

**NOTIFICATIONS UNDER CUSTOMS ACT,
19**

(52 SHRI K. R. GANESH: Sir, I also beg to lay on the Table a copy each of the following Notifications of the Ministry of Finance (Department of Revenue and Insurance), under section 159 of the Customs Act, 1962—

(i) Notification G.S.R. No. 1717, dated the 21st September, 1970 (in English and Hindi), together with an Explanatory Memorandum thereon.

(ii) Notification G.S.R. No. 2302, dated the 30th September, 1969 (in Hindi), together with an Explanatory Memorandum thereon.

(iii) Notification G.S.R. No. 175-1, dated the 1st October 1970 (in English and Hindi), together with an Explanatory Memorandum thereon. (iv) Notification G.S.R. No. 1792 dated the 17th October, 1970 (in English and Hindi), together with an Explanatory Memorandum thereon.

Placed in Library. See No. LT-4332/70 for (i) to (iv).>J

LEAVE OF ABSENCE TO SHRI G. P. SOMASUNDARAM MR. DEPUTY CHAIRMAN: I have to inform Members that the following letter has been received from Shri G. P. Somasundaram, dated 9th November 1970:

"I am suffering from paralytic attack for which I am taking treatment. It may not be possible for me to attend the ensuing session of the Parliament.

Therefore I request you to place the matter before the House and leave may be granted for the Session."

Is it the pleasure of the House that permission be granted to Shri G. P. Somasundaram for remaining absent from all meetings of the House during the current Session?

(No hon. Member dissented)

MR. DEPUTY CHAIRMAN: Permission to remain absent is granted.

We shall proceed with the legislative business.

**THE AIR CORPORATIONS
(AMENDMENT) BILL, 1970—contd.**

SHRI K. P. SUSRAMANIA MENON (Kerala): Mr. Deputy Chairman, Sir, the main provision of this Air Corporations (Amendment) Bill relates to enabling the Corporations to set up hotels, etc. As you know, Sir, ours is a fairly large country and the scope for development of air transportation in this country is quite big. So also in the case of Air India. Though it is an international line by general international standards, it is still a small airline. Therefore, at this juncture, to fritter

away whatever resources these Airlines have got, to sectors of activity which do not belong strictly to their original purpose, is not (inert. It is economically wrong and it is not going to help the Airlines at all. As far as this country is concerned, we are still in difficulty to find a seat in the Indian Airlines, and the expansion process is still very slow. So also is the case with Air India. I do not understand why at this juncture Air India should think of setting up hotels. Running of hotels, etc. is probably the function of the Tourist Corporation or some such other bodies, and not that of Air India. I imagine that some of the international airlines have got their own hotels and that may help in picking more traffic, etc. But the point that we have to remember is that Air India is still a small airline and the scope for its expansion in the sphere of air transportation itself is quite high and therefore, Air India or the Indian Airlines should not flitter away its resources in activities which do not belong primarily to its sector of operations. Now, Sir, after all, the managements of these Air Corporations have got so many jobs to do, and if they have been doing their jobs properly and well, then at least we could have pardoned them in setting up such things. But I have a feeling that this will only lead to further diversion of their attention from their primary task. Running of hotels, as you know, is not an ordinary job; it is a difficult job and, therefore, at the moment, air the managements of these corporations have not been able to give full attention to the matter of improving their efficiency, their labour relations, etc., to divert their attention to an activity, which is not primarily within their scope, is all detrimental to the growth of these airlines, to their efficient functioning.

Now, Sir, there are some other provisions in the Bill which, I think, are mainly a matter of works. Instead of 'member' the word 'director' is used. But another provision which I object to is the question of giving donations to charitable institutions. I do not know what sort of charitable institutions these Air Corporations are going to give funds to. In any case these will be dominated by certain political opinions in this country, and I do not think it is desirable for these Air Corporations to give any funds to charitable institutions. This Clause should be opposed.

Now, Sir, I come to certain fundamental problems which these Air Corporations are facing, especially in the matter of labour relations, and as long as you do not have a proper contented labour in the Airlines, you cannot have an efficient service. Sir, some time back I had the occasion to refer to the question of the technicians' dispute with the management. As you know, Sir, the

SHRI K. P. SUBRAMANIA MENON: Khosla Award had set up certain norms, certain standards of wage differential between certain categories, that is, between the administrative staff, the technical staff, the engineering staff, etc.

But I do not know under what compulsions the airlines management thought it fit to modify the Award in favour of a certain section of the staff that is, the administrative staff, and create a situation in which the technical staff got discontented. They thought that they were being brushed aside. Now it would have been good for the airlines management to come to terms with the technical staff because after all they are the men who see that the aircraft flies in the air. Whatever may be our conception of the hierarchical position of labour in all advanced countries the technical staff always get a better treatment than the administrative staff but here in this country with its feudal attitude, with its outmoded attitude you say one is a Graduate, one is a matriculate and so on— we have given more attention to the administrative staff without giving the technical staff their due. The result has been that the technical staff today feel frustrated and they are on the war path. Last time the Minister gave an assurance in this House that they will try to settle the dispute with the Indian Aircraft Technicians Association by negotiating with them but unfortunately I would say that the airlines management has taken up an attitude which is highly hostile to the technicians and this is not going to help matters. In fact I understand that the airlines are trying to send the dispute to adjudication. As you know, adjudication is not the way to settle this dispute because when there was NIT Award and when the airlines thought it fit to modify it there was no question of adjudication. Now when one section of the employees feel aggrieved and when they demand a change then the airlines management is thinking of going to adjudication. This is only just postponing the issue and creating more difficulties for the air lines and for the workers. I want to warn the management that the workers are not going to agree for adjudication on this issue.

Now behind all the glitter of these airlines you will find that a terrible amount of wastage, nepotism and all sorts of malpractices are going on. You will be surprised to know that the rules and regulations governing aircraft maintenance, flight schedules etc. are being thrown overboard by the airlines management in collusion with the DGCA in order to defeat and discredit the technical staff of the Corporation. Actually a number of flights are taking off on concessions and this has become a regular practice in the Indian Airlines to play with the life of the passengers. This

is a dangerous practice and I want to warn the Government that this practice should be stopped.

Another thing I want to bring to your notice is about the question of overtime allowance. As you know, the Indian Aircraft Technicians Association has been demanding that in order to cope with the increased work the airlines should recruit more technicians but what the airlines have been doing is to try to give more and more overtime to certain sections of the staff in order to please, in order to create a favoured section among the workers. You will be surprised to know that according to information I have got some of the aircraft maintenance engineers who get a pay of Rs. 2,400 are drawing Rs. 6,000 to Rs. 7,000 as overtime allowance, outstation allowance, D.A. etc. An ordinary engineer getting Rs. 2,400 gets about Rs. 7,000 as allowances almost every month for overtime etc. Now this way of specially favouring a section of the technical staff in order to beat down the other section has been followed by the airlines management for a long time and this has to stop. If the aircraft maintenance engineers are short in number more people should be given licence but the DGCA and the Indian Airlines conspire in such a way that only a few people are given licence and the vast majority of qualified technicians are denied licence. This creates a situation in which a few engineers who have got the licence are able to manipulate the entire work and earn fabulous amount by way of overtime allowances etc. This sort of thing should be stopped and all this wastage avoided.

Finally I would like to tell the Government and the Minister concerned that this should be settled with the Aircraft Technicians Association and their demand should be conceded.

SHRI KRISHAN KANT (Haryana): Mr. Deputy Chirman, I am glad that once in a while the Minister of Tourism and Civil Aviation has to speak in this House. We never discuss the functioning of the Ministry of Tourism and Civil Aviation. Everybody is a tourist and although now Members of Parliament can go by air and all that, they have not been able to criticise the Ministry and give their suggestions. So, I welcome this opportunity of discussing the Air Corporations (Amendment) Bill. I wonder whether it is not a mixture of conservatism and progress, like the mixed economy in a mixed way. Here it is not clear whether you want to increase bureau-cratisation or whether you want decentralisation. Nothing is clean. In clause 2, where the new Board of Directors is to be appointed, it is mentioned that the Government will do it after consultation with the Chairman. It could have been done in a

very informal way. I do not know whether the Government want the Chairman to build up their own empires. When you put it in the statute, the Chairman, whomsoever you appoint, will use his veto. We have had the experience of the previous Chairman who did not have faith in the functioning of the Corporation. Mr. Bharat Ram was there, I think, and I am glad that he is out. Now, if you have a non-official man as a part-time Chairman and you try to have a Board of Directors, in consultation with the Chairman, it means that you are providing a veto to him. That is a very derogatory step. I think it should not be accepted and I hope the Minister will consider it before finally giving that power. We may have to oppose him in this House on some of the provisions. It is better if he had discussed it, because this is a very retrograde step, giving a veto to the Chairman of the Air Corporations in regard to nomination to the Board of Directors. It means that he may do anything. Suppose he does not agree to certain nominations or the Government does not agree to some of the suggestions, what is the position? Either there will be a stalemate and from the very beginning an atmosphere of tension will grow between the Government and the Chairman or the Government will completely hand over the Corporation to the Chairman, so that he can go on doing whatever he likes. This is a retrograde step I think this Bill should not be allowed to be passed as such. The Government should have consultations in an informal way. They are free to discuss it with the Chairman whomsoever they appoint. I would like to refer to the Press Council. When the question of the appointment of the Chairman and the Members of the Press Council came up, it was specifically provided that the Chairman would be nominated by a Selection Committee. That very Selection Committee will appoint the Members of the Press Council without consulting the Chairman. The Advisory Committee for the Press Council consisting of Members of Parliament did not want to give the veto to the Chairman. That is a retrograde step. The Selection Committee consists of the Chief Justice of India, the Speaker of the Lok Sabha and the Chairman of the Rajya Sabha.

Here you are giving him veto power and allowing him to build up an empire. Then you have to come again and again to the House to inform us as to how he functions. He might be a part-time Chairman who may like to function in any way he likes and use the Board of Directors in whatever way he likes. I think it is a very retrograde step.

I am glad you are thinking of having one Chairman for both. If you are having one Chairman, then have the same service

conditions in both. Let us not have strikes in the way we have had now. I would say that the service conditions of Air India and Indian Airlines should be the same, so that that does not become a bone of contention between the employees and the Corporation.

Here I come to clause 4 in which a very special provision has been made:

"(kk) to make such grants as it thinks fit as contribution or donation to any fund established for a benevolent or charitable purpose".

Mr. Deputy Chairman, the Corporation is not a 'dharamsala'. The Corporation is not a religious trust or charitable trust as some of the private trusts are. We know how the monopolies are using trusts and 'dharam-salas' for evasion of taxes. I do not know whether this provision is there in respect of any of the public sector undertakings and how they are using it. "To make such grants as it thinks fit as contribution or donation to any fund established for a benevolent or charitable purpose": who is to decide. Is it the Chairman because the board of Directors will be subservient to him? For example, the Chairman may like to give Rs. 1 lakh from the Government funds to a charitable trust or other trust which he has formed. It is a very retrograde step.

SHRI MAHAVIR TYAGI (Uttar Pradesh): You are quite right. It will lead to all types of corruption.

SHRI KRISHAN KANT: I do not know why this has been introduced. The old concept of having these things has changed with the changing society. You want to build up a new society where these things are not required. The Corporation is not a charitable organisation. The Government can decide whom to give and whom not to give. Suppose there is a hospital or some such thing which is to be used by the members of the Corporation. You can subscribe to that for the benefit of the members of the Corporation. But this, I do not know. (*Interruption*) I agree that this is a very clumsy way of doing things. This must be omitted. We all oppose it.

There is another thing about clause 7:

"(b) enter into a lease of any immovable property for a period exceeding ten years or where the rent of such property exceeds ten thousand rupees per month".

I do not know what are the implications of this. Some other Members have spoken about it. I hope the Government of India and the Minister will look into it and see whether this is proper. I want the Board to function properly. If the original provision

[Shri Krishan Kant]

is not sufficient, there should be proper reasoning behind it, and while the Minister is replying he must give proper reasoning,

SHRI MAHAVIR TYAGI: We will see if he takes note of how Parliament feels about it and if he responds to the wishes of the House,

SHRI KRISHAN KANT: One thing about Air India. They have a very good reputation, I know, but I fear there is increasing inefficiency in the Indian Airlines. In years back when we were travelling we were served good food. The food has deteriorated. The fare has increased but the food has deteriorated. You increase the air fare but the food is cheap food. Previously you were giving some costly things. Now you do not want to give them.

SHRI ANANT PRASAD SHARMA (Bihar): Instead of cup and saucer they will now give only the cup.

SHRI KRISHAN KANT: Mr. A. P. Sharma says that it may be that after some time they will give only the cup and say you can drink with the cup.

SHRI S. D. MISRA (Uttar Pradesh): Mr. Mehta is satisfied with cosmetics, He gets that.

SHRI KRISHAN KANT: Secondly, Sir, you must have travelled by Indian Air lines. I want to know why the quality of the air-hostesses has gone down. A beautiful Minister cannot attract beautiful air-hostesses.

SHRI ARJUN ARORA (Uttar Pradesh): And handsome Minister.

SHRI KRISHAN KANT: Yes, I do not know why a handsome Minister cannot attract pretty air-hostesses. It is a part of tourism also. I do not know why this deficiency is there. The quality of the air-hostesses has deteriorated very badly; you must have better quality.

DR. DEBIPRASAD CHATTOPADHYAYA (West Bengal): Service quality, or aesthetic quality?

SHRI KRISHAN KANT: Both, it is a commercial proposition and your air-hostesses play a great part in tourism as well as in comfortable travel in the airlines. I do not know what the Minister is going to do.

In the Indian Airlines bureaucratisation is increasing day by day. Look at the way they are behaving. Their behaviour is bad. If you go to book a seat, their behaviour is bad. They say, "Wait". I do not know such public relations. The Minister's method of functioning has not permeated down to those people. He is a very cultured man, a man who can have very

good public relations. Why has that not permeated to the common worker in the IAC?

SHRI ANANT PRASAD SHARMA: They were servants, now they are the masters.

SHRI M. H. SAMUEL (Andhra Pradesh): Let it go on record.

SHRI ANANT PRASAD SHARMA: This is on record.

SHRI KRISHAN KANT: It takes one and a half hours from here to Bombay. But the luggage clearance from the aeroplane at the airport takes one and a half hours. By that time we could have gone to Bombay and returned. (Interruptions) I do not know what the Government is doing about it.

Industrial relations in the Corporation are in a very bad state. I do not know why. The time has come when you want more returns, more tourism. The Boeings are coming, and they require all technical knowledge and a better way of dealing industrial relations should be top-top, in the best conditions so that the efficiency in the Corporation would grow. Mr. Deputy Chairman, I feel that efficiency and industrial relations have gone to a very low ebb. Unless some special interest is taken no improvement is possible. You may have a full-time Chairman and experts who have industrial relations knowledge. They should be properly dealt with. [If you go, if you are complaining now, from the porter to the top. They say, "We do not want to work. See how we are treated." It means that the treatment from the top to the bottom is not good. I was glad when the Deputy Minister once agreed in this House that the management had faults. I hope that the Deputy Minister after that has looked into the faults of the management and that the management will be streamlined. Otherwise, I feel that merely by defending the officers; he will not solve the problem, the whole approach has to be socialistic, the whole approach has to be egalitarian. Otherwise, you will not be able to solve the problem.

MR. DEPUTY CHAIRMAN: You conclude now, please. You have taken 12 minutes.

SHRI KRISHAN KANT: I am closing.

With these words, I hope that the increasing inefficiency after this discussion will change into an increasing efficiency. Otherwise, I think this IAC will not be able to play its proper part in increasing tourism, in attracting more people or in the services that they are rendering to the people.

AN HON. MEMBER: More beautiful air-hostesses.

SHRI KRISHAN KANT: Mas I end b) saying that the Minister will lend more of his charm so that the IAC and Air India also shed the same charm as the Minister?

MR. DEPUTY CHAIRMAN: You have all taken quite enough time.

SHRI ARJUN ARORA: We base not taken enough time.

MR. DEPUTY CHAIRMAN: If you want to finish the Bill within the prescribed time, I would appeal to you. Members that they should take only 10 to 15 minutes each. Mr. Mani.

SHRI A. D. MANI (Madhya Pradesh): I would like to have ten minutes, if you do not mind, Sir.

SHRI DWIJEND*ALAL SEN GUPTA: (West Bengal): What is it? He is speaking every day. Why does he represent except himself? I want to know. Is it because he proposed your "imc"?

MR. DEPUTY CHAIRMAN: It is a very wrong statement which you are making, Mr. Sen Gupta.

SHRI DWIJEND*ALAL SEN GUPTA: The other day he spoke on the Scheduled Castes. He spoke yesterday.

SHRI A. D. MANI: I did not speak.

SHRI ARJUN ARORA: How can you object to that?

(Interruptions)

SHRI A. D. MANI: I am prepared to resign my membership of this House if he proves his charge that I have spoken on the Scheduled Caste debate.

SHRI DWIJEND*ALAL SEN GUPTA: You have been showing favours to Mr. Mani.

SHRI A. D. MANI: I am prepared to resign my membership of this House if the hon. Member proves this charge.

MR. DEPUTY CHAIRMAN: It is not correct to say that I have shown any favour to any hon. Member. I have never discriminated against any Member.

SHRI ARJUN ARORA: On a point of order, Sir. That remark of Mr. Sen Gupta is very unfortunate against the best parliamentary tradition. He is a very good friend of mine. I would request him to withdraw his remark.

SHRI DWIJEND*ALAL SEN GUPTA: I withdraw the remark; but the fact remains

(Interruptions)

SHRI A. D. MANI: Mr. Deputy Chairman, Sir, I support the Bill and in doing so I would like to say that the Act of 1963 has been amended only a few times. The Air India Corporation is one of our best undertakings. It started with a profit of Rs. 10 lakhs in 1953-54 and its present balance sheet shows a profit of Rs. 222 lakhs. It is regarded as one of the best Airlines of the world.

SHRI I. OKANA1H MISRA (Orissa): Which one is considered the best?

SHRI A. D. MANI: I said one of the best. T.W.A. is supposed to be the best. Air India is regarded as one of the best airlines in the world. *(Interruption by Shri Jijji Hum)*. Since my time is limited I would like to refer to clause 2 of the Bill which refers to the appointment of Directors in consultation with the Chairman. In this connection I would like to mention that I am not in agreement with the suggestions made by my friend, Mr. Krishan Kant that the same Chairman might be the Chairman of both the Corporations, Air-India and the Indian Airlines. The Air-India is a specialised job and, therefore, somebody with an orientation towards foreign traffic must be appointed as Chairman. The Indian Airlines has so much traffic and I am not in favour of that provision of the Bill which permits the same person to be appointed as Chairman of both the Corporations.

Regarding the appointment of Directors, I would like to say, Sir, that the Minister should find room for a Public Relations Director of Air-India. We are trying to attract foreign traffic and are developing a good deal of traffic in the United States. Therefore, somebody who is well-versed with foreign media of publicity should be appointed as the Director on the Corporation.

My hon. friend, Mr. Parthasarathy, said that one of the leaders in the workmen should also be appointed. I would certainly support that suggestion. But in appointing a workman we cannot get a workman elected by the Union concerned; it ought to be by the choice of the Board, with the co-option of the Board.

SHRI ARJUN ARORA: In that case, Mr. Mani, he will not be a representative of the workmen; he will be a representative of the management among the employees.

SHRI ANANT PRASAD SHARMA: Whom will he represent? Will he represent the workers or will he represent the management if he is co-opted?

SHRI A. D. MANI: You cannot have a delegate of the Union on the Directorate because then he will be bound down by

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the directives of the Union. For that reason I suggest that he should be somebody who is generally chosen by informal consultation, not by election. The moment he gets elected he gets the directive from the Union concerned. I would also like to say that the Minister should find room for one of the users, that is to say, one of the passengers' organisations on the Directorate. You can easily find out who travels most on these airlines.

SHRI LOKANATH MISRA: Users are taken for granted.

SHRI A. D. MANI: Yes, at the present time. But I hope that will not be the case in future.

Then, I would like to go on to clause 4 relating to donation of funds for charitable purposes. It has been pointed out that there is no need whatever for the Air Corporations to make any contribution to any charitable institution. If any charitable institution deserves help, it should get it from the Central Government not from the Air Corporations.

SHRI LOKANATH MISRA: It is meant for Jagjivan Babu.

SHRI A. D. MANI: I hope the Minister would delete this clause from the Bill, in response to the feelings expressed in this House, because we do not want the Air Corporations to utilise their financial resources for supporting what they consider to be charitable causes. If there are any charitable organisations, let them make an application to the Government and seek Government assistance for getting over their difficulties.

I would like to go on to clause 12 which seeks to amend section 45 of the principal Act. There is a good deal of agitation among the employees that the draft standing orders of the Air Corporations have not so far been certified, they are pending certification at the present moment. There is an obligation, as a result of the award of Justice Bindbasani Prasad, that the trade unions should be consulted before these orders are certified. By amending this Act, they want to do away with the need to consult the unions. This should not be done because in regard to standing orders, the workers must be taken with the management and all matters should be settled in consultation with the unions. I hope, Sir, that with the passing of this Bill, the Air Corporations would become stronger and more* efficient organisations. There is also a clause in the Bill which permits Air-India to take part in the setting up of hotels. I hope hotels will also be set up in India because we do not have properly serviced hotels with sufficient accommodation for passengers coming from

abroad and even for people travelling within the country. I hope Air-India would be able to set up hotels at various centres.

The last point that I would like to make is that since Air-India is connected with external services, the Minister might consider linking up some of the vital centres of communication with Air India. At present, Sir, Nagpur which you represent is connected only by the night air mail service. Who wants to travel by the night air mail service? There is a good deal of traffic between Delhi and Rourkela, between Delhi and Bhubaneswar, and between Delhi and Bhopal and it is possible to have a day service connecting Madras with Delhi via Nagpur. I hope he will consider the suggestion.

SHRI HAMID ALI SCHAMNAD (Kerala): Mr. Deputy Chairman, Sir, while supporting the Air Corporations Amendment Bill, I would like to draw the attention of this House and of the Minister who is at the helm of affairs to the inefficiency, indifferent attitude and malpractices prevalent in the administration of the Indian Airlines to-day. As far as indifference is concerned, I would like to draw the attention of this House and of the Minister to one incident which took place and which has been mentioned in the vernacular paper of Kerala, *Matrubhoomi*. On the 8th November, the Cochin-Bombay flight, flight No. 162, was delayed by one hour. The reason, according to this paper, was that for want of *tandoori* chicken, the flight was delayed by one hour.

The report says that one of the stewards insisted that stewards should get *tandoori* chicken and then only would the steward get into the plane. The passengers, other officials and the airport officials including the Captain persuaded the steward "*Baba*, we will eat whatever is available for us here in the flight". Non-vegetarian diet was available there but he insisted that his diet was *tandoori* chicken. At Cochin airport they had no *tandoori* chicken. So someone had to be sent to the nearest hotel and that was brought after one hour. Then only did he go. That has appeared in the *Matrubhoomi* of the 10th under a big heading.

SHRI AKBAR ALI KHAN (Andhra Pradesh): It is an individual case.

SHRI HAMID ALI SCHAMNAD:
Not

one but many. So, I want to know what steps Government has taken in the matter, whether Government knows these things, this sort of indifferent attitude just for a piece of *tandoori* chicken and the passengers being delayed. Such an indifferent attitude is prevailing amongst the officials of the Indian Airlines today.

SHRI LOK NYTH MISRA: If there is competition then the lapse would not have been there. But you support the Government in every matter.

THE MINISTER OF TOURISM AND CIVIL AVIATION (DR. KARAN SINGH): Should we give it to Patnaik?

SHRI HAMID ALI SCHAMNAD: No, I do not support all aspects of the Government.

Another point to which I would like to draw the attention of the hon. Minister is with regard to the reservation system that is prevailing today. Within the reservation system the chance of tickets is being given according to the whims and fancies of the officials concerned. I know of one incident at the Bombay airport. One man came from Kuwait. His chance ticket number was 55. People who had chance ticket number was 2 or 3 were made to wait while that man went in, tried and got an O.K. ticket when the plane was about to leave. He was asked how he could manage and he replied "Baba, I know the trick how to manage it". That was his reply he gave. People who had the second chance and the third chance had to return to their respective homes from the airport. Therefore, I request the hon. Minister to examine these cases of, if I might call, malpractice, because I do not like to use the word 'corruption'. Malpractices are there in the administration. They should be stopped. Malpractices are here not only in the Airlines offices but in every sphere. We need not blame any particular Minister or department who are at the helm of affairs, but there should be an overhauling of the entire administration.

Sir, with regard to the retiring rooms at big airports like Bombay, Calcutta and Madras, they are not always given to the passengers.

SHRI AKBAR ALI KHAN: They are very limited.

SHRI HAMID ALI SCHAMNAD: I know they are limited. But even these limited rooms are given according to the discretion of the man who is in charge of the retiring rooms. Of course, retiring rooms should be increased and also priority should be given to the man who goes first, but not seeing the face of the man or the quality of the person who goes to the airport. That should be done and it is absolutely necessary. Once when I went from Bombay to Calcutta, every room was booked. No room could be procured. Then I went to the Duty Officer and to other officers and then only could I get a room.

You see, if I had left the matter there itself thinking, "Oh, no room is available, it is all right". Men, I would not have got

it. But I pursued the matter. I went to the official who was in charge of it. I went to his superior officers. And I found that there were two rooms vacant. But then I was told that those were meant for VIPs and that those could not be given so easily . . .

SHRI LOKANATH MISRA: They must have been reserved for the chairman.

SHRI HAMID ALI SCHAMNAD: Such are the replies given there. This sort of malpractices should be stopped.

Another thing to which I would like to draw the attention of this House is about bringing luggage from the airport to the luggage counter. I think a mention has already been made about it and so I do not want to say anything further on that. In the matter it is taken for bringing the luggage to the luggage counter, we can go back to the place from where we came.

Another very important thing to which I wish to draw the attention of the House and the Minister is the long-felt desire of the people of Kerala and the people of Malabar to have an aerodrome at Calicut. Representations are being made to the Government and the matter is pending before the Government. The three or four districts of Malabar do not have an aerodrome and it is absolutely necessary that the Government should take steps to see that an aerodrome is constructed at Calicut.

SHRI ARJUN ARORA: Mr. Krishan Kant was very correct when he said that it is a very rare occasion when we can discuss the two air corporations. Till some years back this House always found time to discuss the working of several public sector undertakings during a session. During the last three or four years somehow it has become difficult. So only when an amending Bill like this comes that one gets an opportunity to discuss the working of this company. It was natural that the working of the Indian Airlines dominated the discussion on this Bill though the Bill relates to both the corporations. We are in intimate touch with the working of the Indian Airlines. And for many Members of Parliament, as for the vast majority of the Indian people, Air India is only a name and a myth.

The Indian Airlines, I find, concentrates too much on what is called the golden triangle—Delhi-Calcutta-Bombay, and neglects the other cities . . .

THE MINISTER OF STATE IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI OM MEHTA): Areas like Jammu.

SHRI ARJUN ARORA: . . . like Jammu, Kanpur, Hyderabad and Patna. And when the Indian Airlines thinks of cities apart from the golden triangle, it

[Shri Aijun Arora]

thinks of the: State capitals only. I personally feel that all cities with a population "I a million Should have at least one air service everyday. My city of Kanpur, for example, has a population of)."> millions. We do not have one air service everyday though on some occasions we have two. One air link must be provided to all cities everyday in case the cities have a population of a million or more, whether they are State capitals or not.

We heard a great deal of the Indian Airlines when the Indian Airlines was deciding what plans to buy. There I I P.M. feel that the Indian Airlines Corporation made a mistake in buying Boeings. It should have continued to buy Caravelles. But (here was no Caravelle lobby anywhere in the country and the Ministry and the Indian Airline's Corporation were pressurised into buying Boeings. The four or five Caravelles that we have in the country are giving good service. We have main tenance arrangements for them. Our technicians, our pilots and others are trained to handle them. If more of these Caravelles had come, the same maintenance establishment, the same mechanics and the same engineers would have handled them and much unnecessary overhead expenditure could have been avoided. But may be, the World Bank loan was available only to buy Boeings and the Minister had to yield. But it will mean more expenditure on maintenance and other things.

Sir, these planes have not yet arrived. Whenever you travel by IAC, you are shown posters at IAC buildings promising these planes. We are told: "Everything will be all right. Do not mind a little discomfort. The Messiahs are coming". But my information is that the capacity of these planes which are to be delivered to the IAC in 1971 will soon be exhausted. In 1972 or 1973 the same exercise will begin again. I want to know whether the government and the IAC have applied their mind to the plane for the future and if they have not, they must do so now and place orders for planes which will cater to the demand that will be generated in the years 1973, 1974 onwards. My information is that so far all that has been done is to accord a welcome to the new Boeing and mind has not been applied to the planes for the future.

In this country we need smaller planes also. Many of these smaller planes are aged and many a time we are told that the plane cannot take off and so the flight is cancelled. The present story is that while the railway trains are late, you do not know how late, there is a great deal of uncertainty about the flight of the Viscount, |

Friendship and other smaller planes which the IAC is operating because they have become aged. They need too much attention and too much maintenance and that is not available and not always effective. The Ministry and the IAC must apply their mind to this aspect of the problem also. There is also the need for smaller planes, even smaller than Viscount which could provide shuttle services between smaller cities in a particular State or between tourist centres.

श्री नेकी राम (हरियाणा) : जैसे हरियाणा में नहीं है।

श्री अर्जुन अरोड़ा : हरियाणा में बैल गाड़ी अच्छी चलती है।

MR. DEPUTY CHAIRMAN: Please conclude now.

SHRI ARJUN ARORA: There must be similar planes. At the risk of being misunderstood, I will say that the Yak planes which the Soviet Union operates are very good for such shuttle services and the Ministry must examine them without political prejudice.

SHRI AKBAR AM KHAN: Yes, that is right.

MR. DEPUTY CHAIRMAN: Please conclude now.

SHRI ARJUN ARORA: Sir, I will continue after lunch.

MR. DEPUTY CHAIRMAN: No, please wind up.

SHRI ARJUN ARORA: One more minute, Sir. There are certain cities and certain places which are served by the Indian Airlines. But the Civil Aviation Department has not provided proper airport buildings and in this context, Sir, I again mention my own city of Kanpur where the airport building is a disgrace not only to the city, but to the Indian Airlines and the Civil Aviation Department also. Three years back I wrote to the Minister and he wrote back saying that he would take care of it during the Fourth Plan period. May I remind him that the Plan period has at last begun and we should have an airport building now?

Then, Sir, I would draw your attention to Clause 12 of the Bill which seeks to replace Section "15-rule-making power. I am sorry I have not given notice of any amendment to this clause.

SHRI A. D. MANI: You can do so now.

SHRI ARJUN ARORA: But if you permit me and waive the requirement of 24-hour notice, I will give notice of an amend-

mcnt. This change in respect of rule-making powers is a little too liberal. Till today the Government has the rule-making power. Now, the rule-making power is supposed to be given to the Corporations. There is not even the provision that the rules so framed will be laid on the Table of the House within thirty days.

SHRI A KHAR : 1.1 KHAN: That should be there.

SHRI ARJUN ARORA: There has been no provision that the rules, before they are finally made, will be publicized and gazetted and objection invited. That is too sweeping a change and giving the Corporations too many powers by one stroke.

MR. DEPUTY CHAIRMAN: Please conclude now.

SHRI ARJUN ARORA: Sir, if you permit me, I may continue after lunch.

MR. DEPUTY CHAIRMAN: You have taken more time than what has been allotted. You have taken ten minutes,

SHRI ARJUN ARORA: Then, Sir, I will take more time after lunch.

MR. DEPUTY CHAIRMAN: No, you will not be called after lunch.

DR. KARAN SIR: When do you want me to reply, Sir?

MR. DEPUTY CHAIRMAN: The House stands adjourned at 12.00 P.M.

The House then adjourned for lunch at fifteen minutes past one of the clock.

The House resumed after lunch at two of the clock.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) in the Chair

चौधरी गनेशी लाल (उत्तर प्रदेश) : उप-सभाध्यक्ष महोदय, यह जो एयर कॉर्पोरेशन का बिल है इस संशोधन विधेयक का मैं विरोध करता हूँ और मैं जब विरोध करता हूँ तो मेरे सामने सीधा सा एक नक्शा आ जाता है कि जो डाइरेक्टर्स हैं, उसमें अधिकतम में 9 से 15 तक किया और न्यूनतम में 5 से 9 तक करने की आपकी आवश्यकता प्रतीत हो गई, लेकिन आपने यह महसूस नहीं किया कि जो सेक्शन 2 है, जहाँ आपने इसका प्रावधान किया है, वहाँ आज देश में जो शेड्यूल्ड कास्ट और शेड्यूल्ड ट्राइब्स का तबका है, उसके लिये भी इस विधान में डाइरेक्टर्स का कुछ प्रावधान करने और एयर कॉर्पोरेशन में इन लोगों के लिये भी कुछ स्थान देते थे अभी कई हमारे भाई यह कह चुके हैं कि आप जो

एम्बेडमेंट करते हैं, आप जो डाइरेक्टर्स बना रहे हैं, इसमें एक डाइरेक्टर इस बात का रखें कि आपका जो एयर इंडिया कॉर्पोरेशन है या जो इंडियन एयरलाइंस कॉर्पोरेशन है, उसमें वह इस बात को देखें कि शेड्यूल्ड कास्ट और शेड्यूल्ड ट्राइब्स के लोग नहीं आ रहे हैं; क्योंकि आपकी हाई-स्कूल्ड ट्रेनिंग है और इन ट्रेनिंग की वजह से जो दस करोड़ का तबका देश का है नीग्रोज है, वह बंचित है, वह तबका आपके एयर इंडिया कॉर्पोरेशन में किस तरह से लिया जाय, उसकी ट्रेनिंग कैसे उनको दी जाय, इसके लिये आप अलग से एक विभाग, एक आदमी एक डाइरेक्टर नियुक्त करें, इसी बात को देखने के लिये रखें कि इन लोगों की भर्ती आपके कॉर्पोरेशन में कैसे हो सकती है, इन लोगों को आपके कॉर्पोरेशन में काम कैसे मिल सकता है, तो मुझे बड़ी खुशी होगी। आप जो काम कर रहे हैं वह इस तरह से कर रहे हैं कि मैं समझता हूँ— मेरे सामने पुराना इतिहास भी है कि जितने इस तरह के कॉर्पोरेशन, जितने इस तरह के मैन्युअल बनते हैं, जहाँ पर रिजर्वेशन का प्रावधान नहीं होता वहाँ पर शेड्यूल्ड कास्ट और शेड्यूल्ड ट्राइब्स के लोगों को स्थान नहीं मिलता। आपका नया कॉर्पोरेशन है, आप शुरुआत में चल रहे हैं और आपके यहाँ भी अभी तक इस तबके की भर्ती नहीं हो पाई है, तो मैं आपसे कहूँगा कि इन लोगों की भर्ती के लिए भी कोई मौका दें, कोई आदमी ऐसा नियुक्त करें जो कि इन लोगों के बारे में देखता रहे।

सर्विसेज के बारे में मैं थोड़ा सा कहना चाहता हूँ। यह जो हमारे ऊपर उत्तर प्रदेश का बनारस और कानपुर शहर है, ये दोनों टूरिस्ट सेंटर हैं, ये दोनों औद्योगिक शहर हैं और इन शहरों को अगर आप बम्बई से मिला दें तो बड़ा अच्छा होगा।

मेरा खयाल है कि मैंने जो सुझाव दिये हैं माननीय मंत्री जी उन सुझावों को देखेंगे। इतने सुझाव देकर के मैं मंत्री महोदय से चाहूँगा कि मेरे सुझावों को वह मानें।

SHRI ANANT PRASAD SHARMA: Mr. Vice-Chairman, Sir, my friends, the two friends, Mr. Krishan Kant and Mr. Arjun Arora have said that this is a rare occasion that we get to discuss the affairs of the Indian Airlines Corporation, and also the working of Air India. I fully agree with them. As a matter of fact I would have also joined other Members in showering praise in regard to the working of these two organisations, but I am sorry to say that, whereas I can no doubt, based on my own experience, say that the working of Air India is praiseworthy, the working of the Indian Airlines has very much deteriorated. By talking all the time only about the services rendered to cities like Calcutta, Madras, Bombay or Delhi, people think about India in terms of those cities only. We have got a special grievance so far as my State is concerned. A number of times, Mr. Vice-Chairman, we have made complaints. Only recently, on a very important occasion like the Session of the All India Congress Committee, the position in Patna was so bad that I personally sent a telegram saying that it appeared that Patna had been eliminated from the air map of India, because hardly perhaps there is a day when we get the evening Service from Patna to Delhi. The only reason given for the last one year is that there was some accident at the Patna airport, as if this was the responsibility of the people of that State. Perhaps that is how it is being looked at and the fact is that every day, in the evening, we find the plane missing. There too, to our utter surprise, this information is given very late, sometimes one hour before the scheduled time, sometimes when people go to the airport and then they are told that the plane is overflying.

This is the position.

SHRI LOKANATH MISRA: Mr. Narayan Misra goes there once a week all right.

SHRI KRISHAN KANT: Perhaps once a week there is the flight.

SHRI ANANT PRASAD SHARMA: This is what we are facing. Now Mr. Lokanath Misra was referring to the humiliation that the passengers faced at the hands of these Services and yet he was putting on a smiling face when he was making that reference. At that time I remarked, "why are you smiling? The Minister no doubt was presenting a smiling picture all the time, but why Mr. Lokanath Misra was smiling when he was talking about it, I asked.

SHRI LOKANATH MISRA: I take everything with a smile.

SHRI ANANT PRASAD SHARMA: Sir, I am always satisfied with only one thing, that whenever I have made a complaint the hon. Minister has smiled away. This is the only reply I have received (*Interruptions*). I did not want to speak on this Bill but I wanted to seek this opportunity to bring this particular grievance of the people of Bihar not only to the notice of the hon. Minister but also to the notice of Parliament.

Sir, there is another thing that I wanted to mention in this connection and I think some of our friends who have spoken earlier have also mentioned it. You know there is a quota system for the various stations. We do not know how this quota system works. Even two hours before the plane is scheduled to leave a particular place nobody knows whether the particular seat allotted to a particular station can be available for the next union. So much so we are told that there is no seat available in the plane but when we go to the airport we find half the aircraft empty. This is how things are managed. Here I would like to make a suggestion—I understand other friends also have made the suggestion—that at least four or five hours, if not twelve hours, before the scheduled time of departure from the previous station, the station where the plane is to land next should be informed of the availability of the seats so that those seats could be availed of by the passengers at the next station. This is a very small matter and it can be managed easily.

If it is not being done, what does it show? It shows that perhaps the Indian Airlines is not working, as I remarked at the time when Mr. Krishan Kant was speaking, as a senior but die people working there are working as masters.

There is yet another thing and that is about the announcements. Whereas I have praised the service of Air India I would like to suggest that the announcements made by Air India, especially in Hindi—you know I am not a protagonist of Hindi—should be made correctly, should be made decently, and not as if some English people are talking Hindi.

SHRI KRISHAN KANT: Anglicised Hindi.

SHRI ANANT PRASAD SHARMA: Yes, anglicised Hindi they are using I hope the hon. Minister will pay attention to this suggestion of mine.

Then I would also like to say something about the handling of the packages of passengers.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): That has already been said.

SHRI ANANT PRASAD SHARMA: Sir, many a time a suggestion was made to me that I should make a claim. Only the other

day when I went to the Middle East a new box was broken. I do not know how this was handled. In the inland service this is what happens invariably. Therefore I would like to suggest that some improvement should be made in this regard. The boxes or the suitcases that people carry for air travel are not so heavy that they should be mishandled like his and damaged.

One thing more I want to suggest and this suggestion has also been made earlier by some other hon. friends. The hon. Minister should not be satisfied with serving only the big cities. The smaller cities should also be looked after, cities like Jamshedpur, Ranchi, etc. There is no service so far as Jamshedpur is concerned or if there is any that is equivalent to nothing.

Then about the timing of the plane at Patna, I hope the hon. Minister will not smile away again at my suggestion. In the winter both the planes leave in the morning but in summer it leaves in the—morning, another one leaves in the afternoon. In the winter special care is taken that they start both the plain, at one and the same time. I would request the hon. Minister to look into the timing so that the convenience of the passengers is looked after. When this matter is raised their reply is that they are running short of planes. If they are running short of aircraft it is not the fault of the passengers. They should increase the number. And on this question we are prepared to support the Minister but the point is that the service should not be such as to cause inconvenience to the passengers.

About Patna service again regarding over-flying, I would request him to put this matter right immediately. If the pilot refuses to land in the night time he should arrange the timing in such a way that the plane lands there during lay time. I wanted to make these few suggestions. As I said, as usual, whenever I make a complaint or request to him he smiles it away.

SHRI KRISHAN KANT: Do you not want him to smile?

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): If he smiles, it means favourable consideration.

SHRI ANANT PRASAD SHARMA: At least he should do something.

SHRI DWITENDRALAL SEN GUPTA: Mr. Vice-Chairman, I am in agreement with the grievances voiced against the administration of Air-India and Indian Airlines, but my grievances are different. I have serious grievances against the eastern sector of the IAC for the neglect it gets from the administration itself. Three Fokker Friendship planes were destroyed in the last eighteen months, but they were not replaced. We all talk about the border States of

Assam, West Bengal, Manipur and Tripura, but they are the most neglected States. Everybody knows that train services are almost impossible in that region. Just for going from West Bengal to Assam it takes two and a half days. So, the Indian Airlines are the only means of transport. It is a monopoly industry, but taking advantage of the monopoly situation they are looking into the problem in a manner which goes against the very concept of a nationalised industry. I wrote a letter to the Civil Aviation Minister about two months back. He gave me a reply, but not to any of the points. The reply was: "You have raised too many questions of very great importance. I would look into the matter and then let you know the result." During these two months I have got no reply to any of the points I raised. As against this picture, I would like to say that in the winter schedule simultaneously two Fokker Friendship planes will go from Delhi to Patna. I do not know why simultaneously two planes will be going from Delhi or coming from Patna.

SHRI LOKANATH MISRA: For the convenience of Ministers.

SHRI DWITENDRALAL SEN GUPTA: I do not know, but do justice to everybody. Do not do injustice to others. I would like to attribute this deterioration and mismanagement to one salient fact. In the last three years so many officers of the Indian Airlines, who were competent officers, have been replaced by new outsiders. For example, the Chairman of the IAC, the General Manager of the IAC and the Director of Personnel, all have association with the Indian Airlines only for the last three years or so and all the old officers have gone away. I do not know why outside people were brought in. Now, I am giving a catalogue of the stoppage of services because of unrest among the employees, be they pilots or be they technicians. On the 30th and 31st May, 1969 there was a pilots' strike in Bombay. In Calcutta on the 9th November, 1969 there was a strike.

On the 18th, 19th and 20th March there was stoppage of work. For about ten days there was stoppage of work in the last few days of August and up to the first week of September 1970. Mr. Vice-Chairman, we would ask the Minister to say whether any of the officers of the Public Relations Department or any officer of the Personnel Department visited these spots of disturbances or spots of unrest to settle this matter on the spot. I would like to know from the Minister here whether it is not a fact that in 1967 there was one Mr. M. K. Basu as the Industrial Relations Manager. Since then more than 25 officers have been added below. What are these officers doing? Why do they not go to the spot?

[Shri Dwijendralal Sen Gupta]

I would like to add one more important thing for the Minister to reply. It is an allegation of the employees made to me that this Mr. Basu and a group of officers (here are patronising the IATA, a union of the technicians, against ACEU which was formerly the only recognized union of the technicians. These IATA men took recourse to a strike in Bombay in the last week of August, as a result of which on the 4th of September, 1970, Government had to announce cancellation of the evening flight from Calcutta to Delhi. On the 5th of September the flight was delayed by 12 hours and I could not reach here in spite of there being a ticket with me for return journey from Calcutta to Delhi, to vote for the Constitution Amendment Bill on Privy Purses. On the 4th evening I was to return here. I had a return ticket in my pocket for the 4th evening. I only got it in the morning news of the 4th that the flight was cancelled. I frantically made an attempt to make a booking for the 5th September morning flight. I got it. The plane was to reach here at 8 A.M. but that plane came here at 7.30 in the evening, 1" hours late.

SHRI LOKANATH MISRA: They sent IAB planes to many places.

SHRI DWIJENDRALAL SEN GUPTA: No body cared for my vote. My vote is not sold to anybody. I vote according to my conscience. The point is this. I want to know whether the Government did not settle this IATA dispute beforehand? Why did they settle it only on the 7th of September? Does it show any collusion between the IATA, the administration and the Princes? Fortunately or unfortunately after the 5th of September after the voting on Privy Purses everything was settled in a couple of days.

SHRI SRIMAN PRAFULLA GOSWAMI (Assam): Why did you not come by train?

SHRI DWIJENDRALAL SEN GUPTA: I am not so foolish as anybody else because Howrah, Hooghly and Burdwan were under deep water and the long distance trains could not run from Howrah. They were all cancelled on the 4th. Am I a fool to be stranded in between at Burdwan because of the flood situation that was prevailing there?

So, I took the easiest and the safest course of flying. I did not know that it would be 12 hours late. I make a statement here that nobody on the part of the Government, either the Prime Minister or the Whip or anybody, contacted me in Calcutta inquiring about my difficulties in reaching Delhi. Only at about 1.00 P.M. on the 5th I got a telephone call from the Secretariat of the Prime Minister to the effect that the Prime Minister wanted

to talk to me. When I attended to the telephone, I was, however, told that the Prime Minister had gone to Parliament House. The man at the other end asked when I was coming. I said that I was at the mercy of the Indian Airlines Corporation. The Airport Manager there said that they would be in a position to take the plane from there to Delhi after the plane in Madras. The plane left at 3.00, that is to say 2½ hours before my departure. (Interruptions by Shri Sriraman Projulla Goswami) I am not like dumb-driven cattle. I have my personality. I wonder why that plane to Delhi which was an earlier plane representative of the industrialists in the man . . .

SHRI SRIMAN PRAFULLA GOSWAMI: You were cattle: before to say this.

SHRI DWIJENDRALAL SEN GUPTA: I would like to say that these are serious instances of inefficiency. I would like to tell you that there was an air-crash near Silchar. Many passengers died. Did any high officer or the Minister go there to console the relatives of the people who died in the crash? I would like to know what those officers and Ministers are there for. I am not here to chastise any particular officer. Mr. Kumaramangalam was replaced by Dr. Bharat Ram who was supposed to be the representative of the Industrialists in the socialistic structure of the Indian Airlines Corporation. Dr. Bharat Ram is an industrialist. Mr. Mohan Kumaramangalam, a Communist leader. I do not have any quarrel either with Dr. Bharat Ram or Mr. Kumaramangalam. But I want a whole-time Chairman who can give undivided attention to the welfare of the administration. I have no personal grievance against any of them. My only grievance is that no serious thing can be done either by Dr. Bharat Ram or by Mr. Mohan Kumaramangalam.

Another point is this. So far as the employees are concerned, they have very long and deep-seated grievances. I would request the Minister to make a categorical statement that the service conditions of the employees will not be arbitrarily disturbed. They should take the employees into confidence, the pilots, the engineers, the technicians, the white collar staff. They should consult them and speak to them. Nobody should grudge the high salary of the pilots and the engineers because they have got to discharge heavier duties. The law of supply and demand applies to them. Just for qualifying as a pilot, a man has to spend Rs. 30,000. Unless a man gets an equal return, it is not proper. Why should he be prevented? My point is this. I want good service. These air-hostesses are nasty ones. They must go. Can't we have this work done by the stewards? I want to say that they are sometimes so much conscious of

their prestige that if you call them, "Hear me", they feel it an offence. You must say, "Excuse me, please."

SHRI AWADH1 SHWAR
PRASAD

SINHA: Well; a lady should know how to address a lady.

SHRI DWIJENDRALAL SEN GUPTA:
You are a Hindiwali. Will you say in

Hindi "आप माफ़ी माँगना है" if you address them? Will you do that? Do you say that? What type of education? I do not know.

SHRI SRIMAN PR FULLA GOSWAMI:
You will say like that!

SHRI DWIJENDRALAL SEN GUPTA:
Let the ladies remain in the kitchen, let them not come to places like this.

Thank you.

SHRI MAHITOSH PURKAYASTHA:
(Assam): Mr. Vice-Chairman, Sir, I welcome the introduction of the Bill. Some structural changes are to be made in the Indian Airlines and the Air-India and I hope these things will work for the better.

Sir, two things in recent days have been given a goodbye in the Indian Airlines—efficiency and punctuality. The efficiency of the Indian Airlines has deteriorated very much and punctuality is not observed at all. I have maintained a record of my air travel during the last one year.

SHRI KRISHAN KANT: They are punctually unpunctual.

SHRI MAHITOSH PURKAYASTHA:
I do not want to waste the time of the House. If I read out the list, it will be found that on several occasions, whether in Bombay, Delhi or Calcutta or my District town, Silchar, the planes have been delayed. In some cases this delay has not been announced that the plane will be delayed, (last on this 3rd I was going to my home town, Silchar, from Delhi. The plane from Dum Dum was to leave at 10-45 A.M. On enquiry at 10-45 I was told that the plane will be delayed. Why? There was no announcement. On enquiry it was announced that the plane would be delayed by half an hour. After half an hour again I enquired and they made the announcement that it will be delayed by another one hour. That delay was also not observed and the plane actually left at 1 P.M. for its destination. The passengers going to Silchar were not even given any lunch which could easily be arranged at Agartala where the plane halts for about 20 minutes. Curiously enough, when I told them that lunch should be arranged, when I arrived at Agartala, the Indian Airlines officer smiled at me and said that they had arranged lunch for me. I asked them, "What about the lunch for others?" they said they had not arranged for

others. So I refused to take lunch and had to starve that day.

Sir, this was not only one occasion. It has become a habit with them. You know, Sir, the geographical position of Cachar, Tripura, Manipur and Upper Assam is such that they are completely isolated from the rest of India. Air travel there is not a luxury; it is a must. Those who want to travel quickly have to avail of the Indian Airlines service. But this line is always neglected. Speaking of my home district, Cachar, Cachar is linked by air with Calcutta via Agartala and Gauhati. On this line as many as three accidents have occurred during the last eleven years. Two accidents have taken place within a span of 16 months. But the Indian Airlines authorities have not given any attention to improve the air services. In spite of protests from the local people Dakotas have been placed. Whenever a Friendship plane is grounded anywhere in India it is replaced. But no Friendship is given on this line. Nowadays two Dakotas are running from there which are short of seats. To get a seat one has to wait for a month or forty days. I would request the Minister of Civil Aviation to look into the matter to see how the air service in that neglected part of the country can be improved.

Mr. Vice-Chairman, on the 29th of August an accident took place in mysterious circumstances. And after the accident the rescue operations were very much delayed and the grief of the people was further deepened. There was complete negligence on the part of the Indian Airlines to locate the wreckage of the plane which was hardly 15 aerial miles from the air station of Silchar. But it took them more than three days to locate the plane. And when they located it they expressed their inability to reach it. But before the rescue party engaged by the Indian Airlines and the Government could arrive there a batch of students went there and found only some limbs scattered there. The dead bodies were eaten up by wild beasts and vultures. But our Indian Airlines people did not reach there. To add to their grief, limbs were burnt without the permission of the relatives at Halflong, seventy miles from Silchar. When there was a protest from the public, only some limbs were brought to Silchar and these could not be cremated properly. The Government of India set up an enquiry commission and Mr. S. K. Datta, a retired judge of the Calcutta High Court, has been made its Chairman. But the Chief Safety Officer who went to Silchar to enquire into the cause of this accident, has been made the Assessor, to the astonishment of all. When the enquiry began in Silchar in the last week of October, lawyers representing the public protested against this, but the Chairman said "I am

[Shri Mahitosh Purakayastha]

helpless because it is the decision of the Government." He is a man who has to be examined as a witness. How can he sit as an Assessor? The Chief Safety Officer arrived three days after the accident, and when people—public men and Ministers questioned him, "Why are you so late?", he made the astounding statement, "We are busy with preparing answers to questions in Parliament, that is why I could not come earlier." Is there any truth in this? I would ask the Minister in charge of this department to look into the affairs and see that this Assessor is changed immediately. While appointing a judge for enquiring into the cause of this accident, you should have a judge who has no other business in his hands. He sat for only three days and thereafter adjourned the enquiry saying, "I have got other business on my hands. This will be heard again in December."

Speaking of inefficiency, inefficiency is growing in Indian Airlines because there is no dearth of employment policy there. Talking of the recruitment policy of the Indian Airlines, in Assam almost in every district town there is an Indian Airlines office. If you search for Assamese young men in these offices, you will hardly find five or six Assamese young men working in that region. Why? Are there not local candidates available for the simple job of Traffic Assistant? Certainly there are educated unemployed youths in Assam and they could easily be absorbed in these posts. So, I would urge on the Minister in charge that while implementing the new Act, he should see that this recruitment policy is revised. The industrial relations policy also needs to be revised. Why are there so many strikes in the Indian Airlines even though they are giving a decent salary to a majority of the employees? The administration in the Indian Airlines is top-heavy. There is no clear-cut industrial relations policy. Now the number of directors is going to be increased. I would like to see that as many workers' representatives as possible are taken as directors in the Indian Airlines—not only amateur directors, those who render part-time service, but also those who have intimate knowledge about the working of the Indian Airlines. Employees representing the technicians, employees representing the pilots and employees representing the commercial section also should be given representation in the board of directors. Then the industrial relations will improve and so many strikes will not take place.

I would again urge the Minister to look into the difficulties of the people of Cachar. I would request the Minister to make an improvement in that region by withdrawing the Dakotas altogether from the Silchar-Calenutta route, to make a thorough testing of the airworthiness and dependability of the Fokker Friendship planes in the peculiar

geo-meteorological conditions prevailing in that region, to change the timings of the scheduled flights to avoid flights in the late afternoons, to arrange for immediate installation of weather radar and other navigational aids in all aerodromes in the frontier region and to see the efficiency level of those who remain at the control tower. With these words, I include.

SHRI M. H. SAM. EL: I do not propose to go into the operational problems and the needs of the different areas. Several Members have spoken about them. But I have a fundamental approach to this Bill. That is why I am constrained to speak and to say that this Bill to me is rather misleading and confusing.

I hope the House will not be startled if I say that this Bill is retrograde and regressive in the context of putting the clock back on the concept of what is generally regarded as an autonomous corporation. I am sorry this aspect of the Bill has been ignored by several Members and I shall explain this point when I come to the clause-by-clause consideration.

Let me say straightway that I am an admirer of Air India, its efficiency, its policies and its administration. . .

SHRI A. D. MANT: And its maharaja.

SHRI M. H. SAMUEL: You may like the maharaja. . .

SHRI A. D. MANT: I like the maharaja.

SHRI M. H. SAMUEL: I see. Let us not go into the context of the present situation.

But I cannot say the same thing about the Indian Airlines. Many people have criticised it and I do not want to waste time on that, except to say that it does not seem to have the professional acquaintance or efficiency at the top. I will say no more on the subject.

On the other hand Air-India has a Chairman who has been one of the earliest fliers in our country. Its Managing Director himself is an aviation man. Its Chief Commercial Manager, Mr. Bobby Kooka, is one of our best brains in the world in his field. With their efforts Air-India has been running well and very creditably.

Instead of leaving such a Corporation alone—such a Corporation which is running well, making profits, bringing credit to the country from all over the world—to continue its good performance, the Government wants to poke its finger into it. In bringing forward this Bill, the Minister will probably say, "Well, in order to fill in certain loopholes, certain gaps, we are bringing forward this Bill". There can be loopholes in any organisation in the world. Nobody can be perfect. But a reasonable perfection is what is required of human effort. The reasonable perfection that Air-India has achieved, I do

not think even Dr. Karan Singh's Ministry has achieved. I will not single out his Ministry. Probably no Ministry of the Government of India has achieved that reasonable perfection. Now, for such imperfect organisations to find fault with a reasonably perfect setup, to me, sounds rather ridiculous. Air-India certainly running much better. Therefore, when Dr. Karan Singh comes forward with this Bill, I suspect a certain erosion of the autonomous character of the Corporation of Air-India or even of Indian Airlines is threatened by the provisions of this Bill. I don't know why I am making bold to consider this aspect of the Bill. The Bill nullifies the very essential concept and character of an autonomous corporation and makes the concept, by these provisions, a farce. You know that in many of the public sector undertakings there is inefficiency, chaos, less productivity, more loss and greater losses. But more important than anything else is that by this Bill we are cheating ourselves and traducing the concept of an autonomous corporation. I will show you how we are cheating ourselves and traducing the very concept of an autonomous corporation.

I now come to the Bill. The number of Directors is sought to be raised from nine to fifteen. They will of course be appointed by the government in consultation with the Chairman. They can appoint anyone they like. So the Government's influence will be supreme in the Corporations. They propose to appoint Functional Directors. I suppose these Functional Directors will know something about their functions. I suppose that the Functional Directors will be from among the fifteen. To add to this, the Government has also decided by this Bill to abolish the Advisory Committees. I am sorry for these committees, because some of them were Members of Parliament. It is a pity that they have been found useless and incompetent by the Minister or the Chairman of the respective corporations. To that extent there shall be no public participation in the running of the Corporation even in an advisory capacity. Therefore, Government is entirely supreme in these Corporations.

SHRI MAHAVR TYAGI: That is socialism.

SHRI M. H. SAMUEL: You may call it by any name you like.

Again, by a provision included in this Bill amending, I think, sec. 35 of the Act, about leasing the property and rentals, the Bill is limiting the discretion and powers of the corporation and its officials to the extent of Rs. 10,000. Now, Rs. 10,000 to be paid as rent for office space in Delhi means only 5,000 sq. ft. of space. Is that enough for the Indian Airlines' and the Air India in Delhi? In Delhi IAC has got one building and they are going to have another building with

several lakhs of sq. ft. of space. In New York, London, Paris and Washington, 10,000 sq. ft. of space is a pittance. Airline offices everywhere are maintained in a very posh manner because you have to compete with other Airline companies. If they want to have more than 10,000 sq. ft., they have to come to Government for sanction. The Government is again supreme. To that extent you nullify the autonomous character of the Corporation.

However, there are one or two relieving factors in the Bill in regard to the capital expenditure, increasing the value to Rs. 40 lakhs, and then, making rules and regulations. I do not agree with Shri Arjun Arora who said that these Corporations should not be given these powers to make rules and regulations. Where is the autonomous character of the Corporation if you do not allow them to make regulations for themselves?

SHRI LOKANATH MISRA: Shri Arjun Arora is enamoured of the Russian pattern.

SHRI M. H. SAMUEL: And, then, giving authority to them in respect of hotels and restaurants and so on.

I plead with the Government, Sir, that the Government must leave these Corporations alone which are working well. You make livings worse if you interfere with them. Your way of administration is not the business way of administration and it is not a profitable way of administration. Leave them alone and concentrate on those which are not working properly. Air-India and Indian Airlines are doing reasonably well. Why do you want to interfere with these Corporations?

I echo one of the Members' remarks that their Chairmen must be full-time Chairmen. I agree. I add that the Chairman must be acquainted, to some extent at least, with the functions and character of the work done by the Airlines. At the same time, he must be on a contract basis. I am talking also of the General Manager or the Managing Director, by whichever name you may call him. If they must be on contract basis, they must be professional men and not from the IAS or ICS cadres.

SHRI KRISHAN KANT: Yes.

SHRI M. H. SAMUEL: These people from the IAS or ICS cadres may be very eminent men otherwise; but in technical and business positions, they make a mess of things wherever they go. Thank you, Sir.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): Mr. Sinha and Mr. Appan are there. I think, Mr. Appan, you can speak at the third reading.

SHRI G. A. APPAN (TAMIL NADU): I want to go. That is why I have made the request.

THE VICECHAIRMAN (SHRI AKBAR ALI KHAN): All right, if you are very keen. Please finish within the time.

SHRI G. A. APPAN: I will take the minimum time possible.

SHRI IOKANATH MISRA: Everybody has some sad experience with the Indian Airlines.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): No, your name is not there. Yes, Mr. Appan.

SHRI G. A. APPAN: Mr. Vice-Chairman, Sir, you know, always what I say may be pleasant to some and not to others. Whatever it is, what I honestly feel I speak out in the interest of the community without prejudice to anybody.

Sir, three years back, when I became a Member of this House. I saw the Delhi airport and I wondered whether this was an aerodrome in the capital city of a great country like India. Today I should congratulate the hon. Minister for having made the aerodrome look so beautiful. And I was also trying to put a blame on him as to why Madras is not like that. But, I see some signs also of this being looked into.

Secondly, Sir, I have my own doubts about the need for this Bill. There are about 12 or 13 items to be implemented here or to be changed there. Excepting one or two things, why one or two, excepting one, that is, the power to run hotels and restaurants, the other things are not necessary for the present. Even the hotels and restaurants could have been made possible by a departmental order or a ministerial order or any order like that.

According to the new proposal the number of Directors is going to be increased from 9 to 15. Where is the need for it? Where is the heavy load of work for them? Is our country so rich? The Air Corporation is a business corporation and if you want to increase the load on the Managing Director, it can be increased from 9 to 10 or 11 but not increase it overnight to 15. If I were a Minister like Dr. Karan Singh I would not tolerate it. My thanks are due to the eminence of Dr. Karan Singh and his worthy associate, Dr. Mahishi, about whose talent only yesterday I had the privilege to know. Mrs. Indira Gandhi and Dr. Karan Singh should be fortunate to have her in this portfolio. I came to know how she was able to tackle the labour and the employer-employee problem last time when there was a strike. I was really wondering why this lady was coming and why not some man but she was able to do it. She is one of the very rare, worthy, Ministers in this Cabinet.

Dr. Karan Singh should thank her and he should give her more responsibilities. When I went for some meeting I found what a good poet, a literary person, a journalist, a good story teller and a worker she was, I would request the Minister not to stick to the proposal to increase the number of Directors. They can even be ordinary members and in that there is an amendment. Vnyhow I do not think it advisable for a poor country like ours to increase the Directors from 9 to 15.

Then I have a grievance against him but I would request Members here that if they had any grievance, let them go to the Minister and get a good reply. If they are not reasonably amendable, then you can come to the Parliament rather than waste the time of the Parliament. By personal approach to the Minister or the officer concerned we can succeed in honest cases and be of really good service rather than take so much time of the Parliament because every minute of the Parliament's time means so much of money.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): You are quite right. Your time is up.

SHRI G. A. APPAN: I am told that it is a fact that the Scheduled Castes and the Scheduled Tribes are not preferred in these Corporations.

3 P.M.

But is it the mistake of the hon. Minister or the Government? No. It is the mischief of some of the officers. You will have to pardon me when I use the word 'mischief'. Yes, it is a mischief. It is a crime. It is an offence. It is an unpardonable crime. So, Mr. Vice-Chairman, Sir, I would request the hon. Minister to please see that he issues a special advertisement calling for people from the Scheduled Castes and Scheduled Tribes to fill all the ranks from the lowest to the highest up to 15 per cent which is the reservation vouchsafed in the Constitution.

Here in this Clause he is trying to improve the conditions of service of members. So far their remuneration was only honorarium, but now there is the doubt in my mind that the prospective Chairman will have a salary, a fabulous salary, or a fabulous honorarium and allowances also. I do not think we want such people. We want for the country people who can work for the sake of the country, not for the sake of money. We want some such people but I request the hon. Minister not to put some of the defeated people, people defeated in the elections, in the elections to Parliament or the legislatures or other bodies, nor to give the chance to the retired Supreme Court Judges or High Court Judges just to

please them for their judgments, which are not according to the law, or some such thing. Furthermore, Mr. Vice-Chairman, ...

THE VICE CHAIRMAN (SHRI AKBAR ALI KHAN): No more, Mr. Appan. Now you must finish.

SHRI G. A. APPAN: Yes, Sir. I request the hon. Minister to see that at least one-third or one-fourth of the directors in all the corporations are members of the Scheduled Castes or Scheduled Tribes. Can the hon. Minister say that we do not have members, eminent members, who are business people, who are marketing people, who are exports people, and all the best of it, can he say that we do not have eminent people to be in our directors? I do not like to mention the name of every such person. You know we are not for anything. But one thing. Some unscrupulous people do not want us to come up. So I would request Dr. Karan Singh and the other Ministers concerned, and the Government, to see that 25% representation in all managerial cadres, in the directors' cadres and other cadres, is given to the Scheduled Castes and the Scheduled Tribes. If there are two Chairmen, at least the first Chairman should be a Scheduled Caste, or at least one of the two Chairmen should be a Scheduled Caste. Rather than having one man to be the Chairman of both the Corporations, it will be advisable to have two different Chairmen, not people aged six or seventy years, but young people, eminent people, intelligent people and the hard-working people, who are remaining unemployed and are rotting in the streets. Why should we give jobs to people met sixty years of age? Is it just to make them stooges in their hands. Just to make them their yes-men. Mr. Vice-Chairman, Sir, ...

THE VICE CHAIRMAN (SHRI AKBAR ALI KHAN): No more, Mr. Appan, Please sit down. I am calling the Minister of Civil Aviation now

SHRI G. A. APPAN: Only two points remain to be made, Sir.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): No, no, it is already time.

SHRI G. A. APPAN: They are points which others have not covered. It will be for the Government ...

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): I have given you the chance because you did not give your name at the earlier stage.

SHRI G. A. APPAN: In the interests of the country I seek your protection and seek your permission for a few more minutes. It is in the interests of India, not in my interests.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): Half a minute.

SHRI G. A. APPAN: Here in this Clause the financial provision is increased from Rs. 15 lakhs to Rs. 10 lakhs. Why is it so? Why not it be Rs. 20 lakhs or Rs. 25 lakhs or Rs. 30 lakhs? Why overnight it jumps from Rs. 15 lakhs to Rs. 40 lakhs, why it jumps to a figure which is about three times the present limit, which is about 300% of the present figure? If it comes to the question of an increase in the poor wages of the employees or workers, the increase there is only 2% or 3%, whereas here the financial power given extends to a sum which is about 300% of the present limit and expenditure up to that very large sum can be incurred even without the prior approval of the Government. Then there are the contractual powers for entering into lease agreements. There the period of the lease has been increased from five years to ten years. Why all this increase in the financial power, and in the period of the lease? When the Corporations are situated in cities and there are the quick means of communication between the cities the world over? The telephone is there, the telex is there, the wireless is there and we can contact persons and get their orders explaining the thing, within two minutes or five minutes. So why do you want to give these unnecessary powers, the increase in the expenditure from Rs. 15 lakhs to Rs. 40 lakhs, and the increase in the period of the lease from five years to ten years. If the hon. Minister wishes to please himself. I would request him to make it Rs. 20 lakhs instead of Rs. 40 lakhs, and to retain the present provision of five years in the matter of entering into a lease of any immovable property. Having said all this my one appeal is that the hon. Minister should see that he appoints one-fourth of the directors choosing them from among the Scheduled Caste and the Scheduled Tribes. Where there are two directors, one of them should be taken from among the Scheduled Castes and the Scheduled Tribes. The hon. Minister should also issue an advertisement calling for applications from the Scheduled Castes and the Scheduled Tribes to fill the posts up to 15%, from the topmost to the lowest.

DR. KARAN SINGH: Mr. Vice-Chairman. Sir. I am grateful to the hon. Members of the House for having taken such keen interest in this Bill and in the working of the two Air Corporations. I myself have also felt that a discussion by the two Houses on the affairs of the Air Corporations would be very useful and indeed, if anything, I have the reverse grievance that my Minister hardly ever comes up for discussion. It has been guillotined three years out of four in the Lok Sabha and does not also come up! In discussion here. However, this is the first bit of legislation that I have introduced

[Dr. Karan Singh]

since I became Minister and therefore I am glad that I have been given an opportunity for all sections of the House to express their views and, if I may say so, in a very constructive and helpful manner.

Sir, a large number of general remarks have been made which, with your permission, I would like to deal with first before I touch upon specific provisions of the Bill. With regard to the Air India there has generally been unanimity that it is doing extremely well, that it is continuing to make profits and that its service is up to the highest international standards. With regard to the Indian Airlines there have been a number of criticisms made by hon. Members of this House. I would like, before I deal with them, to say that at this present moment Indian Airlines is going through a particularly difficult position. Its present position is extremely tight and in these few months before our new planes are forthcoming it is inevitable that there will be considerable inconvenience to the public for which I apologise. I am afraid it is inevitable that until our new planes get into operation there is going to be difficulty. We are in fact so tight today that if a technical snag develops in one plane the whole sector is completely thrown off the gear as a result of which flights have to be postponed and sometimes have to be cancelled because there is no cushioning; there is no alternative plane that could be put into operation. However, I can only say that it is my firm hope that soon after our new planes are put into operation there will be a marked improvement as far as availability and the service of Indian Airlines are concerned.

Also the Indian Airlines is moving towards computerisation of its booking and reservation system. Criticism has been voiced in this debate and also on many other occasions that it is very difficult to get a booking or to get a confirmed reservation in Indian Airlines. I am inclined to agree with this because so far our whole *Hindustan Operandi*, our methods of booking have been extremely archaic. All over the world now we are moving on to a computerised system because the whole process of airlines booking has become so complicated that it is no longer possible to be done satisfactorily by clerks sitting at the counter and we are hopeful that with the introduction of this new system, fairly soon there would also be a marked improvement as far as that is concerned.

I agree that the present situation with regard to reservations and bookings is not fully satisfactory. Within the resources of the Corporation at present efforts are being made to improve it but I think the position will really improve only when we get our new planes.

Sir, I agree that there is no justification or excuse for rudeness. This is something which I have brought, to the notice of the Chairman of the Corporation. I say, you can say you are overbooked; you can say that you cannot give a seat but there is no excuse for being rude to any customer or for being discourteous. We have told the Chairman of both the Corporations of the Indian Airlines in particular with whom I have taken up the matter, and he has assured me that they have tried their best to instil in their staff the fact that courtesy and consideration should be paramount in their dealings with the general public.

There are still complaints. I will not say that our standard of courtesy is yet up to the mark, but we will certainly take steps to see that it does improve. I have always taken the view that whereas a public sector corporation can certainly take shelter behind a number of other things, for discourtesy and rudeness there is no excuse whatsoever. If it is really a question of training the staff properly, of motivating them, of impressing upon them that a public utility service like the Airlines has got to give top priority to courtesy and efficiency.

The question of labour relations has been mentioned. There is no doubt that labour relations in our two Air Corporations have not been very satisfactory. Now, there are many reasons for this. Several individual cases were mentioned by some hon. Members, I do not think I need go into them, but by any large the employees of the two Corporations are paid perhaps reasonably well when you consider the level of payment generally in the country. I do not, therefore, think that it is actually the lowness of the wage or the fact that they are not adequately paid that results in this unrest. Firstly, of course, there is the general atmosphere of labour unrest that is sweeping across the country and that is affecting every undertaking, whether it is public sector undertaking or even the private sector. Secondly, there has been a good deal of inter-union rivalry both within the Corporations and between the Corporations. It has created a lot of trouble for us. One hon. Member raised the question of AGED and LATA, viz., the Air Corporations Employees Union and the Aviation Technicians Association. Now, the rivalry between these two unions has caused us a great deal of trouble. The rivalry between the pilots unions in Air-India and Indian Airlines has caused us a great deal of trouble and it is very curious that on many occasions both the unions say that it is not a question of money but it is merely a question of the relationship between the two unions, and can only take this opportunity to appeal to all the employees of these Air Corporations to realise

that they are comparatively better off than many other sections of the society in this country today, particularly the pilots. As you know, the pilots—I am not grudging them their pay because they do a highly technical and skilled job—are paid fairly substantially. As one of my friends remarked the other day, they do not get salary. They get prize purses. Be that as it may. The fact is they are very well paid and, therefore, they must function with a greater sense of responsibility. I also feel that the managements have got to go out of their way to see that the relations with their employees are kept well. I am not one of those who merely like to put the blame on the unions. The managements also must realise that it is essentially a co-operative endeavour and that unless they are able to elicit the voluntary goodwill and support of their employees, they will not, in the long run, be able successfully to administer these Corporations. Therefore, on this question of service conditions and labour relations I can only say that I hope that the situation will improve, although the prospects, I must say, are rather disturbing. A whole round of new wage negotiations is now on the cards. I hope that the views expressed in this hon. House and by the general public will have a sobering effect on them. It is true that the public is getting fed up with the repeated strikes in the Airlines. It is something which has rightly become intolerable and I think that everybody, who is functioning in these Airlines, must realise the responsibility that he owes to the general public.

Several demands have been made for new routes and new airports. I agree that in a country like ours, which is so vast and so heavily populated, air services are not a luxury. They are a necessity and consistent with our resources situation we are certainly trying to improve the existing services and also to open new services. Many individual points were raised. Individual demands and individual cities were mentioned. I do not think that I should take the time of this hon. House in dealing with each one of these points. I can only assure the hon. Members that it is our intention and desire to improve the services to extend and expand the services wherever possible, consistent with our resources and we will do whatever we can in this regard. I must make a special mention of the eastern sector. Two hon. Members, Mr. Sen Gupta and Mr. Purakavastha, have mentioned the eastern sector. I myself come from a far-flung mountainous areas and I am aware of the fact that in areas like Jammu and Kashmir, for example, or the eastern sector, air services are an absolute necessity.

For example, if I go from here to Srinagar by road, it is 500 miles, it will take me three days. If I go by air, it takes me one hour. Therefore, the necessity of air services in

areas is extremely acute, and I have taken up particularly on many occasions with the Chairman of the Indian Airlines Corporation the necessity to improve and to extend their routes and their services in the eastern sector. Already we are doing something special. We are having Jama Serines which are in existence nowhere else in the country. But I can assure the hon. House that I am giving special attention. I am planning to give special attention in the eastern sector. As soon as our new planes come I am hopeful that we will be able immediately to give better service to this sector and I will continually keep in mind their special requirements. I am very sorry that we have not been able really in the last few years to give to the eastern sector the priority and services that they actually deserve, but I can assure them that I am acutely aware of this problem and I will do whatever I can in this matter.

MR. A. APPAN: Will the fares be reduced?

MR. KARAN SINGH: I am afraid I cannot really make a specific commitment, if the hon. Member may give me the pleasure of his company for one hour. . . .
(*Interruption*) [air services have lower fares.
(*Interruption*) I do not want to go into these individual planes in the morning or evening. That will take a long time.

I come to the question of air hostesses. Mr. Krishan Kant seems to have vanished—in which he seems to have shown special interest. I must plead guilt, to the fact that since I became Minister I have not taken any personal interest in this question of air hostesses. For one thing, I strictly and scrupulously respect the autonomy of the public Mini corporations and, secondly, perhaps in dealing with members of the fair sex discretion is the better part of valour. However, I will bring to the notice of the Corporation the remarks made by some hon. Members with regard to this question of air hostesses.

Sir, with regard to the various other points that were made, the first point in regard to appointments should not be made on political ground. I agree with this. I feel that as far as our public is concerned appointments should not be made on political grounds and as far as we are concerned, this Ministry, there is no question of making appointments on political grounds and I think that the fears expressed that the expansion of the Board of Directors will enable us or will allow us—no, it is our intention to use them—in making political appointments is without any justification. As far as this question of consultation with the Chairman is concerned, normally whenever you appoint any-

[Dr. Karan Singh]

body as Chairman and you expect him to work on the Board, you do consult him. Whether that consultation need be made statutory or whether it can be done in an informal manner is something which perhaps we may be able to consider.

I was rather surprised when my hon. friend, a senior Member. Mr. Samuel, felt that the Bill was restricting the autonomy of the Corporation. I can assure him and the House that the reverse in fact is our intention. Our whole intention in this Bill, one important part of the intention, is to expand the autonomy. That is why we are raising the limit of expenditure without Government sanction from Rs. 15 lakhs to Rs. 40 lakhs. I am inclined to agree that this limit of Rs. 1 (1,000) per month on rent that is sought to be imposed is perhaps unwarranted and unnecessary and I will be prepared to accept an amendment that that clause may be deleted. As far as donations are concerned it seems to have raised a number of doubts and hesitations which, though understandable, are, I do not think justifiable. The position is this. Air India and Indian Airlines have got to function here and throughout the world. Let us say, to give you a hypothetical example, in Italy the Mayor of Rome has a Red Cross function and if they want Air India as one of the operators to contribute towards it, surely that will be in the interests of the Corporation.

If there is a claimity somewhere, where for public relations purposes it is necessary for the Corporation to make a small donation, I do not think that it should be grudged. If the private sector companies make all sorts of donations, why should a public sector Corporation, if it is . . .

श्री निरंजन वर्मा (मध्य प्रदेश) : पहले जो शंका थी वह इसी बात पर थी। उसका कोई राजनैतिक उद्देश्य नहीं है, जब आप यह कह रहे हैं, तब कोई बात ही नहीं।

DR. KARAN SINGH: That is why particularly we have also . . .

SHRI MAHAVIR TYAGI: I appreciate it.

DR. KARAN SINGH: . . . said that no political contribution will be given, and if an amendment is given to say that these donations should be made only in the interests of the the Corporation . . .

SHRI KRISHAN KANT: We have given.

DR. KARAN SINGH: . . . I will be prepared to accept the amendment so that the matter is clarified.

There are a number of other points. One point about the Scheduled Castes and the Scheduled Tribes has been raised by the hon. Shri Appan and the other Member who spoke, Shri Chaudhary. I have written on more than one occasion personally to the Chairmen of the two Corporations, and I have urged upon them the necessity of giving greater representation to the Scheduled Castes and the Scheduled Tribes. I must admit that I also am not fully satisfied with the representation that the Scheduled Castes and the Scheduled Tribes have in the Corporations, but this is not, I can assure the House, as a result of any deliberate policy on the part of the managements of these two Corporations but because of various historical circumstances and the fact that suitable candidates belonging to the Scheduled Castes and the Scheduled Tribes are not always readily available. However, I can assure the honourable House that this is an aspect that is receiving our consideration.

SHRI (. A. APPAN: In the Selection Committee also there should be members from the Scheduled Castes.

THE VICE-CHAIRMAN (SHRI AKBAR ATI KHAN): You have said that. It will be duly considered.

DR. KARAN SINGH: There are several more points. Sir, I must come to one aspect in an otherwise very constructive and useful debate. I am sorry that my good friend, Shri Lokanath Misra, considered it necessary to make a personal attack upon one of the Chairmen, Shri Kumaramangalam, and I must say that I am constrained, as Minister, to defend him because I think, about people who are not in the House themselves, it is the Minister's job and his responsibility to see that they are defended. The hon. Member has made great play over the fact that Shri Kumaramangalam is a member of the Communist Party. Firstly, it is not factually correct now because Shri Kumaramangalam resigned on the 7th of July, 1936 on his appointment as Advocate-General in the then State of Madras and subsequently, I believe his name was struck off the rolls of that august political body. But even apart from that, even assuming . . .

SHRI T. V. VNANDAN (Tamil Nadu): Ideological indoctrination.

DR. KARAN SINGH: . . . that he was a member of the Communist Party. I do not think that is a bar. After all, the Communist Party of India today is functioning as a legal entity, as a perfectly legal party. It can sit in Government. If you can have a Chief Minister belonging to the Communist Party in a State, why can't you have as Chairman of the Corporation one belonging to the Communist Party? I think the hon. Member . . .

SHRI LOKANATH MISRA: You are a knowledgeable person. You cannot equate a Chief Minister with a nominee of the Government. The Chief Minister is elected. Mr. Kuniaramangilain is nominated and is there as long as you agree.

DR. KARAN SINGH: I am merely making the point that it is no sin, it is no disqualification for Sivi Kumaramangalam. You may or may not think that he is the suitable person. But he cannot be disqualified even if he was a member of the Communist Party which he is not today. He is in fact not a member of the party. Quite apart from that—this is just a point I make because the Member made that point—Shri Kumaramangalam is an eminent lawyer, a well-known lawyer, and I think the insinuation that he is using in any way his position as Chairman of the Indian Airlines Corporation in order to gain professional support is extremely unfair. I am very sorry for that. In fact, I can tell the House that Shri Kumar; mangalam is devoting a great deal of time to the work of the IAC. He is not living in any rent-free accommodation. And whenever he travels on any work not connected with the Airlines Corporation, he does not take any free passage from the Airlines or does not draw any travelling allowance from them. There are people putting in work like him, and Mr. Tata is also an eminent industrialist, and he is also doing an extremely competent job. I think it would be better . . .

SHRI LOKANATH MISRA: My position should not be misunderstood. I would not have spoken a word against Shri Kumaramangalam—I have nothing personal against him—if the Indian Airlines would not have been working as shabbily as it is doing.

DR. KARAN SINGH: As I said, there are certain deficiencies in the working of the Indian Airline but I do not think it is fair to blame any single individual for it. In fact, I feel if the honourable Members would give us a few months and allow our planes to come in, I hope next winter when there is another discussion in this House about the working of the Airlines Corporation, I am hopeful that many of the brickbats will be thrown into bouquets.

There are a number of points which have been raised.

THE LEADER OF THE OPPOSITION (SHRI S. N. MISHRA): Only one point which I wanted to make was this. It does seem from what the hon. Minister said that no business experience is required for the Chairmanship of any of these Corporations.

SHRI LOKANATH MISRA: Mr. Krishna Menon might be the next Chairman.

DR. KARAN SINGH: I think that as Chairman of the Corporation you require a person who is intelligent, who can understand the trends in the industry and who can look head and plan. I do not think you can rigidly lay down any qualification. It is not like the job of a Flight Purser or Accountant in which you can lay down any qualification. Sir, qualifications are there; qualifications are within you. A Minister does not have any particular business qualifications. A Chairman we try and choose . . .

SHRI LOKANATH MISRA: Forget about a Minister. He is an elected person. If Mr. Kumaramangalam had been an elected Chairman I had nothing to say. He cannot equate the position of a Minister with the position of a nominated person. Mr. Kumaramangalam gets patronage from the Government while Dr. Karan Singh does not get patronage from anybody.

DR. KARAN SINGH: Where is the harm if we have a man like Mr. Tata or Mr. Kumaramangalam who are outstanding in their fields . . .

SHRI LOKANATH MISRA: He cannot get away by saying that . . .

SHRI G. A. APPAN: I have a point of order. May I know whether like a head of a department or like Mr. Kumaramangalam, a Member of Parliament has a right to get a reply? He has the audacity to say that he will defend Mr. Kumaramangalam. Is it not an insult to us that a fat-salaried person is defended here, a person who receives Government money? We have got greater people than Mr. Kumaramangalam. Will the Minister assure this House that Mr. Kumaramangalam or Mr. Krishna Menon will not be one of the Chairmen?

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): Mr. Appan, please sit down.

SHRI G. A. APPAN: . . . We do not want arrogant people to be at the helm of affairs. He is the most arrogant type.

SHRI S. N. MISHRA: He says what harm is there if he is the Chairman.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): You have not understood the Minister. He is saying that people who are eminent in any line and are intelligent can be appointed. That is all. Nothing more than that.

SHRI S. N. MISHRA: Even an eminent donor can be appointed.

DR. KARAN SINGH: Yes, he can be. There is nothing to prevent him from being appointed.

SHRI KRISHAN KANT: Can Mr. Mishra be appointed or not?

DR. KARAN SINGH: Not so long as he is a Member of Parliament. After Shri Mishra finishes his term as M.P. he will be eminently suited for its Chairmanship.

SHRI S. N. MISHRA: Just one humble submission. Since the hon'ble Minister has all along laid a great deal of stress on efficiency in business line, here is a person who has been appointed as the Chairman of the Corporation without any business experience. There can be no doubt about his intelligence and standing in public life and so on. But are these the qualities which are required for the efficient functioning of a business enterprise? He is a very intelligent and a very eminent person. He had also political background. By all this the Minister easily lends himself to the charge that it is not because of any other consideration but political background that he was appointed the Chairman. He did not have the business experience. By saying all this he contradicted what he said earlier towards the end of his speech.

DR. KARAN SINGH: I have made it clear and, if I may say so, I may submit for a minute . . .

SHRI S. N. MISHRA: Was he the only lawyer in the whole of the country if a lawyer was required?

DR. KARAN SINGH: What is required is a top executive managerial ability.

Perhaps the hon. Member has a very narrow interpretation of what he calls 'business experience.'

SHRI S. N. MISHRA: No, not at all. You do not understand what the concept of 'business experience' means.

DR. KARAN SINGH: What is required is managerial and executive ability, and I am satisfied that the Chairman of both these corporations do possess this ability.

SHRI S. N. MISHRA: What managerial experience did he have?

DR. KARAN SINGH: He was a labour leader.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): Mr. Mishra, you have put your point. You may not be satisfied.

SHRI S. N. MISHRA: But are you satisfied?

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): I think he has answered your point.

SHRI LOKANATH MISRA: Sir, between Mr. Kumaramangalam and yourself, you probably deserve to be the Chairman, because you are a bar-at-law, he is only an ordinary advocate.

THE VICE CHAIRMAN (SHRI AKBAR ALI KHAN): This is not proper. Have you finished, Dr. Karan Singh?

DR. KARAN SINGH: Yes, These are the main points. If there are other points, I will deal with them later.

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

"I had the Bill further to amend the Air Corporations Act, 1953, be taken into consideration."

The motion was adopted.

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

Clause 2—(Amendment of section 4 of the principal Act).

SHRI JAGDISH PRASAD MATHUR (Rajasthan): Sir, I move:

1. "That at page 2, line 4, the words 'after consultation with the Chairman' be deleted."

2. "That at page 2, lines 10-11, the words 'or Chairman of one and director of the other' be deleted."

">. "That at page 2, after line 1". the following proviso be inserted, namely:— "Provided further that the Chairman so appointed shall be a person who is in the service of the Central Government."

Articles Nos. 1 to 3 also stood in the name of Shri Niranjana Varma.

SHRI A. M. N. T. PRASAD SHARMA: Sir, I move:

10. "That at page 2,—

(i) in line 4, the words 'after consultation with the Chairman' be deleted; and

(ii) in lines 9-10, the words "Chairman of both the Corporations or" be deleted."

The questions were proposed.

श्री जगदीश प्रसाद माथुर : धारा 2 के अन्तर्गत जो मेरे एमेंडमेंट हैं उनके तीन भाग हैं । सबसे पहले जो चेयरमैन के एपाइन्टमेंट के सम्बन्ध में प्राविजन है उसके सम्बन्ध में मैं निवेदन करना चाहता हूँ । माननीय मंत्री महोदय ने अभी कुमारमंगलम की बहुत अच्छी बकायत की ।

श्री महावीर त्यागी : उन्हें प्राइम मिनिस्टर से एपाइन्ट किया, मिनिस्टर ने नहीं ।

श्री जगदीश प्रसाद माथुर : इस सम्बन्ध में मंत्रालय की जो नीति है मुझे लगता है जिस प्रकार से हवाई जहाज के दो पंखे होते हैं उसी प्रकार से हैं। एक जगह आपने कैपिटलिस्ट को बिठाया है, एयर इंडिया में टाटा को चेयरमैन बना दिया, जहाँ इंडियन एयर लाइन्स का सवाल आया वहाँ पर कुमारमंगलम को चेयरमैन बना दिया। दुनिया को दिखाने को जो चेहरा है, जहाँ दुनिया में उनके वायुयान जाते हैं, वहाँ के लिए टाटा चेयरमैन हैं और इंडियन एयर लाइन्स का सवाल आया तो श्री कुमारमंगलम को बना दिया। मंत्री महोदय ने कहा कि कम्युनिस्ट पार्टी से उन्होंने इस्तीफा दे दिया, क्योंकि वे सरकारी नौकरी में गए। पार्टी से उन्होंने इस्तीफा दिया, लेकिन विचारों का सवाल है। माननीय मंत्री महोदय ने कहा कि वे बहुत अच्छा काम कर रहे हैं, वे किसी प्रकार का भ्रष्टा भी नहीं लेते अपने प्राइवेट काम के लिए जाते हैं तब भी लेकिन मैं माननीय मंत्री महोदय से एक सवाल करना चाहूँगा कि जब से श्री कुमारमंगलम को इंडियन एयर-लाइन्स कारपोरेशन का चेयरमैन बनाया गया तब से लेकर आज तक जितनी स्ट्राइक्स हुईं, जितने विवाद हुए, वे क्या कमी पहले हुए थे? इनके बनने के बाद इतनी स्ट्राइक्स और विवाद हुए, उसका कारण है कि चेयरमैन किसी आइडियोलोजी के साथ हैं। जैसा श्री सेनगुप्त ने कहा, दो यूनियन हैं, यूनियन का विवाद है और जब विवाद के अन्दर स्वयं चेयरमैन एन्टैगिल्ड हों, किसी का पक्ष लेते हों, तो विवाद होगा ही। कुमारमंगलम ने कम्युनिस्ट पार्टी से इस्तीफा दे दिया होगा, लेकिन उनकी विचार धारा है और विचार धारा होने के नाते उनकी इच्छा यही रहती है कि उनकी विचार धारा के संगठन को प्रश्रय मिले। इसलिए इस कारण वहाँ जरूर गड़बड़ है। इसलिए मेरा निवेदन है कि मंत्री महोदय उनका पक्ष लें, वे बड़े अच्छे वकील हैं, उनके अच्छे वकील होने के सम्बन्ध में दो राय नहीं हो सकती। आज सरकार के बड़े बड़े इंटर-प्राइजेज चल रहे हैं और उसमें सरकार ने बड़े-

बड़े कर्मचारी नियुक्त किये हैं। तो अगर इस कारपोरेशन में किसी सुयोग्य कर्मचारी को ला कर बैठा दिया जाय तो वह उस योग्यता की पूर्ति कर सकता है। और मैं समझता हूँ कि इस तरह का विवाद जो श्री कुमारमंगलम के आने के बाद वहाँ पैदा हुआ है, उनकी विचार धारा के कारण, उनके कार्यों के कारण, उनके पत्र-पात करने के कारण, जो भी विवाद वहाँ पैदा हुआ है, किसी कर्मचारी के नियुक्ति के बाद शायद पैदा न होता। सरकार कह सकती है कि श्री कुमारमंगलम के आने के बाद एयर कारपोरेशन में बड़ा मुनाफा हुआ है। लेकिन वह मुनाफा इसलिए हुआ है कि उन्होंने पिछले समय चार बार किराया बढ़ाया है। हिन्दुस्तान में चार बार किराया बढ़ाया है और उसके बाद वह कहते हैं कि हमने कुछ मुनाफा दिखाया है, लेकिन उसके साथ एक्जिजियेन्सी नहीं बढ़ी है। जिन लोगों के हाथ में कारपोरेशन है, वह एक्जिजियेन्सी नहीं है। उन के कारण ही वहाँ के कर्मचारियों में विवाद पैदा हुआ है। इस कारण मेरा निवेदन है कि :

"Provided further that the Chairman so appointed shall be a person who is in tin service of the Central Government."

आप गवर्नमेंट सर्विसेज में से किसी सुयोग्य अधिकारी को लें। वह टाटा को भी हटा दें। दुनिया को दिखाने के लिए जो आपने पूंजीपति का चेहरा लगा रखा है, उसको आप हटाइये और कुमार मंगलम को भी हटाइये और सर्विसेज में जो अच्छे, अच्छे अधिकारी हों, उनमें से किसी एक को आप कारपोरेशन का चेयरमैन बनाइये।

श्री महावीर त्यागी : सुप्रीम कोर्ट के जज को बनायें क्या? alter consultation with the Chairman?

श्री जगदीश प्रसाद माथुर : सुप्रीम कोर्ट के जज को बनाना तो अलग बात है। दूसरा मेरा अमेंडमेंट यह है कि

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): He is accepting that amendment.

श्री जगदीश प्रसाद माथुर : तो फिर मैं उसको मूव करके छोड़ देता हूँ ।

SHRI LOKANATH MISRA: Sir, I want to speak a few words . . .

THE VICE CHAIRMAN (SHRI AKBAR ALI KHAN): Regarding what?

SHRI LOKANATH MISRA: My observations.

श्री अनन्त प्रसाद शर्मा : उपसभाध्यक्ष महोदय, मेरा अमेंडमेंट बहुत सिम्पल है और आपने कहा कि वह उसे मान रहे हैं

उपसभाध्यक्ष (श्री अकबर अली खान): आप का भी वही है ?

श्री अनन्त प्रसाद शर्मा : हाँ, लेकिन दूसरा मेरा अमेंडमेंट यह है कि एक ही आदमी को दो कारपोरेशन का चेयरमैन न बनाया जाय और उसकी वजह यह है कि आज जैसा हम लोगों ने डिस्कशन में पाया कि इस काम में इनफ़ी-जियन्सी बढ़ी है, तो अगर दो आदमी अलग-अलग दो कारपोरेशन के चेयरमैन हों, तो काम ठीक ढंग से कर सकते हैं चाहे वह पेड हो या पार्ट टाइम चेयरमैन हों । लेकिन एक काम को एक समय में एक ही आदमी को देखना चाहिए, न कि दो कामों को एक ही आदमी के सुपुर्द कर दिया जाय । यह मेरा दूसरा अमेंडमेंट है और यह कोई नई चीज हमारे लिए नहीं है । जितने भी इस तरह के कारपोरेशन हैं अपने देश में या दूसरे देशों में या जो बड़ी सर्वसेज हैं उन सब में अलग-अलग चेयरमैन हैं; लेकिन मेरी समझ में नहीं आता कि यहाँ क्यों एक ही आदमी को दो कारपोरेशन का चेयरमैन बनाने की बात की जाती है जबकि उसकी सर्विस में इतना डिटे-रियोरेशन हो रहा है, काम ठीक से नहीं हो रहा है, तो फिर इस तरह की व्यवस्था करने की क्या आवश्यकता है । इसलिए मेरा जो दूसरा अमेंडमेंट है वह ज्यादा प्वाइंट पर है और मैं उम्मीद करता हूँ कि जिस तरह से उन्होंने पहले अमेंडमेंट को माना है, उसी तरह से वे मेरे दूसरे अमेंडमेंट को भी मानेंगे । in the interest of efficient services.

डा० कर्ण सिंह : उपासभाध्यक्ष महोदय, पहला जो अमेंडमेंट है कि शब्द "after consultation

with the Chairman" हटा दिये जाएं, इसको मैं स्वीकार कर रहा हूँ क्योंकि मैंने सोचा कि इसमें हम कन्सल्टेशन क्यों नहीं कर सकते । इसको लिखने की आवश्यकता नहीं है । लेकिन दूसरी चीजों को मैं स्वीकार करने में असमर्थ हूँ । उपसभाध्यक्ष महोदय, श्री माथुर ने कहा कि हम जो कर्मचारी हैं, जो हमारे एम्प्लाइज हैं, उन्हीं को एप्वाइंट करें । इस तरह का प्रतिबन्ध हम स्वीकार करना नहीं चाहते । यदि हम एम्प्लाइज को करना चाहें, तो वह क्षमता हमारे पास है, लेकिन हम इस प्रतिबन्ध को मान लें, इसको हम स्वीकार करना नहीं चाहते । अगर ऐसा करना होता या ऐसा मान लिया जाता तो जे० आर० डी० टाटा, जो पिछले 17 वर्ष से चेयरमैन हैं उनकी खिदमत हमको न मिलती । इसलिये यह प्रतिबन्ध हम स्वीकार नहीं कर सकते हैं । इसी ढंग से जो शर्मा जी ने कहा कि आप एक ही व्यक्ति को दोनों का चेयरमैन नहीं बना सकते, तो आज हमारे पास दो पार्ट टाइम चेयरमैन हैं और सम्भव हो सकता है कि यदि हमें कोई ऐसा व्यक्ति मिल जाय जो कि फुल टाइम और पेड हों तो हम किसी समय पर यह भी सोच सकते हैं कि एक ही चेयरमैन बनाया जाय; क्योंकि उसमें पूरे रूप से एयर कारपोरेशन में कॉर्पोराइजेशन हो सकता है, इसलिए हम यह पावर अपने साथ रखना चाहते हैं और हम यह प्रतिबन्ध भी नहीं मानना चाहते कि हम ऐसा नहीं कर सकते । अतः, हम उसे मानने में असमर्थ हैं, लेकिन पहला हम मानते हैं ।

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): Amendment No. 1 is before the House. It is accepted by the Government.

The question is:

1. "That at page 2, line 4, the words 'after consultation with the Chairman' be deleted."

The Motion was adopted

THE VICE-CHAIRMAN (SHRI AKBAR

ALI KHAN): The question is:

2. "That at page 2, lines 10-11, the words 'or Chairman of one and director of the other' lie deleted."

The motion was negatived.

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

3. "That at page 2, after line 13, the following provis(be inserted namely:

"Provided farther that the Chairman so appointed shall be a person who is in the service of the Central Government."

The motion was negatived.

*Amendment No 10 was, by leave, withdrawn.

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

"That Clause .', as amended, stand Part of the Bill "

The motion was adopted.

Clause 2, as amended, was added to the Bill. Clause 3 was adued to ihe Bill.

Clause 4—Amei dment of Section 7

SHRI JAGDISH PRASAD MATHUR: Sir, I move.

4. "That at page 2, lines 34 to 38 be deleted."

(The amendment <%also stood in the name of Shri Niranjan Varma).

SHRI KRISHAN KANT: Sir, I move:

7. "That at page 2, line 35, after the words 'charitable purpose' the words (in furtherance of the interests of the Corporation) be inserted".

The questions were proposed.

श्री जगदीश प्रसाद माथुर : उपसभाध्यक्ष महोदय, धारा 4 के अन्तर्गत जो लाइनें 34 से 38 हैं, इनको विलोपित करने के सम्बन्ध में मेरा संशोधन है। इस धारा के अन्तर्गत इन्होंने लिखा है।

"to make such grants as it thinks fit as contribution or donation to any fund established for a benevolent or charitable purpose:"

अभी मंत्री महोदय ने जवाब देने दिये कहा था कि हम इस प्रकार की व्यवस्था करेंगे कि कार्पोरेशन के हित में ही कोई चीज हो, तभी हम उसके सम्बन्ध में यह देंगे, लेकिन यहां जो धारा है उसमें इस प्रकार का कोई प्रतिबन्ध नहीं है। माननीय मंत्री महोदय की मंशा बहुत अच्छी

*For text of amendment, vide col. 148 [supra.]

हो सकती है, उनकी मंशा के सम्बन्ध में हम कोई आपत्ति नहीं कर सकते हैं कि आगे जाकर वह कोई गड़बड़ काम करेंगे, लेकिन जब तक कि व्यवस्था के अनुसार कानून के अन्दर ही हम प्रकार का प्राविजन नहीं हो, हम प्रकार का प्रतिबन्ध नहीं लगे कि एयर इंडिया में सम्बन्धित ही कोई काम होंगे या एयर कार्पोरेशन का जो सारा विभाग है, उसमें सम्बन्धित कोई काम होगा तब ही यह देंगे, तो गड़बड़ी की सम्भावना हो सकती है। कानून के अन्दर हम प्रकार की कोई मंशा नहीं बनाई गई है, कानून के अन्दर स्पष्ट नहीं है। कोई भी काम के लिये हो तो दे सकते हैं, चाहे वह भारत सेवक समाज हो या चाहे साधू समाज का काम हो, किसी प्रकार की भी संस्था हो सकती है, जिस संस्था के बारे में माननीय मंत्री महोदय या श्री कुमारमंगलम् जो कि चेयरमैन हैं वह चाहेंगे तो ऐसा कर सकते हैं, जिस किसी के लिये भी मर्जी होगी उसके लिये वह प्राविजन कर सकेंगे। तो फिर इसमें कौनसी ऐसी बात है जो कि मंत्री महोदय हमारे संशोधन को न मानेंगे। जो माननीय मंत्री महोदय ने अपनी इच्छा व्यक्त की थी कि हम इस प्रकार का प्रतिबन्ध लगाना चाहते हैं तो उस प्रकार का प्रतिबन्ध लगाने के लिये माननीय मंत्री महोदय स्वयं कोई संशोधन ला कर रखते, उस पर सदन विचार करता और मंत्री महोदय की इच्छा को कार्य रूप में परिणित करने के लिये उसको पास करता। लेकिन वह उन्होंने रखा नहीं और आशा रखते हैं कि सदाशयता पर हम विश्वास करें कि गलत ढंग से खर्च नहीं करेंगे हम ठीक ढंग से करेंगे। लेकिन जो कुछ भी देखा जाता है, जिस तरह से सरकारी कांटीब्यूशंस होते हैं, जिस प्रकार से सरकार का काम चलता है, जिस प्रकार से पैसे का दुरुपयोग होता है, वह हम सब जानते हैं। इसलिये आज जबकि हम विधेयक बनाने बैठे हैं तो इसमें इस प्रकार का प्रतिबन्ध करना चाहिये। चूंकि आज मंत्री महोदय कोई ऐसा संशोधन ले कर नहीं आये हैं तो मेरा यह संशोधन मान लिया जाय और इन लाइनों को इसमें से डिलीट कर दिया जाय और बाद में जब मंत्री

[श्री जगदीश प्रसाद माथुर]

महोदय व्यापक रूप में विचार कर के कोई चीज यह लायेंगे तो वह स्वीकार किया जाय और उसमें यह भी हो कि कितन-कितन कामों के लिये हम यह कर सकते हैं, काम भी मिलकुल वर्णित होना चाहिये कि इन कामों में सम्बन्धित कोई चीज होगी उनमें ही देंगे। केवल डिस्त्रिब्यूशन के ऊपर छोड़ना, चेयरमैन के या मंत्री महोदय के या किसी के डिस्क्रिप्शन के ऊपर छोड़ना ठीक नहीं है। आज कल राजनीति का युग है और राजनीति में किस प्रकार से दुरुपयोग हो सकता है, यह आप भी जानते हैं।

इसलिये मेरा निवेदन है कि इन बातों को डिबेट किया जाय और इस सम्बन्ध में मेरा यह जो संशोधन है, उसको माना जाय।

SHRI KRISHAN KANT: In my view sub-clause (kk) is meaningless for a public sector undertaking, especially for the air corporation. But if for certain reasons, it is necessary in international affairs or here to give assistance to certain organisations by which the interests of the corporation can be better served, it may be done. May be some employees of the corporation are in the hospital or at other places needing some help. Then it can be given. In other words, (his amendment has been moved to restrict the scope of sub-clause (kk) so that it is not misused. The hon. Minister explained it giving examples. Supposing some calamity takes place or for some participation you want to contribute something. But certain specific instructions and laid-down rules should be there made by the corporation in this regard. If something happens, the officer on the spot may like to take immediate action without referring the matter to the directors. But for that some clearcut instructions should be there and this provision should be used only for such purposes mentioned in those rules so that later on the government or the corporation may not be blamed for indulging in things which are deleterious for the interests of the corporation and interests in general. I hope the Minister will accept my amendment.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): The Minister.

SHRI LOKANATH MISRA: I am also there.

THE VICE CHAIRMAN (SHRI AKBAR ALI KHAN): He is accepting his amendment.

SHRI LOKANATH MISRA: So far as I am concerned, I am not accepting. I am not concerned with any sponsored amendment.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): It meets your object.

SHRI LOKANATH MISRA: It does not meet my object. My object in submitting my amendment was, to see that there is no loophole in the Bill for the Congress ruling party to make money from both the air corporations. I submitted the other day that Shri Jagjivan Ram has about fifty charitable institutions.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): The amendment is to further the interests of the corporation.

SHRI LOKANATH MISRA: That also would further the interests of the corporation. If Shri Jagjivan Ram gets money, that would indirectly further the interests of the corporation. How can you say no to that?

SHRI ANANT PRASAD SHARMA: If you get . . .

SHRI LOKANATH MISRA: I am arguing out with the Vice-Chairman. After I finish that, I will argue out with you.

Sir, you are neither the chairman of the corporation nor the Minister. These things are decided either by the chairman or by the Minister. How can you assure me that it would not be used that way? I have my grave doubts about it. I have seen how the ruling party has behaved on certain occasions. These corporations are not philanthropic institutions. They are institutions meant to be run on commercial lines. If they are to be run on commercial basis and at the same time some contribution is necessary, they might pass it in the board of directors saying that it was necessary for the purpose of meeting the expenses of the corporation itself and therefore they have paid it. They spend so much of money on incidental expenses and on developmental expenses, under this expense and that expense. There are so many methods of doing it. The mover of the Bill has to come forward and say that this would not be done. Otherwise, lump sums of money will be siphoned off on the plea that it is given to charitable institutions and that money in turn will find its way into the hands of politicians. I know Dr. Karan Singh. He is clear in his mind. But that won't do. He would not have appointed Shri Kumara-mangalam. But Dr. Karan Singh appointed him because Prime Minister wanted him.

SHRI ARJUN ARORA: He also wanted him.

SHRI LOKANATH MISRA: He wanted because the Prime Minister wanted. So, he had to accept him. Here also, he would do it if the Prime Minister wanted it.

This surreptitious money, this fund, you would also probably have to approve of because somebody wants it, the Congress President wants it. Therefore, I am tooth and nail oppose to this particular provision because I know this would be used politically in future.

DR. KARAN SINGH: I am sorry that the doubts . . . *(Interruptions)*. . . I am sorry that the doubts expressed by the hon. Member do not seem to have been dispelled by what I said earlier. I can assure the hon. Member that the reason for this is that certain donations have to be given for benevolent and charitable purposes.

(Interruptions)

SHRI LOKANATH MISRA: On how many occasions have you received requisitions? Let me know this.

DR. KARAN SINGH: This is not a matter which comes to the Minister. I will give you an example. There is a terrible disaster in East Pakistan. Let us say that in Dacca there is some function, some charity collection is there and so the IA office in Dacca must be in a position to make a small contribution. Similarly, we have Air-India offices all over the world. It is possible that occasions may arise in which there may be a Red Cross ball or things like that. So, we have been advised . . .

(Interruptions)

SHRI M. S. GURUPADASWAMY
(Mysore): But the Board can take a decision.

DR. KARAN SINGH: But the point is that the Board meets once in three months.

SHRI M. S. GURUPADASWAMY: Let them have an emergency meeting.

DR. KARAN SINGH: We are not having an emergency meeting of the Board to make a donation of Rs. 500.

SHRI M. S. GURUPADASWAMY:
What are you talking? . . .

(Interruptions)

DR. KARAN SINGH: What do you mean by that? We have been advised that it is necessary, that it is necessary legally . . . *(Interruptions)*. . . The Bureau of Public Enterprises and the Law Ministry have advised that it is legally necessary. That is why we have said "benevolent or charitable purpose". There is no question of any political donation whatsoever being given and therefore, I am prepared to accept the amendment that has been moved. I would urge Shri Lokanath Misra to withdraw his. I accept the amendment "in furtherance of the interest of the Corporation".

SHRI MAHAVIR TYAGI: You can agree to having a ceiling on the amount.

SHRI LOKANATH MISRA: Yes; put a ceiling.

DR. KARAN SINGH: Ceiling for the whole year or for each individual?

SHRI ARJUN ARORA: There should be a ceiling for every day.

DR. KARAN SINGH: The point is . . . *(Interruptions)*. . . The point is that the accounts of these Corporations are fully audited. They are placed on the Table of the House or both Houses every year. There is no question of such thing. It is going to be a small amount. We have been advised that legally it is necessary. Therefore, I will accept the amendment of Shri Krishan Kant and I would urge Shri Mathur and Shri Misra to withdraw it.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): Mr. Mathur, are you withdrawing the amendment?

SHRI JAGDISH PRASAD MATHUR: Yes, Sir, I am withdrawing.

*Amendment No. 4 was, by leave withdrawn.

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

7. That at page 2, line 35, after the words 'charitable purpose' the words 'in furtherance of the interests of the Corporation' be inserted."

The motion was adopted.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): The question is that Clause 4, as amended, stand part of the Bill.

The motion was adopted.

Clause 4, as amended, was added to the Bill.

Clauses 5 and 6 were added to the Bill.

Clause 7—Amendment of Section 35

SHRI R. P. KHAITAN (Bihar): Sir, I move:

8. "That at page 3, lines 9 and 10, the words 'or where the rent of such property exceeds ten thousand rupees per month' be deleted."

श्री आर० पी० खैतान : इसमें ज्यादा बोलने की जरूरत नहीं है। उन्होंने पहले बतलाया है कि वे इसकी एक्सेट करेंगे और हाउस इसको मंजूर करेगा। 10 हजार

*For text of amendment, vide col. 153 supra.]

[श्री आर० पी० खैतान]

रूप की जो राशि है, इससे काम नहीं चलेगा, इसको हटा देना जरूरी है।

The motion was adopted.

DR. KARAN SINGH: As I said, I would be prepared to accept the deletion of this Rs. 10,000. I accept the amendment moved by Mr. Khaitan and Mr. Kulkarni.

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

"That at page 3, lines 9 and 10, the words 'or where the rent of such property exceeds ten thousand rupees per month' be deleted."

The motion was adopted.

THE VICECHAIRMAN (SHRI AKBAR ALI KHAN): The question is:

"That clause 7, as amended, stand part of the Bill."

The motion was adopted.

Clause 7, as amended, was added to the Bill.

Clauses 8 to 12 were added to the Bill.

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

DR. KARAN SINGH: I move:

"That the Bill, as amended, be passed." The question was proposed.

SHRI LOKANATH MISRA: I listened to the Minister with rapt attention when he made a speech. I thought that he would make a speech which would leave no room for dispute at all. I know he is an erudite scholar but on this occasion he did not show much of his erudition. He tried to equate an employee of the Government of India, whether petty or big, with an elected representative of the country, a Chief Minister or a Minister in the Central Government. I am shocked at this. This is the Third Reading and I will have to say certain things to which he must reply. He tried to equate a respected, elected representative of the country with a petty official of the Government. Whether he is petty or big I do not care but after all he is an official who gets the patronage of the Central Government and who gets his appointment from the Government.

Then he said that Mr. Kumaramangalam resigned in 1966 from the Communist Party. I wish Dr. Karan Singh looks into the point before putting it before the House but this time probably he failed to do it. If somebody resigned from a Party for the sake of his self-interest, for getting an appointment as the Advocate-General, can you think very much highly about that

peison? If he cannot avoid the allurements of an Advocate-Generalship and for that he forsook ideology, his Party and all that, can you think very highly about that person? 4 P.M.

At least I would not. If that was the only reason for his resignation from the party, he does not deserve to be the custodian of the Indian Airlines.

SHRI ANANT PRASAD SHARMA: What has his party membership to do with his chairmanship here? Party membership has absolutely nothing to do with this; it may be any party.

SHRI LOKANATH MISRA: Of course now, after Shri Daroga Prasad Rai has been installed as Chief Minister with the help of the communists.

SHRI ANANT PRASAD SHARMA: The Chairman may be a man of the Swatantra Party also.

SHRI LOKANATH MISRA: He would not agree to take on this chairmanship. At least I for myself can say for the information of Mr. A. P. Sharma that I would never agree to serve in this Government. But, Sir, Mr. Anant Prasad Sharma seems to be very much enamoured of the communists of the CPI, of the Congress (R)—CPI relationship now, after Mr. Daroga Prasad Rai has got the support of the communists in Bihar, and Mr. A. P. Sharma happens to be the Congress (R) President there, one who is ultimately responsible to the Centre for the upkeep of the Ministry there, even though it is artificial and even though everybody knows that that Ministry is not going to last long.

Now coming back to the point, Sir, I was saying that the hon. Dr. Karan Singh tried to defend that Mr. Kumaramangalam had resigned from the Party late in 1966 and that thereafter he ceased to believe in that ideology.

DR. KARAN SINGH: I did not say that he had ceased to believe in that ideology.

SHRI LOKANATH MISRA: May be that he still believes in that ideology.

Now, Sir, as I said, I have made my point very clear that such a man cannot be trusted with any public office, particularly one who, for his self-interest . . .

SHRI ANANT PRASAD SHARMA: On a point of order, Mr. Vice-Chairman. When we are discussing about the position of a person as chairman of a corporation or an institution, is it necessary to discuss about his party affiliations also? He may belong to any party. He may belong to the

communist Party. He may belong to Congress (O). He may belong to the Swatantra Party, or any other Party because there are so many people who belong to so many other parties also. Therefore, Sir, I have made this point of order that it is not necessary to discuss about the party affiliations of individuals.

THE VICECHAIRMAN (SHRI AKBAR ALI KHAN): Sometimes irrelevant things have also to be tolerated.

SHRI LOKANATH MISRA: Do you consider this thing irrelevant? Now, Sir, since you are giving no ruling . . .

THE VICECHAIRMAN (SHRI ARHAR ALI KHAN): No ruling.

SHRI LOKANATH MISRA: It is not a ruling. I am happy it is not a ruling. (*Interruptions*). It cannot be. It is a casual remark from the Chair, as casual as the point of order made by the hon. Member.

Now, Sir, I would finish. I would even now urge that the hon. Minister should review the position. He said that the Chairman was not getting a rent-free quarters, a rent-free bungalow. My information was that he was getting a rent-free bungalow and transport. (*Interruptions*) Do you say he pays the rent for that?

DR. KARAN SINGH: He does not get a rent-free bungalow from the Corporation.

SHRI LOKANATH MISRA: He does not. Then does he get it from the Government?

DR. KARAN SINGH: I do not think so.

SHRI LOKANATH MISRA: The bungalow that he stays in? May I know. Sir, from the hon. Minister whether he is sure about this fact as regards the bungalow Mr. Kimmaramangalam stays in? This is the bone of contention. Now he has refuted my point and this would go to the press tomorrow. Even though I may be correct in my own stand, since the Minister has said like this, the press would carry the headline that Lokanath Misra's allegation was baseless, and it would be a futile attempt of the Indian Airlines to see that it gets the publicity it needs. (*Interruptions*). In addition to appealing to you, Sir, I would appeal to the hon. Minister in charge of Parliamentary Affairs that, if he wants this to be finished soon, then let him request his own Members to keep silent. If they go on interrupting me, I am not the person who will sit down. You know it, the House knows it. Therefore the more you provoke the more I speak and it might go on till 5 o'clock and nobody would be in a position to ask me to sit down.

SHRIMATI PURABI MUKHOPADHYAY (West Bengal): But that is not a dignified way.

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SHRI LOKANATH MISRA: Only belonging to West Bengal and slabbing people is dignified.

SHRIMATI PURABI MUKHOPADHYAY: You cannot threaten the Chair like that.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): Mr. Misra, you go on.

SHRI LOKANATH MISRA: Sir, it seems the Lady Member gets provoked very easily.

SHRI M. S. GURUPADASWAMY: But you don't get provoked by the Lady Member.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): You must tolerate a lady.

SHRI LOKANATH MISRA: I do not get provoked. Like Dr. Karan Singh I consider that discretion is the better part of valour so far as ladies are concerned.

Now, Sir, I would ask the hon. Minister whether he is very sure that Mr. Kumaramangalam does not get a rent-free bungalow and I would like to know from him what concessions he gets as Chairman of the Airlines Corporation. What are the facilities he gets? If he can tell us that it would be better instead of my getting up and asking him repeated questions one after another.

SHRI ANANT PRASAD SHARMA: This is not Question Hour.

SHRI LOKANATH MISRA: Mr. A. P. Sharma is not the Minister. Fortunately for this country we have not come down to the level where Mr. A. P. Sharma would be a Minister.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): AU right, the Minister will reply.

SHRI LOKANATH MISRA: Yes; I want him to reply; I do not want you to reply or Mr. A. P. Sharma to reply. Therefore I would ask the hon. Minister what are the concessions, that Mr. Kumaramangalam enjoys as Chairman of the Corporation.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): You have said that.

SHRI MAHAVIR TYAGI: No concessions.

SHRI LOKANATH MISRA: Let him say that. If I am satisfied with his answer it will be all right, may be I will be convinced. So far as mismanagement in the IAC is concerned, reservation difficulties and other difficulties, he has not replied at all. He only said that there might have been individual cases where hon. Members may have faced difficulties but that was not the manner in which he should have disposed

[Shri Lokanathi Misra]

of that because these were specific cases which were brought to his notice. On other occasions when it was brought to his notice that did not get attention and I felt that when I brought it here on the floor of the House in a dignified way it deserved attention and it deserved a reply from him, particularly when he got 24 hours to refer the matter to the IAC and get their replies. If he thought that it did not deserve consideration then we would only feel that he believes in the same pattern of behaviour that the Indian Airlines believes in.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): Mr. Mandal.

SHRI ANANT PRASAD SHARMA: Sir, this side also.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): We have already exceeded the time. I hope hon. Members will cooperate with me.

SHRI OM MEHTA: Sir, we have already taken five hours against the allotted time of two hours.

श्री बी० एन० मंडल (बिहार) : उप-सभाध्यक्ष जी, मैं इस बात को जानना चाहता था और मैंने यह खोजने की कोशिश की कि जो इस विधेयक में अभिप्राय है, आवजेक्ट्स एंड रीजंस का जो पैराग्राफ है, उसमें इस बात को खोजें कि पहले क्या कमी थी और किस कमी को पूरा करने के लिये यह अमेंडिंग बिल लाया गया है। उसमें एडमिनिस्ट्रिव रिफॉर्म कमिशन की भी बात है। लेकिन एडमिनिस्ट्रिव रिफॉर्म कमिशन ने बोर्ड बनाने का रिफॉर्म किया है या नहीं किया है, उसके बारे में साफ तरीके से उसमें नहीं कहा गया है। इसलिये मैं उसमें कारण खोजना चाहता था। कारण उसमें नहीं है और इनकी गीच में भी कोई इन तरह की बात नहीं है कि पहले जो सेट-अप था, उसमें क्या खराबी थी, कौन सी कमलें इनके पास आई थी, जिसको ले करके इसको बदलने की इन्होंने कोशिश की। इसलिये मैं चाहता था कि साफ तरीके से हाउस को जाहिर हो जाना चाहिये कि पहले के सेट-अप में यह कमी थी और जिस कमी को पूरा करने के लिये हम इस तरह का अमेंडमेंट लाते हैं। जो अमेंडमेंट ये साथ लाये हैं। उस अमेंडमेंट को बुरा नहीं कहा जा सकता है,

लेकिन फिर भी कारण तो निश्चित तरीके से जानना चाहिये कि क्या कानून को बदलने के टाइम में। पहली बात तो मुझे यह कहनी है।

दूसरी बात मैं चन्दे के बारे में भी कहना चाहता हूँ। यद्यपि चन्दे वाला क्लोज़ अभी पास हो चुका है, फिर भी हमें दिन से वह खास पसन्द नहीं है। क्यों नहीं पसन्द है, वह हमलिये कि उसका मिस्यूज भी हो सकता है। मैं मिनिस्टर साहब से यह जानने की कोशिश करूँगा कि क्या संसार में जो दूसरी जगहों पर एयर लाइन्स हैं, क्या वहाँ जो कानून बना हुआ है, उसमें भी कोई ऐसा प्राविजन चन्दे का है या किसी कन्ट्री में यह है? यदि इसके बारे में इन्लाइटन करेंगे तो अच्छा होगा। अगर वह इन्लाइटन नहीं कर सकेंगे तो हम यह कहेंगे कि अगर इस तरह का क्लोज़ नहीं आता तो अच्छा होता।

तीसरी बात, जिसकी ओर मैं मिनिस्टर साहब का ध्यान खींचता हूँ वह यह है कि जो बोर्ड होगा उसमें हरिजन, आदिवासी, अदर बैंकवर्ड क्लासेज के लोगों को भी लेना चाहिये, क्योंकि कई एक तरह से उससे लोगों को फायदा पहुंचता है। एक तो सर्विस में जो रेकूटमेंट होगा वह फायदा होगा, दूसरे हवाई ग्रैंड्स किस जगह में दिया जायेगा, कहां पर वह बनेगा, यह और उसी तरह के फायदे मिलेंगे, जिसके लिये यह जरूरी है कि उसमें रिप्रेजेंटेशन ऐसे लोगों को ऐसी जगह के लोगों का होना चाहिये, जिसमें इस सर्विस के इन्टीग्रेशन के खयाल से भी, हर एरिया रिप्रेजेंटेट हो, इस तरह का प्राविजन होना चाहिये। जिस तरह से श्री अप्पन ने भी कहा है, दूसरे सदस्यों ने भी कहा है, मैं भी चाहता हूँ, मिनिस्टर साहब इसका ध्यान रखें और इस विचार से रिजर्वेशन की व्यवस्था करें तो अच्छा होगा।

एक बात और कहना चाहता हूँ, एयर सर्विसेज के बारे में कि जगह खाली रहने के बाद भी कहा जाता है कि जगह नहीं है और जबकि हम लोगों को जगह मिल जाती है, हम वहाँ पर जाते

SHRI T. V. ANANDAN: Mr. Vice-

है तो देखते हैं कि हम लोगों के आने के बाद भी बहुत जगह खाली है। ऐसा देखने में आता है। मैं अपने जिले के बारे में कहता हूँ, कन्सल्टेटिव कमेटी में भी मैं भेजकर हूँ, वहाँ भी मैंने इस बात की चर्चा की, इस बात को उठाया था कि नार्थ बिहार में आज एक भी हवाई अड्डा नहीं है। तो कन्सल्टेटिव कमेटी में एक हवाई अड्डा मुजफ्फरपुर में कायम करने की बात हुई है, लेकिन वह हवाई अड्डा आज नार्थ बिहार के पश्चिम इलाके में पड़ेगा। उससे अच्छा होता पूर्वी इलाका, जैसे पूणिया, सहरसा का पिठड़ा हुआ इलाका, जहाँ पर रेल से भी बहुत दिक्कत के साथ पहुँचना पड़ता है। ऐसे इलाके में कहीं एक जगह हवाई अड्डा पहली किस्त में देना चाहिये था और मुजफ्फरपुर को दूसरी किस्त में। दोनों जगह देते तो और अच्छा होता, लेकिन अगर एक ही जगह देना चाहिये था तो वह सहरसा या पूणिया, दोनों में से एक को देना चाहिये था; क्योंकि मुजफ्फरपुर के लिए और तरह का कम्पनिकेशन बहुत बेगी है, आने जाने में देरी लगती है। इसलिये वहाँ भी एक होना चाहिये था।

Chairman, I appreciate the able way in which the hon. Minister has steered the Bill through this House. He has answered many points raised by hon. Members. The accepted principle and policy of the Government today is workers' participation in the management.

[MR. DEPUTY CHAIRMAN in the Chair]

More than three Members have raised this point as to why in the expanded directorate the representatives of recognised trade unions do not find a place. If the hon. Minister feels that it is difficult for him to accommodate more than one representative of trade unions and there is more than one recognised trade union, why should he not adopt the policy of giving the chance by turns to each recognised union? Thereby he can solve the problem and there will be no need for him to answer in Parliament. When people go on strike, it becomes the burden of the representatives of the trade unions in the directorate. If the workers' representative in the directorate is not able to control his own man, he does not have a fair chance to sit in the directorate. He can wash off his hands. That is the way. The Government

itself should adopt a policy to throw the blame on the working-class, instead of taking the responsibility on themselves. Will the hon. Minister answer this point specifically?

मान सिंह वर्मा (उत्तर प्रदेश) : उमभापति महोदय, मैं सदन का केवल दो ही मिनट लूंगा। अभी कुछ मित्रों ने इस बात की तरफ ध्यान दिलाया है कि अनुसूचित जातियों और अनुसूचित जनजातियों के उम्मीदवारों को एयर कारपोरेशन में स्थान नहीं मिलते हैं। माननीय मंत्री जी ने इस बात को स्वीकार किया है कि जसा होना चाहिए था वैसा संतोषजनक उनके बारे में नहीं हुआ है। मैं इस बात को जानना चाहता हूँ कि हमारे डा० साहब हर उस बात को मानने के लिए तैयार हो जाते हैं जो अच्छी होती है। इसी नाते मैं माननीय मंत्री जी का ध्यान जानकारी के लिए आकर्षित करना चाहता हूँ कि जो विज्ञापन नौकरियों के संबंध में निकलते हैं, कारपोरेशन से उनकी कापियां मेरे पास भी आती हैं। उसमें अनुसूचित जातियों और अनुसूचित जनजातियों के लिए रिजर्वेशन होते हैं, लेकिन मैं उनका ध्यान इस ओर दिखाना चाहता हूँ कि बहुत दफा जो विज्ञापन के नोटिस आते हैं, उनमें क्वालिफिकेशन के साथ-साथ एक्सपीरियन्स का भी एक क्लॉज होता है, जिसके कारण मैं दावे के साथ कह सकता हूँ कि आज तक जितनी भी कापियां हमारे पास इस तरह के विज्ञापनों की आईं, उनको देख कर यह कहा जा सकता है कि कारपोरेशन की नौकरियों में नये लड़के और नये ग्रेजुएट नहीं आ सकते हैं। आप को यह विदित ही होगा कि आज कल नये ग्रेजुएट और लड़के पढ़ कर निकल रहे हैं, उनमें विज्ञापन के अनुसार तो मिनिमम क्वालिफिकेशन होती है, परन्तु उसमें जो क्लॉज एक्सपीरियन्स का लिखा हुआ होता है कि पांच साल या 10 साल का एक्सपीरियन्स होना चाहिए, वह उनमें नहीं हो सकता है। इसलिए मेरी प्रार्थना यह है कि आप उन्हें पहले नौकरी में ले लें और उसके बाद उन्हें ट्रेनिंग दें ताकि वे इस योग्य हो सकें कि वे उस काय को अच्छी तरह से कर सकें। इस ओर मैं आपका ध्यान आकर्षित करना चाहता हूँ। जब तक आप

[श्री मान सिंह वर्मा]

ऐसा नहीं करेंगे तब तक वे हड़ि भी नौकरी में प्रवेश नहीं पा सकते हैं।

SHRI ANANT PRASAD SHARMA: I only wanted an assurance from the hon. Minister. We have got a very big complaint that in a week, practically six days, the planes overfly Patna. He has not given any assurance excepting that after two months the services will be all right. Am I to understand that even after that the planes will continue to overfly Patna?

श्री कर्ण सिंह : उपसभापति महोदय, तीसरी रीडिंग में दो तीन बातें उ आई गई हैं। एक तो अनुसूचित जातियों के संबंध में है और जैसा मैंने इस हाउस में अपने उत्तर में कहा कि इस संबंध में जो भी सम्भव होगा वह हम करने को तैयार हैं। अगर इस संबंध में माननीय सदस्यों को कोई सूचना हो तो वे मुझे भज दें और मैं उनसे इस विषय में बात कर लूंगा।

श्री मंडल जी ने दो तीन बातों की ओर ध्यान दिलाया। एक तो उन्होंने उत्तरी बिहार की बात कही कि हम कहां बनायेंगे और कहां नहीं बनायेंगे। मैं इस संबंध में भी विचार कर रहा हूँ कि अगर मुजफ्फरपुर में बन सके तो अच्छा होगा। अगर इस संबंध में कोई सझ ब हो, तो वे देने की कृपा करें।

Two other points were raised by the hon. Members in the Third Reading. First, perhaps I should deal with my hon. friend, Shri Lokanath Mishra. He purported to be shocked by my speech. I must admit that I am somewhat disappointed by his, because Shri Mishra is a highly intelligent and highly experienced person and I am sorry, I am genuinely sorry, that he should be so obsessed with a single individual that it seems to have distorted his entire approach to the issue. In my reply I mentioned Shri Kumaramangalam because he mentioned him, otherwise the Bill has nothing to do with Shri Kumaramangalam, it has nothing to do directly with the prerequisites of the Chairman. He in his own wisdom thought it fit to raise this question. Therefore, I as a Minister had to reply. I think the hon. House will agree that even if his party were in power and if he was the Minister for Tourism and Civil Aviation he would consider it his responsibility to reply. I will say, Sir, that my information is definitely and categorically that Shri Kumaramangalam does not get a first house or other prerequisites. He may say, I can answer the question to the best of my knowledge, exactly the same as Mr. Bharat Ram. There is no

difference. I would urge upon my hon. friend that he should not allow his personal antipathy or disapproval of an individual to cloud his thinking on this very important issue. We are dealing here with the Air Corporations as such. Today somebody may be Chairman, I may be Minister; tomorrow there may be a change. We have got to see that the Corporations themselves work more efficiently. We are entering a new decade. In this decade aviation is going to become increasingly important. We are spending crores of rupees on new planes and on airports. In the Fourth Plan we are spending as much as Rs. 150 crores or Rs. 200 crores on aviation, which for our country is a very big sum, because we realise the importance of aviation both in the country and abroad. It is in that broader spirit I would urge the hon. House to consider this matter.

One final point and I will have done. That refers to workers' participation in management, raised by Shri T. V. Anandan. This is a broader question of workers' representation in public sector undertakings is under the consideration of the Government. It is a matter which, as the hon. Member will realise, is bristled with difficulties. There was the question of the multiplicity of unions, there was the problem of rivalry between the unions. In our corporations there must be about a dozen unions. Many of them are not in very good relations with one another. As also there is question—as a purely commercial organisation, how best to build it up. So, the whole matter is under consideration. As far as I am concerned, I personally would welcome the possibility of having workers' representation provided it can be done in a manner which helps the smooth functioning of the Corporation rather than hinders it. That is broadly the policy.

With these words, I once again like to express my thanks to the House for the consideration that it has shown me and to urge that the final Reading of the Bill receive its approval.

MR. DEPUTY CHAIRMAN: The question is:

"That the Bill, as amended, be passed."

The motion was adopted.

THE ADVOCATES (SECOND AMENDMENT) BILL, 1968

(Motion for concurrence or withdrawal of the Bill—contd.)

MR. DEPUTY CHAIRMAN: The Advocates (Second Amendment) Bill, 1968. Withdrawal of the Bill. During the last Session, there was some discussion whether leave