

NOTIFICATIONS UNDER THE CUSTOMS ACT, 1962

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. 2362, dated the 30th September, 1969 (in Hindi), together with an Explanatory Memorandum thereon.

(iii) Notification G.S.R. No. 1754, 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).]

LEAVE OF ABSENCE TO SHRI G. P. SOMA SUNDARAM

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. SUBRAMANIA 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 correct. 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 properly the function of the Tourist Corporation or some such other bodies, and not that of Air India. I grant 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 big and therefore, Air India or the Indian Airlines should not fritter 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 these corporations, especially in 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