

THE MINISTER OF HEALTH AND FAMILY PLANNING (DR. SUSHILA NAYAR): The rules relating to the Honorary Doctors are being revised and this will have the effect of safeguarding the legitimate interests of the existing honorary personnel.

WITHDRAWALS BY THE STATE GOVERNMENTS FROM RESERVE BANK OF INDIA

293. SHRI G. MURAHARI: Will the Minister of FINANCE be pleased to state whether Government propose to impose a ban on withdrawals by the State Governments from the Reserve Bank of India without sanction from the Centre?

THE MINISTER OF FINANCE (SHRI SACHINDRA CHAUDHURI) : The State Governments are at liberty to withdraw from the Reserve Bank to the extent of their cash balances with the Bank and the authorised limits for overdraws sanctioned to them by the Bank. The State Governments are expected not to exceed these limits and for this purpose they were advised at a recent meeting of Chief Ministers as follows:

- (1) The States should balance their budgets after taking into account all their liabilities. For this purpose, they should estimate their resources realistically and restrict their expenditure to the resources in sight including the promised Central assistance.
- (2) Additional expenditure not provided in the Budget should not be undertaken by the States without ensuring adequate resources for the same in time.
- (3) The States should review their expenditure programmes and undertake measures to effect economies both in administrative and capital expenditure to the maximum extent possible.

The State Governments have been requested to work out detailed measures on the above lines, and it is hoped that the position regarding overdraws from the Reserve Bank would improve as a result

SCHOLARSHIPS TO HARIJAN STUDENTS IN PONDICHERRY ETC.

292. SHRI J. SRIVASHANMUGAVI PILLAI: Will the Minister of PLANNING AND SOCIAL WELFARE be pleased to state the number of Harijan students who are receiving scholarships from the Central Government, in Pondicherry and other old French Settlements?

THE DEPUTY MINISTER IN THE DEPARTMENT OF SOCIAL WELFARE (SHRIMATI MARAGATHAM CHANDRASEKHAR): During the year 1965-66, 850 Scheduled Caste students were awarded scholarships both under the Pre-matric and Post-matric scholarship schemes in Pondicherry. The total number of students receiving scholarships during 1966-67 will be known only by the end of

12 NOON

CALLING ATTENTION TO MATTERS OF URGENT PUBLIC IMPORTANCE

(a) THE FREQUENT STRIKES BY THE DIFFERENT CATEGORIES OF INDIAN AIRLINES CORPORATION EMPLOYEES AND CONSEQUENT DISLOCATION

(b) THE PROPOSED 10 PER CENT INCREASE IN AIR FARES BY THE CORPORATION.

SHRI RAM SINGH (Uttar Pradesh): Sir, I beg to call the attention of the Minister of Transport, Aviation, Shipping and Tourism to :—

- (a) the frequent strikes by the different categories of Indian Airlines Corporation employees and consequent dislocation of the air services; and
- (b) the proposed 10 per cent increase in air fares by the Corporation.

THE MINISTER OF TRANSPORT, AVIATION, SHIPPING AND TOURISM (SHRI N. SANJIVA REDDY) : Sir, Government share the concern, anxiety and apprehension entertained by hon. Memf. over the series of acts of indiscipline in

■(Transferred from the 29th July,

recent months, among the various categories of employees in the I.A.C. which have had the effect of disrupting the services and causing serious inconvenience to the travelling public. Both the Government and the Corporation are seized of these developments and disciplinary action is being taken to deal with the recent illegal strike in the I.A.C. on the 28th-29th June. The Management of the I.A.C. is currently engaged in discussions with their staff unions on some of the matters involved. Government are watching the situation and propose to review the whole matter and keep the House informed of any special development that might arise.

As regards the question of the proposed 10% increase in fares by I.A.C., the position is that the Board of the Indian Airlines Corporation have approved of a proposal to seek Government's approval for increasing the fares and freight rates by 10 per cent in all sectors except those in the Assam area where it will be limited to 5 per cent. This increase as proposed by the Board is meant to cover the additional liability arising out of the devaluation of the rupee. The proposal has been received by Government and is under examination.

SHRI RAM SINGH: Sir, the I.A.C. staff like pilots, air-hostesses, engineers, are all highly paid. Even then they are dissatisfied. Is this due to something inherently wrong in the management policy of the Government or of the I.A.C. ? Is something wrong with their management policy ?

MR. CHAIRMAN : Any other question?

SHRI A. D. MANI (Madhya Pradesh): May I ask the hon. Minister whether in view of these lightning strikes which have been taking place in the I.A.C. by which our entire airlines have been discredited abroad, it is proposed to regard those employed by the Indian airline services as belonging to the essential services so that the legislation pertaining to essential services could be applied to them ? Sir, I have another question. The second question that I would like to ask the hon. Minister is why is it that the Indian Airlines Corporation have withdrawn the concession which was given in the past to those who took return tickets ? Return tickets always carried a fare lower than the fare

for both the journeys calculated on the single change. Why has it been necessary for this concession given to the passengers to be taken away which is contrary to international practice according to which whenever a person buys return tickets he gets the concession ?

(Several hon. Members stood up)

MR. CHAIRMAN: I would first call the names of those who have given the notice.

श्री रघुनाथ प्रसाद खेतान (बिहार) :
क्या माननीय मंत्री जी यह बताने की कृपा
करेंगे कि डिबैल्यूएशन होने के कारण इसमें
कितना खर्चा और लायबिलिटीज बढ़ गई है
और इससे कितनी आमदनी बढ़ेगी ?

SHRI BIREN ROY (West Bengal) : Sir, the hon. Minister has already made a statement and in that statement he has stated that the Government is going to look into this matter and is going to take some steps. But why is the hon. Minister so adamant ? We had stated in this House and also in the other House many times that the whole matter of the I.A.C. should be received by a committee consisting of Members of Parliament, at least those who know the subject, and also of officials, so that we could go into the problem not only of the employees but also other problems and take up other things which are affecting these services, including certainly the problems of the management. If we *do* not go into this matter in this manner, just departmental tinkering every time will lead to a lot of other problems. The proposed committee can also go into the problem of the acquiring of aircraft and the better utilisation of aircraft throughout India, without even foreign exchange being depleted. We are manufacturing AVRO 748 and we should be using it as replacement for Viscounts. We could also start services in such a way that we do not have just these non-stop flights from here to Madras touching Hyderabad, or such other routes and in that case we may not need more Caravelles at present and we would not need any more foreign exchange in this matter. We can reorganise the routes and the utilisation of our resources in such a way. But we are not doing it.

SHRI M. P. BHARGAVA (Uttar Pradesh) : May I know from the hon. Minister whether he is satisfied with the management of the I.A.C. and the A.I.I. ? Personally I feel that the relations between the management and the employees are far from happy. Therefore, it is very necessary that some sort of an enquiry is held into the management of A.I.I. and J.A.C. I would like to know from the hon. Minister what is standing in the way of his ordering such an enquiry.

SHRI S. S. MARISWAMY (Madras) : Sir, this I.A.C. has become an index of how the public sector is working in our country. The pilots and other important members of the staff working in the I.A.C. get Rs. 2,000 and Rs. 3,000 as salaries, and if these people are indulging in such repeated strikes then it is a fact that has to be viewed very seriously and one feels that there is something wrong with the Ministry. Ever since the present Minister took over Aviation, we are having repeatedly these strikes which have put the passengers to misery and untold suffering.

MR. CHAIRMAN : What is your question?

SHRI S. S. MARISWAMY : I am coming to that, Sir. He mentioned that there was a strike in the month of June and there was recently a strike in the month of July also, on the 28th, when all the people in Bombay did not report to work and as a result of that the network of the I.A.C. was affected. This has been going on for such a long time. Therefore, may I ask the Minister, through you, Sir, whether he is prepared to appoint a committee consisting of Rajya Sabha Members and Lok Sabha Members to go into the whole affair and to bring out a report so that the Ministry might act upon it ?

श्री देवी सिंह (राजस्थान) : क्या यह सही है कि हमारे एयर लाइन्स का किराया विश्व के अन्दर डेवलपड कंट्रीज से भी ज्यादा है ? क्या यह सही है कि हमारे यहां के पायलट्स व अन्य अधिकारी विश्व के दूसरे अधिकारियों के मुकाबले में ज्यादा समय तक काम करते हैं ? जब हमारा किराया अधिक है, हमारे अधिकारियों की एफिशियेंसी ज्यादा है, तो

फिर हमारे इस मद के अन्दर नाममात्र का फायदा क्यों है ? इसके साथ ही साथ मैं यह भी जानना चाहता हूं कि जब हम फायदे के अन्दर एयर लाइन्स चला रहे हैं तो फिर सरकार को 10 परसेंट किराया बढ़ाने की आवश्यकता क्यों हुई ?

SHRI M. N. GOVINDAN NAIR (Kerala) : The hon. Minister in his statement spoke about stern measures to deal with indiscipline and so on, and one hon. Member suggested how it is to be done. What I would like to know is, what are the reasons for this discontent among the pilots, also whether it is a fact that the management is charged with serious easels of nepotism and favouritism ? Is it a fact that both the Aviation Secretary and the Chairman of the I.A.C. are one and the same person and as such, whether he is enjoying too much privileges and powers so that he can do any favour he likes ? I that the reason for this discontent among the employees ? So he should give u some light about the reasons for this discontent among the pilots.

SHRI NIREN GHOSH (West Bengal) : Sir, the hon. Minister has spoken of cases of indiscipline and some Members have spoken of their being highly paid but are our highly skilled technical personnel in India paid comparable wages with those of the western countries and may I know whether their associations are recognised whether there is any method of amiable settlement of disputes and whether discrimination and nepotism are practised so that different sections of the employees are feeling bitterly aggrieved ? There are reports and we also feel that the Ministry concerned is dealing with these highly skilled technical personnel in a high-handed and bureaucratic manner. They are not usually given to strikes or acts which the hon. Minister has called as acts of indiscipline.

Then this 10 per cent rise, he says, is because of devaluation. Has the Ministry considered that there has not been any rise in the ordinary pay packets of the people except those of some big magnates for whom money does not matter ?

SHRI A. D. MANI: Who are the magnates ?

SHRI NIREN GHOSH : Big business magnates who avail of these facilities. There are some small fries like us and others also. For them there has been no rise in their income. But suddenly he has imposed a tea per cent, rise in the fares. That is the gift and blessing of devaluation; is it not ?

SHRI BHUPESH GUPTA (West Ben gal) : The hon. Minister in reply to the calling attention notice said that he shares the apprehensions of the hon. Members. Kindly read the calling attention notice and there has been no expression of any apprehension in it. So there has been an anticipation of apprehension; I can understand it.

I would like to know what steps the hon. Minister has taken to initiate consultations with the I.A.C. employees' unions; they have got their unions and they are fairly well-organised. We go round the country and we see them functioning and they do not seem an indisciplined lot. This is our impression. On the contrary we find from our own experience at different airports that there is a lot of mismanagement, bureaucracy and callousness. That is what we find from our experience. I am sure that this is also shared by some members just as the apprehensions are shared. I should like to know why the Minister is not directly dealing in this matter with the employees' unions, sit with them and talk to them. We should also like to know what their real grievances are and whether their problems are insoluble from their point of view. We have been told about the untold sufferings of the passengers who have to wait for a few minutes more or an hour or so longer. We know their untold sufferings. I know that; I have also been subjected to that kind of untold suffering. But what about the sufferings of those hundreds and hundreds of men in service who run our airlines and who need to be satisfied so that the safety of travel and other things are ensured ? My objection to the entire business is that somehow or other the Minister is keeping out of the picture leaving it to the bureaucrats. I would submit to him in this con-

nection; here is a problem which the Minister should directly take up, call the employees' representative, talk to them, sort out their grievances and try to meet them as far as possible. We think that most of them can be easily met by the Government.

SHRI BIREN ROY: The Minister's difficulty . . .

MR. CHAIRMAN: Please, you have had your say.

SHRI M. M. DHARIA (Maharashtra) : Is the hon. Minister aware that there is tremendous pressure on our airlines and on our aeroplanes and because of this tremendous pressure these aeroplanes cannot be maintained at a particular time after a particular run and that the main grievance of the pilots is not for more pay, more scales or more wages but their main grievance is that these aeroplanes should be handed over to them in order ? Unfortunately, many times they are forced to take those aeroplanes and it is the main cause of the trouble. I had some discussion with the General Secretary and the President of the Pilots Association and they said that they were prepared to have an agreement with the Government that they would not demand more scales and salaries but these aeroplanes should be given to them in proper condition, because they feel that not only their life is in danger but the lives of the several passengers are also in danger. May we know whether the hon. Minister had enquired into this fact ?

The second fact is regarding the management itself. Top officers are occupying these posts since the last several years and naturally they have created their own interests and it is one of the reasons of their dissatisfaction. May we know from the hon. Minister whether he has enquired into this and if he has not whether he will assure this House that he will enquire into this, take into consideration the demand of the pilots and also take them into confidence and see that the present handicaps are taken care of ?

SHRI G. MURAHARI (Uttar Pradesh) : Sir, . . .

MR. CHAIRMAN: No, no. The Minister.

SHRI N. SANJIVA REDDY: Sir, about indiscipline and strikes, if there is any special grievance I can certainly consult (hem and talk to them but many of the strikes are lightning strikes which are resorted to in 24 hours, and there is no possibility of discussing it with anybody. They give notice that if by this evening this thing does not happen we will go on strike and that is what happens.

SHRI G. MURAHARI: But did you ever discuss with them their demands? These lightning strikes are the result of their demands.

SHRI N. SANJIVA REDDY: I am not yielding.

MR. CHAIRMAN: Mr. Murahari, let him continue.

SHRI G. MURAHARI: I wanted to ask a few questions but you never allowed me.

MR. CHAIRMAN: If I do not allow you you will not interrupt.

SHRI G. MURAHARI: It is according to parliamentary practice to interrupt.

MR. CHAIRMAN: Mr. Murahari, I do not want to discuss this matter with you. I have allowed a large number of Members from the Opposition, larger than from this side and if I could not accommodate you, you must understand.

SHRI G. MURAHARI: Yes, Sir. I did not question your authority.

SHRI N. SANJIVA REDDY: Some friends have suggested that I myself should hold discussions with the unions of the workers directly. I do not know if I begin doing that whether they would care for the Corporation at all. I should become the Chairman of the Corporation in future then. The Corporation is an autonomous body created by us.

SHRI BHUPESH GUPTA: But, Sir...

SHRI N. SANJIVA REDDY: Mr. Gupta may not agree with me but there is a procedure which I am following. If the autonomous body is made ineffective by the Minister directly dealing with these strikes and other things, in future I will have to deal with every small thing and

they will come to me straight for everything. The Corporation will become ineffective. It is a commercial body where there will have to be give and take between them. If something serious happens, of course I am not against seeing them at all. If something has failed and if I could help them I would certainly be very happy to see them but the strikes are becoming so many and without any proper notice. In the evening they say, 'Tomorrow morning we are going on strike' and they refrain from coming to work.

And then this internecine rivalry also comes in. It is not as if all the fight is between the Corporation and the employees. The Indian Pilots Association and the Indian Commercial Pilots Association do not see eye to eye. The very fact that the Indian Pilots Association is prepared to help the Corporation in running the services while the Indian Commercial Pilots Association is trying to create problems and troubles is one of the causes. This type of rivalry also at times creates problems. Anyway it is true that there is indiscipline. If they give notice and if they give the proper reasons and their demands, the Corporation will certainly look into them but we all of us should be united in saying that these short-notice and lightning strikes should be avoided.

With regard to the safety of passengers, one Member said something. It is not as if something wrong is being done by somebody. It is not so. No accident has occurred because of this till now. If there is anything like that, Government and the Corporation, both, are very anxious to set it right.

SHRI K. SUNDARAM (Madras): Sir, on a point of clarification . . .

MR. CHAIRMAN: All these are points of clarification and I thought that I should now give the Minister a chance. There should be some limit to time that we can give to this. I allowed a large number of Members to ask for clarification, but still if it is very essential, you can ask.

SHRI K. SUNDARAM: The Minister has said that there have been no accidents on account of the defects that the pilots had been mentioning. Is it not true that the Viscounts were not equipped with Radar

•nil they were asked to pilot without that equipment ? Is it not likely to cause accidents ?

SHRI N. SANJIVA REDDY: I have not heard of any viscount accident During the last six months there was the Boeing accident and the Fokker Friendship accident.

SHRI G. MURAHARI: No. What he asks is whether the pilots were asked to take off without the aeroplanes having been fitted with radio equipment.

SHRI N- SANJIVA REDDY: That may be a separate question. If there is any danger to the pilots or passengers or anything like that, the Government and the Corporation would be anxious to ground the aircraft. It does not matter if we cancel a flight. If there is even one per cent danger in taking off a plane, certainly the Corporation and the Government would not be anxious to send that plane at all. If there is any instance of that kind, then I myself would correct it. It is most dangerous to fly a plane not in very good condition. After all, nothing will happen if you ground it and then repair it. I am at one with them. If it is done like that I am prepared to look into it. One or two pilots did complain to me and I have been speaking to the Corporation people. From the safety point of view, there should be absolutely no difference of opinion between the pilots, the Corporation and the Government. We shall certainly take steps to see that there is safety, but this inter-union rivalry, giving strike notices, lighting strike notices, these things should not be encouraged. The Corporation is now taking steps. As to what further steps should be taken, is being considered by the Government. I would like to take the House into confidence. After a few days I am making a comprehensive statement. Naturally after consulting my Cabinet colleagues and others I would make the statement later on and I would place all the material available with me in a few days' time.

About the increase in fares, everybody knows that the cost of the planes has gone up. We have ordered a few new planes. Also, we are getting three Fokker Friendships and two Caravelles. The cost

of the spare parts has also gone up by 57 per cent, as a consequence of devaluation. Later on we have to purchase these. Devaluation is a fact which we have accepted and, therefore, as a consequence of it their cost has gone up, running COM, spare parts. . . .

**श्री गोडे मुराहरी : डिबेल्पुएशन करके
कहो कि प्राइस-राइज नहीं होगी ।**

SHRI BHUPESH GUPTA: What opinion did you give in the Cabinet about devaluation ?

MR. CHAIRMAN : That is not • point.

SHRI N. SANJIVA REDDY : No, Sir. I am sorry I cannot oblige my friend, Mr. Bhupesh Gupta. It was a unanimous decision taken by the Cabinet. The Corporation has recommended this increase. It is before the Government now. We will consider all the aspects of the question and then if we find it justified, we will accept it. Ten per cent in all sectors, except 5 per cent in the Assam area where it is being subsidised, has been recommended. We will consider all aspects of the question. If we find that it is necessary, we shall certainly accept the suggestion, but before it is examined, I am not able to say anything now. It is a recommendation of the Corporation that this increase is necessary to meet the extra cost. We will examine it carefully and then take a decision later on.

SHRI A. D. MANI: About the return fares.

SHRI N. SANJIVA REDDY : Mr. Mani said that some concessions were given and these have been withdrawn. For instance, a passenger going to Bangalore can go either *via* Bombay or *via* Hyderabad. In the same way some concessions were given and these have been withdrawn. Anyway, I will get the information that Mr. Mani wants and I shall pass on the information to him. If what they have done is not justified and if there is anything wrong, we shall certainly correct it. After all, I am prepared to accept anything that it brought to my notice and put it before the Corporation.

My friend said that indiscipline had gone up during the last six months after I took over. My friend, I think from Mysore—no, my friend from Madras—it does not matter. My Madras friends are very kind to me especially. They have given me a special certificate. I am very glad about it. But still I am being condemned when I am taking strong action. The complaint of Mr. Bhupesh Gupta is that I am not meeting the union leaders. At the same time, we will have to put down indiscipline. Indiscipline had been there not only now. We shall, all of us, try to meet it. Mr. Biren Roy asked. Why do you not appoint a Committee of Parliament? And somebody else suggested why the Secretary should be the Chairman? These are all points before the Government. With some of them I agree, but I cannot take a decision immediately. The Secretary has been the Chairman for the last two years. My friend from Madras knows that I took over this portfolio only six months ago and we are considering it. In a few days' time we will take a decision. The House will be happy to know that some of the decisions we will be taking will go a little towards putting down indiscipline and improving the administration, both ways. I cannot blame one section only.

MR. CHAIRMAN : Papers to be laid on the Table.

SHRI M. N. GOVINDAN NAIR : Sir, he has not answered my question.

MR. CHAIRMAN: Please, I will not allow any question. It is not right.

श्री राजनारायण (उत्तर प्रदेश) : श्रीमान एक सवाल हमारा है।

MR. CHAIRMAN: No. I will not allow any question.

श्री राजनारायण : श्रीमान एक जानकारी हमें चाहिए।

MR. CHAIRMAN: Will you please sit down? Now, papers to be laid on the Table.

PAPERS LAID ON THE TABLE

THE CAPITAL ISSUES (APPLICATION FOR CONSENT) RULES, 1966

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI B. R. BHAGAT) : Sir, I beg to lay on the Table, under sub-section (2) of section 12 of the Capital Issues (Control) Act, 1947, a copy of the Ministry of Finance (Department of Economic Affairs) Notification G.S.R. No. 600, dated the 29th March, 1966, publishing the Capital Issues (Application for Consent) Rules, 1966. [Placed in Library. See No. LT-6745/66]

MINISTRY OF FINANCE (DEPARTMENT OF REVENUE AND INSURANCE)—NOTIFICATIONS

SHRI B. R. BHAGAT : 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) :—

- (i) Thirty-eight Notifications, under section 159 of the Customs Act, 1962.
- (ii) Notification G.S.R. No. 697, dated the 3rd May, 1966, publishing the Central Sales Tax (Registration and Turnover) Amendment Rules, 1966, under sub-section (2) of section 13 of the Central Sales Tax Act, 1956. [Placed in Library. See No. LT—6582/66 for (i) & (ii)].
- (iii) Notification S.O. No. 2080, dated the 11th July, 1966, publishing the Income-Tax Determination of Export (Profits) Rules, 1966, issued under the Finance Act, 1966. [Placed in Library. See No. LT—6583/66].

KERALA GOVERNMENT NOTIFICATIONS

SHRI B. R. BHAGAT: Sir, I also beg to lay on the Table a copy each of the following Notifications issued by the Government of Kerala :—

- (i) Fourteen Notifications, under section 130 of the Kerala Land Reforms Act, 1963. [Placed in Library. See No. LT—6654/66J]