

every connection between the two because although the recommendation of the Board has not come to us, we understand that some of the matters which were once suggested to be considered by the Maritime Commission relate to training which is one of the subject-matters to be enquired into by the Committee mentioned by my colleague. There is also the question of employment, wage structure, etc., which is also one of the subjects once suggested for the Maritime Commission. Therefore, some of the items which are likely to be covered are already covered. That is what he meant.

INDEPENDENT AIRPORT AUTHORITY FOR INTERNATIONAL AIRPORTS

*65 SHRI M. K. MOHTA: Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) whether Government propose to set up separate and independent airport authority to look after the international airports in the country,

(b) if so, the details thereof,

(c) the additional expenditure likely to be incurred as a result thereof, and

(d) the improvement likely to be effected in the present set up with the setting up of independent airport authority?

THE DEPUTY MINISTER IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (DR. (SHRI-MATI) SARAJINI MAHISHI) (a) to (d) An important recommendation of the International Airports Committee, under the Chairmanship of Shri J. R. D. Tata, which submitted its report to Government on 24-4-69 is that an independent corporation should be established for the management of our four international airports. A copy of the report of the Committee is being laid on the table of the House later today. This recommendation, along with its financial and administrative implications, will be carefully examined by Government along with the other recommendations of the Committee.

SHRI M. K. MOHTA: May I ask the Minister what are the financial implications of the recommendations of this Committee?

DR. KARAN SINGH: The financial implications of the actual change-over have still to be worked out, but the suggested expenditure according to the Committee is Rs. 63 crores in the Fourth Plan and Rs. 35.54 crores in the Fifth Plan. We have got of course to phase out this expenditure in more detail. According to the resources available with us they will be implemented.

SHRI M. K. MOHTA: May I ask the Minister whether the Committee has also made any recommendation regarding raising the resources from the airports themselves?

DR. KARAN SINGH: Yes, a number of recommendations have been made, and in fact one of the basic ideas of setting up a separate Corporation for the four international airports would be that the income aspect is given full attention and these airports are able to bring in a good deal of income to us.

श्री सुन्दर सिंह मंडारी मेरा जहाँ तक ध्यान है इस कमेटी की रिपोर्ट के बारे में कुछ दिन पहले एक रेडियो टाक दी गई थी और उसी के आधार पर एक या दो सवाल मैं आपके सामने रखना चाहता हूँ। क्या यह बात सच है कि इस कमेटी के एक सदस्य ने इसको इंडिपेंडेंट आर्गनाइजेशन बनाने के बजाय रेलवे बोर्ड या पोर्ट ट्रस्ट के अनुसार इसे गठित किया जाय, इस तरह का सुझाव दिया है?

दूसरी चीज मैं यह पूछना चाहता हूँ कि जहाँ आपने पालम की शकल बदल दी है और इसी तरह का काम आपने कलकते में शुरू कर दिया है, लेकिन बम्बई और मद्रास हवाई अड्डों

की तरफ आपका ध्यान इतना नहीं गया है। इन दो इन्टरनेशनल एयर पोर्ट्स की तरफ आपकी सद्बुद्धि कब प्रारम्भ होने वाली है? जहाँ तक रिसोर्सेज का सवाल है वह तो हर जगह अटक जाती है, तो क्या इन एयर पोर्ट्स की तरफ भी आप जल्दी ध्यान देंगे। जिस तरह से आप पालम में पीक अवर्स में 2400 इन्टरनेशनल पेसेजर्स को 20 मिनट के अन्दर क्लियरेस करने की कोशिश करना चाहते हैं, तो मैं यह पूछना चाहता हूँ कि अब तक किसी भी दिन किसी भी घंटे में कितने पेसेजर्स पीक अवर्स में पहुँचे हैं।

डा० कर्ण सिंह : सभापति महोदय, जहाँ तक उनका पहला प्रश्न है, यह ठीक है कि इस कमेटी के जो सदस्य थे, फाइनेस मिनिस्ट्री के, उन्होंने यह कहा है कि इसको इंडिपेंडेंट कारपोरेशन के बजाय नेशनल पोर्ट ट्रस्ट की तरह बनाया जाय। इस तरह की जो उनकी विचार-धारा है, उसके ऊपर हम विचार करेंगे, क्या उनकी बात माने या बहुमत जो इस रिपोर्ट में है, उसकी बात माने।

श्री अर्जुन अरोरा : या किसी की नहीं माने।

डा० कर्ण सिंह : मानेंगे जरूर किसी न किसी की।

श्री सुन्दर सिंह भंडारी : गुजायश तो बनी है कि किसी की न मानी जाय।

डा० कर्ण सिंह : जी नहीं, ऐसी बात नहीं है अगर हम मानना नहीं चाहते तो हम पहले कमेटी नहीं बनाते।

जो दूसरे सवाल उठाये है कि अगले 5 या 10 वर्षों में हवाई जहाजों के पैसेजरो की संख्या में वृद्धि होने वाली है और उसके लिए हमने किस प्रकार

के प्रबंध किये हैं। इस विषय के बारे में भी कमेटी ने ध्यान दिया है। पालम का एक भाग तो सम्पूर्ण हो गया है, लेकिन उससे हमारा काम नहीं चलेगा। अभी पालम में और भी काम करना होगा। लेकिन कलकत्ते में, डमडम में हमारा नया भवन बन रहा है, वह पहला ऐसा भवन होगा जो इन्टरनेशनल के एविएशन लायक होगा। बम्बई और मद्रास एयर पोर्ट की तरफ भी हम शीघ्र ध्यान दे रहे हैं क्योंकि हमें इस बात की जानकारी है कि बम्बई में अधिकतर पैसेजर आयेगे। इन चार इन्टरनेशनल एयर पोर्ट्स में से बम्बई में ही अधिक से अधिक लोग आयेगे और इस चीज की ओर हम शीघ्र ध्यान दे रहे हैं।

SHRI SUNDER SINGH BHANDARI: What about the peak number of passengers?

(No reply)

SHRI S. S. MARISWAMY: What about Madras?

DR. KARAN SINGH: Madras also.

SHRI ARJUN ARORA: May I know if the Government will consider the advisability of totally rejecting this particular recommendation of the Tata Committee because there appears to be a craze in the country to set up autonomous organisations or corporations for everything? A day may come when some Committee may recommend that there may be an autonomous corporation to run the Ministries of the Government. Why should everything be handed over to autonomous corporations?

DR. KARAN SINGH: Sir, this is a very good, and if I may say so, a very important question. The whole theory behind an autonomous corporation is that instead of merely functioning as an extension of a Government Department, with all the

constrictions and restrictions that are involved therein, the structure of an autonomous corporation gives much more resilience, much more flexibility and much more dynamism in order to meet the requirements.

SHRI ARJUN ARORA: These corporations are much more extravagant. We know that they are not dynamic, but they are extravagant.

(Interruptions)

DR. KARAN SINGH: Sir, I am surprised. If I may say so, to a very large extent, the success of the public sector will depend upon the success of these corporations because these corporations have got to function in an imaginative and resilient manner. If these bodies function merely as extensions of the Ministry with all the red-tape that is involved, surely they cannot meet the requirements. Therefore, I am surprised that the hon. Member should attack on principle the theory of corporations.

SHRI BIREN ROY: There are questions and answers by Members and by the Minister. But we have not yet been supplied with the Tata Committee's Report. So, what we state is all based on reports that have appeared in the newspapers. I think the question about autonomous corporations or statutory bodies for airports came up because Frankfurt, London and other airports have independent authority to control. The condition today in India is not the same. I think, if the Government wants to do like what is coming about in Europe, with reference to the four international airports here, then the DGCA will be completely abolished. Or do the Government think that each one of these big international airports will have an independent authority to control and not four or five together? It will completely be a big elephant, nothing else.

DR. KARAN SINGH: The hon. Member has expressed a view. I would suggest that the Report is being laid on the Table just now, after Question

Hour, and the hon. Member who is himself an expert on aviation may study it. But I can assure you, Sir, that whatever structure we adopt will be dynamic because we want the organisation to meet the requirements of the jet age. We want it to be a resilient and dynamic organisation; we do not want it to be an elephant at all. In fact, although the Jumbo Jets are coming, on the ground we do not want an elephant at all, but a gazelle.

SHRI BHUPESH GUPTA: It is understandable that the Maharajah will have a liking for Mr. Tata or that Mr. Tata will have a liking for the Maharajah. *(Interruption)*. Now, we have been given his philosophy of the Corporation. But may I know whether his theory would stand when corporations are sought to be created by some people with a view to entering into them as the Tatas and others have done? For example, in Air India International we have the Tatas at the head.

SHRI AKBAR ALI KHAN: They do good work.

SHRI BHUPESH GUPTA: Mr. Akbar Ali Khan, you always like either the Nizam or the Tatas. Now, the position is this...

SHRI B. K. P. SINHA: Even the Left Communists have a preference for Maharajas. For example, Sudhansu Kumar Acharya, the Maharajah of Mymensingh, is the Left Communists' Advocate-General of West Bengal.

SHRI BHUPESH GUPTA: My friend does not believe in anything except Maharajahs in this matter. So, I need not go into that. Now, I want to know what guarantee there is that the Corporations will not be run and manned by the members of big business. And is it to be taken that the Government is not in a position to run international airports without having a corporation? I am not opposed to corporations as such but the kind of corporation that is being set up today naturally gives rise to a certain anxiety.

DR. KARAN SINGH: It is an interesting fact that all the three Corporations under my Ministry—Air India, Indian Airlines Corporation and ITDC—are working at a profit and are functioning extremely well, I should say. I should have thought that in fact the experience of the Corporations under my Ministry at least—I can talk only for my Ministry—would tend to confirm the view that rather than functioning in a bureaucratic manner as an extension....

SHRI BHUPESH GUPTA Who controls them?

DR. KARAN SINGH. The Ministry controls them. And as far as I can see, our Corporations are functioning well. Therefore, I do not quite understand the question.

The point is that we want to run our four international airports very well. We want them to run efficiently. We do not want them to have to sit around here waiting for sanctions for months and months. We want to give them autonomy in order to function.

Now, Sir, the structure of the corporation is such, the theory is, that it enjoys more autonomy, and therefore more freedom of action.

SHRI BHUPESH GUPTA: It is all right. But who is the head?

DR. KARAN SINGH: That is a different matter—this question of Tatas. Mr. Tata today is the Chairman of the Corporation. He will not be there all the time. The question of the individual does not arise. These corporations are the extensions of the Government. There are weapons in the hands of the Government to try and bring about profitability in the public sector. So, I should have thought that in fact my hon. friend would welcome the setting up of corporations.

SHRI BHUPESH GUPTA: I am here neither to support nor to oppose. I want to know the exact position.

DR. KARAN SINGH: We will consider it very carefully.

SHRI ARJUN ARORA: It appears that the Minister has given up all hope of improving the administration of the Government.

SHRI M. P. BHARGAVA: May I know from the hon. Minister whether he is aware that all the major ports are autonomous bodies and yet they cannot spend more than Rs. 1,000 without the sanction of the Transport Ministry? Is that the type of autonomous body which he envisages for these airports?

DR. KARAN SINGH: Sir, without commenting upon a sister Ministry, I would like to say that this is definitely not the type we are envisaging. We want to give as broad an autonomy as possible so that they can really function.

MR. CHAIRMAN: Next question.

SHRI P. C. MITRA: Is it a fact that the Government has decided to make them autonomous?

MR. CHAIRMAN: Next question.

CENTRAL UNIVERSITY IN THE SOUTH

*66. **SHRI M. P. BHARGAVA:** Will the Minister of EDUCATION AND YOUTH SERVICES be pleased to state:

(a) whether any decision has been taken for establishing a Central University in South India;

(b) if the reply to part (a) above be in the affirmative, where it is to be located, and

(c) when it is likely to start functioning?

THE MINISTER OF EDUCATION AND YOUTH SERVICES (PROF. V. K. R. V. RAO): (a) to (c) A proposal of the Government of Mysore for conversion of the Bangalore