer. ...*(Interruptions)*... this is just for you information.

श्री सभापति: माननीय मंत्री जी, जितना आप details में जाओगे, उतने ही supplementary खड़े होंगे। ...*(व्यवधान)*... बस ठीक है, आपके कोलकाता का इंतजाम हो गया।

SHRI P.G. NARAYANAN: Mr. Chairman, Sir, I am told that the British Aviation authority has cleared several additional flights from London to various Indian destinations. The permission has been granted to British Airways, Virgin Atlantic, and other private airlines. As Chennai is a very important destination in South India, will the Minister inform the House how many additional flights are planned between London and Chennai?

श्री सभापति: अभी चेन्नई के साथ-साथ आप दूसरा याद मत दिला देना नहीं तो और सप्लीमेंट्री आ जाएगी।

SHRI PRAFUL PATEL: Mr. Chairman, Sir, the 40 flights which the United Kingdom has to designate to the various points of call is purely in their domain. Officially, we have not been communicated anything so far. But about the newspaper reports or what you have read, I don't wish to make any statement on that here in Parliament.

सरकारी पदों तथा व्यय में कटौती

*84. श्री मोती लाल वोरा: क्या वित्त मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या उनके मंत्रालय ने व्यय सुधार समिति की सिफारिशों के आलोक में मंत्रालयों/विभागों को सरकारी पदों में कटौती और खर्च कम करने का सुझाव दिया है;

(ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ग) उनके मंत्रालय के सुझाव पर संबंधित मंत्रालयों/विभागों की प्रतिक्रिया क्या है; और

(घ) यह कटौती कब तक लागू किए जाने की संभावना है?

वित्त मंत्री (श्री पी. चिदम्बरम): (क) से (घ) विवरण सदन के पटल पर प्रस्तुत है।

विवरण

(क) से (घ) व्यय सुधार आयोग (ई०आर०सी०) ने 42000 पदों को समाप्त करने हेतु उनकी पहचान की है। इस पर सम्बन्धित मंत्रालयों/विभागों ने समाप्त करने के लिए 24,000 पदों का पता लगाया है, जिनमें से 18,682 पदों को पहले ही समाप्त किया जा चुका है।

व्यय सुधार आयोग ने यह सुझाव भी दिया है कि वार्षिक सीधी भर्ती योजनाएं प्रत्येक मंत्रालय/विभाग के लिए तैयार की जाएं। कार्मिक एवं प्रशिक्षण विभाग ने मई, 2001 में अनुदेश जारी किए थे कि सीधी भर्ती रिक्तियों को सीधी भर्ती रिक्तियों के 1/3 तक ही सीमित होना चाहिए, बशर्ते कि यह संख्या विभाग की कुल संख्या के एक प्रतिशत से अधिक न हो। इन अनुदेशों के परिणामस्वरूप, लगभग 93,500 पद समाप्ति के लिए तथा लगभग 39,500 पद भरे जाने के लिए अभिनिर्धारित किए जा चुके हैं।

सरकार का यह सतत प्रयास रहा है कि गैर योजना, गैर विकासात्मक व्यय को नियंत्रित रखा जाए। इस संदर्भ में अन्य उपायों के साथ-साथ सभी मंत्रालयों/विभागों को फिजूल खर्च से बचने के