

the hon. Law Minister, as I find that the report is addressed to Shri A. K. Sen, Minister of Law, New Delhi. I presume that after receiving the report, he gave it to the Law Ministry for the drafting of the Bill. The Law Minister knows that the report of the Law Commission has already been supplied to us. I thought that he would like to explain as to why he made some changes, not recommended by the Law Commission. Ultimately, he may say that the purport is the same.

DR. W. S. BARLINGAY (Bombay): May I point out to the hon. Member that section 64A, as part of clause 6 of this Bill, covers virtually both the amendments, namely, 64A and 64B at page 11 of the Law Commission's Report? Actually this section is a more comprehensive section than what has been recommended by the Law Commission.

SHRI AMOLAKH CHAND: Dr. Barlingay, as we know, knows law better than any person present in the House.

SHRI SONUSING DHANSING PATIL (Bombay): Question.

SHRI AMOLAKH CHAND: The hon. Member may question it but I acknowledge it. The question which I was raising was that when the Law Commission made a particular recommendation and the Law Ministry did not agree with it or did not want to put it in the same words—virtually it is the same, as I understand from Dr. Barlingay and I do not challenge that—I also say that practically the same purport is there but there is difference of language—and so was it not the duty of the hon. Law Minister to explain the reasons for the change in language?

MR. DEPUTY CHAIRMAN: Do you propose to take a little more time?

SHRI AMOLAKH CHAND: I will take a few minutes more.

MR. DEPUTY CHAIRMAN: You can continue later.

The House stands adjourned till 2-30 P.M.

The House then adjourned for lunch at one of the cock.

The House reassembled after lunch at half past two of the clock, the VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) in the Chair.

## MESSAGE FROM THE LOK SABHA

### THE IMPORTS AND EXPORTS (CONTROL) AMENDMENT BILL, 1960

SECRETARY: Sir, I have to report to the House the following message received from the Lok Sabha, signed by the Secretary of the Lok Sabha:

"In accordance with provisions of Rule 120 of the Rules of Procedure • and Conduct of Business in Lok Sabha, I am directed to inform you that Lok Sabha, at its sitting held on the 24th February, 1960, agreed without any amendment to the Imports and Exports (Control) Amendment Bill, 1960 which was passed by Rajya Sabha at its sitting held on the 9th February, 1960."

## MOTIONS RE SIXTH ANNUAL REPORTS OF THE INDIAN AIRLINES CORPORATION AND THE AIR-INDIA INTERNATIONAL CORPORATION

SHRI BHUPESH GUPTA (West Bengal): Sir, I move:

"That the Sixth Annual Report of the Indian Airlines Corporation together with the Statement Accounts for the financial year ended 31st March, 1959, laid on the Table of the Rajya Sabha on the 18th December, 1959, be taken into consideration."

[Shri Bhupesh Gupta.]

"That the Sixth Annual Report of the Air-India International Corporation together with the Statement of Accounts for the financial year ended 31st March, 1959, laid on the Table of the Rajya Sabha, on the 18th December, 1959, be taken into consideration."

Now, Sir, we have before us two reports of Corporations in our country in the public sector conducting vitally important functions or discharging vitally important responsibilities. I would like first to deal with, if you permit me, the last motion, namely, the one relating to the A.I.I., because I do not have much to say on the subject but I would have something to say in detail about the other one namely the motion relating to the I.A.C.

Sir, the A.I.I., has some amount of fame and reputation for which we all feel proud because in a way, the A.I.I., carries not only our passengers and cargoes to lands abroad but it also carries an impression as to how we run our public affairs, how we are trying to catch up with modern civilisation in the field of transport, etc. Therefore, to some extent, it has wider significance in the context of these wide matters. We are all happy that we have done well; but today I take the opportunity to pay a tribute to the pilots, engineers and the workers or staff *who* have made the A.I.I., what it is today because in the ruling circles^ there is a tendency to underplay the part these pilots, engineers and others have played in building up these great services and their reputation and fame whereas there is a definite, calculated tendency and, shall we say, a calculated move all the time to boost a particular gentleman, namely, the Chairman of the A.I.I., as if he is the man who has delivered the whole thing. Recent events in January which resulted in that strike of the pilots have proved that after all it was all a myth, Mr.

Tata is a myth, the Chairman of the A.I.I., is a myth in the context of what we are trying to do because he failed and he has been failing in the discharge of his responsibilities. I think he is importing that private sector mentality, that . . .

THE MINISTER OF TRANSPORT AND COMMUNICATIONS (DR. P. SUBBARAYAN)

: If I may interrupt the hon. Member at this stage, I would like to point out that the A.I.I., is at the stage at which it is today because of the labours of Mr. J. R. D. Tata which he should not forget.

SHRI BHUPESH GUPTA: I know. You pass as many bouquets as you like. I am not folding the portfolio of the Minister of Transport and Communications to pass bouquets here. That is your job. My job is to unveil the real portrait behind which many people hide and on the top of which 'Padma Vibhushan' is placed. That is the point. You need not be embarrassed about it. Now it is necessary because the Chairman should be a person who believes in the public sector, who believes in the new set up of things between the management and the employees.

DR. P. SUBBARAYAN: May I know how he presumes that the Chairman is not interested in the public sector? Most of the private sector entrepreneurs are really interested in the public sector.

SHRI BHUPESH GUPTA: He need not indulge in any apologia of big business. It is none of his function. He is a public sector man, I thought . . .

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : What the Minister is suggesting is that you give facts instead of presumptions.

SHRI BHUPESH GUPTA: I shall give facts, I shall make suggestions, I shall make remarks about mistakes and I shall make suggestions for their rectification and I hope I will

not be disturbed at every point because by disturbance I think he cannot stop me . . .

DR. P. SUBBARAYAN: I have come here to enlighten him.

SHRI BHUPESH GUPTA: I hope he will hold his soul in peace for a while. That is important. I say it is important because what<sup>1</sup> we do not get from the report is how this question of relationship between the management on the one hand and the pilots, engineers or who are called employees on the other hand, is being handled. It is very very important for us. No light is thrown except that some very general statements are made. Now, very serious developments took place and if that does not show the manner in which things are run, I do not know what will. All I say is that Mr. Tata, the Chairman of the I.A.C., has smuggled into the Corporation the mentality of the private sector, the bourgeois-boss mentality . . .

DR. P. SUBBARAYAN: I would like to say that Mr. Tata is not the Chairman of the I.A.C.

SHRI BHUPESH GUPTA: Yes, the Air-India International. That is the only correction he has made.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : May I suggest to the speaker to discuss the report and not go into the names of persons?

SHRI BHUPESH GUPTA: There is no point in discussing the report then. We shall certainly go into it as to how the Chairman is running the show. It is part of the report. If it is not there, it is my job to fill in the gap. I am not here to pass bouquets to the management. (*In interruptions*) I do not want to go into it because there will be annoyance here. fl

Labour-management relationship is very important. The whole institution is being run by smuggling into it the private sector mentality,

the bourgeois mentality, the mentality of Jamshedpur or of Tatanagar, etc. We do not like any of these things. We want this institution to be run truly in the spirit of the public sector, in a new spirit where in the context of a developing economy like ours, the relationship between the management and the employees, if you like it that way, assumes a different colour. His conduct is entirely different. That is the point.

Now, there, recently, as you know, a strike took place. It was an avoidable strike. Unfortunately, it was forced upon the pilots' Guild and the pilots. They were forced into it, because Mr. Gilder was selected to go on deputation for command training at Seattle in the U.S.A. and the seniority of others was jeopardised and it was done in supersession of other senior officers, pilots and so on. Now, this is a very important thing. And in this connection I would like to point out that this was done despite the fact of an agreement which had been arrived at between the Pilots' Guild and the Management that in all matters affecting them, or all issues affecting the pilots, consultations would be held with the Guild. But here in this particular case, what happened? The Guild was not only not consulted, but it was not even informed that somebody who was not a senior, who did not fall in line with the seniority rules, had been selected for command training out of turn and scheduled for training at Seattle. That was done. Now, when the Pilots' Guild approached the Operating Manager or Operation Manager, or whatever he is called, he pleaded ignorance. He said he did not know any such thing, although as is subsequently revealed through the Government's own correspondence and admission, he knew such a thing had happened. So this was done. And naturally this was done in violation of the agreement that had been arrived at, violation of the undertaking that the Corporation the Air-India International, had given to their employees. That is

[Shri Bhupesh Gupta.] very very important. So, it is not merely a question of ignoring seniority and ignoring the rules and getting somebody to supersede others. It was also a question of defying and disregarding the expressed and accepted terms of the agreement arrived at between the Pilots' Guild and the management.

Now, you know a strike started, I think, on the 8th January and agreement was arrived at finally on the 16th January. Anyway, we lost about Rs. 2 millions. It is necessary to find out who is responsible for this loss. Such things we must know. The management is not a mystical figure that we cannot discuss. This is a tangible thing. This loss" was due to the callousness of the management, especially of the Chairman and the General Manager, Mr. Patel. Let there be no mistake about it. First of all they tried to conceal it. Secondly, when confronted with these thinners they tried to justify what they had done. that is to say, in selecting Mr. Gilder. Now, I do not know Mr. Gilder personally. He may be a good man or a bad man, that is not the point here. But he is one of the two persons, or the only one, I think, who is not a member of the Guild, and the other pilots are members of the Pilots' Guild. He is the only one who is not. That is an objective fact which is not denied even by the management. And it looks from the entire business that he has somehow or other endeared himself to the management, or if you put it in another way, that Mr. J. R. D. Tata, the Chairman, the Operations Manager and others have taken a liking for him, whichever way you like to put it. But this is not industrial relation, this getting out of step, getting yourself endeared to others or going out of step and liking somebody else and ignoring the rules, codes of conduct, rules of supersession and everything, in order to push up somebody else. That, I think, to say the least, is highly reprehensible

behaviour. The whole thing—it looks from the papers—was *mala fide*, because I cannot imagine that such a great deity as Mr. J. R. D. Tata sitting on the top of the industrial world, would not know how to apply his mind in the matter of implementing the rules, or in the matter of considering seniority rules and so on, or in the matter of paying some heed to the agreement. I do not think so, because Mr. J. R. D. Tata, whatever you may say about him, is a highly intelligent person and before him many gentlemen sitting opposite are kids. Some of them are pulled by the nose by such personalities as Mr. Tata. I know he is intelligent. Let there be no mistake about that. Therefore, he must have applied his mind.

Then there is Mr. B. R. Patel. . .

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : It would be better if names are avoided.

SHRI BHUPESH GUPTA: It is not a question of names being avoided. He is the General Manager of the Corporation and reference to him cannot be avoided. He is not somebody outside the purview of this discussion. I am not interested in the name at all. You may call him anything you like. I mention the name because I am speaking exactly. Therefore, I say in this matter he is responsible. He is a responsible person. He is an intelligent person, the General Manager, well-versed in such affairs. He must have applied his mind. Then why did he not realise that something extraordinary was being done? It was not only in violation of an honourable agreement between the management on the one hand and the employees on the other, but it was something being done violating the normal rules of promotion, etc. This is very very important. This shows how they behaved.

The significant fact in this is that Mr. Gilder, the pilot who was sent

for training, is not a member of the Guild. You draw whatever inference you like. But the Pilots' Guild is fully justified in saying that this is a case of pushing somebody who was more in the favour of 'the management. That is very important. Sir, that demoralises the administration. Here I think the. . .

SHEI AMOLAKH CHAND (Uttar Pradesh): Sir, may I know what is that book that the hon. Member has in his hand? That has not been circulated to us, I think, and we do not know what is contained in it.

SHRI BHUPESH GUPTA: It is "The Facts about the Air-India Pilots' Strike." I will give you a copy. I know it has been circulated.

SHRI M. P. BHARGAVA (Uttar Pradesh): It would have been useful to us if it had been circulated before.

SHRI BHUPESH GUPTA: It is not my job to circulate things so that hon. Members may understand. I understand things without things being circulated to me.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : Have you placed it on the Table of the House?

SHRI BHUPESH GUPTA: I will not only place it on the Table, but give you extra copies.

SHRI M. P. BHARGAVA: Please place it on the Table.

SHRI BHUPESH GUPTA: How can I read from it and at the same time place it on the Table of the House? I will place it on the Table, above the Table or under the Table, wherever you like. Here it says:

'The Guild claims that:

(i) Sending Captain Gilder was a violation of an undertaking given to the Guild.

(ii) It overlooked the legitimate claims of Guild Members to go to Seattle.

(iii) It was in supersession and to the detriment of Members of the Guild.

(iv) It was a reward for not following the directives of the Guild."

Is there justification for this statement? It is for the hon. Minister to point out that that is not so.

They had faith, it seems, in Mr. J. R. D. Tata, in the Chairman of the Corporation; but he was then in Jamshedpur. If he had been in Bombay, probably things would not have developed in that direction. He arrived on the 9th from Jamshedpur in the afternoon and they were disappointed because the Chairman did not take any step in the course of 48 hours to meet them. That was number one. Secondly, he went to a press conference to attack the pilots, to criticise them, though representations were made that before rushing to the press conference he should meet the Pilots' Guild or their representatives so that there could be some discussion. He did not agree to that. Not only that, but the management threatened that the Secretary of the Pilots' Guild would be sacked and the pilots were criticised on their legitimate activities in the most unkind terms. Such things happened. Then a statement was issued by the Chairman of the Air-India International in which many things were said which he should not have said. He entered into a public polemic or controversy, attacking his own employees, without caring to meet them first and trying to understand their position. Well, that does not speak well of the management, no matter who the personality is. On the contrary, it shows that he was behaving in an extremely irresponsible manner in the matter.

I would say that in this connection the hon. Minister interfered and did the right thing. He telephoned the Pilots' Guild, talked to them, asked them to go to work and so on. Well,

[Shri Bhupesh Gupta.] they did not go immediately, they refused, unconditional surrender and in that the Pilots' Guild was right. But then the hon. Minister was also right in contacting over the telephone, through trunk calls I think from Delhi or wherever he was, the Pilots' Guild. The approach of the Pilots' Guild was also right. Do not think that I am always critical; I do admire these small mercies that the great ones in the Treasury Benches do to the poor. That gave a new direction to the dispute and but for his intervention perhaps the high and mighty attitude of the Chairman, Mr. J. R. D. Tata, and the General Manager, Mr. Patel, would have come in the way of the solution of the problem. This is what I say. This is a serious thing. This Corporation is in the hands of such people who, we always say, are people who do not believe in the public sector. They are habituated to running the private sector as if it is their zamin-dari and to looking upon the employees as if they are chattels to be trifled with at will. Such people should not be placed in command or at the helm of affairs of our public sector. We said it before and I say it now. The bitter experience of Air-India International is a reminder again of what we have said and this has to be taken note of by the Government.

Then I come to other matters. I am not dealing with big ones. This concerns the management and how it behaves. This is a very important concern. Mr. Dastur happens to be the Deputy Sales Manager. Various allegations are made about his department and about the Deputy Sales Manager also. I need not go into them. I would not also like many of these things to be divulged—tho' hon. Minister can go into them—because Air-India International is something which goes outside the country. However, there is one thing that I would like to bring to your notice. I think on the 26th December, 1957, a confidential meet-

ing was held at the Deputy Sales Manager's office in Bombay and a secret circular followed that meeting. Do not dispute this because that will be only provoking me. I have got copy of the original circular and so, do not provoke me. I am in possession of this circular. In this circular, as you know, serious allegations are made about contraband trade and other things. Some people are involved in that. Item 3 of this circular says:

"As the DSs are aware, under IATA regulations, agents should not be presented with any giveaway items the value of which exceeds 25 US dollars. They should, therefore, be extremely careful in not indicating in their official records any presentation article the value of which exceeds the above amount as having been given to the IATA agents."

Why should such a circular be issued?

THE DEPUTY MINISTER OF CIVIL AVIATION (SHRI AHMED MOHIUD-DIN) : Several questions were put and I have already dealt with this.

SHRI BHUPESH GUPTA: That is all right. You listen to me please.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : Are you dealing with ancient history?

SHRI BHUPESH GUPTA: In this regime of manipulation, I do not know what is ancient and what is modern. To me everything is topical.

SHRI AHMED MOHIUDDIN: And the Report we have to consider is for the period 1958-59.

SHRI BHUPESH GUPTA: Do not get agitated; then I would tell you very many things. My file is full and out of consideration I am not putting out everything. I hope I will not be provoked. The circular then says that

the corresponding regarding the breach of IATA regulations should be typed on plain sheets of paper, that the cover of the letter should be marked 'Personal and Strictly Confidential'. It also says that if it is to be despatched through postal channels, it should be enclosed in another covering which should show only the name and address without being marked "Confidential" or "Personal" etc., on it. There are some items like that but I need not go into all that. What does this indicate? It shows that something is to be hidden, concealed. Secret circulars are issued. I read about the first item, about presentation and that violates the agreement with other countries. If this comes in possession of others, they would know that you are violating the rules and regulations. I would ask the hon. Minister, "Is he aware of this circular? If so, what action did he take? Is it permissible for any officer of the Corporation to issue such a circular, such a confidential circular in which a clear green signal is given for the violation of the rules and regulations. It is an important matter.

DR. SHRIMATI SEETA PARMA-NAND (Madhya Pradesh): May I know as to how much time is allowed. Sir? We would also like to speak.

SHRI BHUPESH GUPTA: I do not know whether you will have your chance. Madam, I am very eager to listen to you but then I am giving a chance for you and this could have been done by you.

DR. H. N. KUNZRU (Uttar Pradesh) : Is the hon. Member addressing the Chair or another hon. Member?

SHRI BHUPESH GUPTA: I am addressing the Members through the Chair and with the advice of Dr. Kunzru.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): How much more time will you take? 174 R.S.D.--i.

SHRI BHUPESH GUPTA: Forty five minutes because I am taking both the Resolutions together.

This being the position, I would ask the hon. Minister to look into this matter. I am not bringing up the whole thing. This is how things are going on and, therefore, do not say that everything is so fine and magnificent as the Super Constellations in the Air-India International. The office of the Air-India International is a fine building, you see that when you enter the building but it is not so fine or so majestic as the Super Constellation. That is what I want to point out, and I think this should be gone into. I think responsibility should be fixed on the officers for the loss of money. There has been loss of money due to an avoidable strike and the responsibility for this should be fixed on the General Manager first and next on the Chairman of the Air-India International. Beyond that, I do not wish to deal with this subject any more. I say that the pilots behaved with great restraint, magnificently and with courage and self-respect. It was a question of honour and right on their part which they could not allow to be bartered away just because some big man was holding the reins of the Air-India International. This is a disappointing story and I hope that this will not be repeated and that the Corporation will learn from what happened.

Let me come to the other motion. That will perhaps be less embarrassing and this relates to the Indian Airlines Corporation with which we are more concerned. Sir, the very first point that I would like to make in this connection is this: I do admit that some progress is being made and we are all very glad and whoever is responsible for this progress, at the leadership level, deserves our praise but then we also know that the pilots, the engineers and the others, who are new to this field as compared to their counterparts in other countries, have given a

[Shri Bhupesh Gupta.] very good account of themselves in order to build up a good system of air travel in our country within the limitations. Therefore, Sir, a word of tribute is due to them but you see I sometimes get irritated. I was going through this Report, and I find that in the three or four pictures that there are in the Report, two are monopolised by the Minister. Well, Sir, I do not know when they started piloting the planes. Here I see Mr. Mohiuddin . . .

SHRI AHMED MOHIUDDIN: I hope that the Ministers are also workers.

SHRI BHUPESH GUPTA: Yes, yes you are but you change. Today you pilot this Ministry; then you pilot the Food Ministry and sometimes do not even get nomination. Therefore, we are not concerned with this type of pilots.

Here, Sir, is Mr. Mohiuddin cutting a ribbon. I do not think he was making a high altitude flight at 20,000 feet flying across the Alps or the Himalayas that his picture should come. Cutting a ribbon is a very outmoded way.

SHRIMATI T. NALLAMUTHU RAMAMURTI (Madras): There is a picture of an Air Hostess an employee.

SHRI BHUPESH GUPTA: Yes, yes. you must have seen your friend's picture.

SHRIMATI T. NALLAMUTHU RAMAMURTI: Yes. Unlike you, to us all are friends.

SHRI BHUPESH GUPTA: Here again is Mr. Mahiuddin in the pilot's seat. Why was it necessary to have that? Then there is a picture of the officers and so on, and then a picture of a big man and so on and so forth but where are the pilots? I would like to see their faces sometimes. Where are the engineers? Where are the other workers? I would like to see how they run the plane, how they

deal with the passengers. These are the things we would like 3 P.M. to know. Your pilots, how they behave with the passengers, your air hostess, how they attend to the comforts of the passengers, these things could have been and this may have been—if you will permit me to put it that way—perhaps a little more graceful than what it is now. But I see nothing of the kind; it is all self-advertisement. I do not mind self-advertisement but it is in bad taste. So, next time when you bring out a report, let us have a look at the pilots, engineers, booking officers, stewards, porters and other staff of the Indian Airlines Corporation.

Then, Mr. Vice-Chairman, the problem of housing is very very important. For many years this problem is agitating the mind of the employees of the Corporation because they do not have adequate housing. As you know, they are handicapped in many ways but nothing really has been done. Something has been done but it is not at all substantial. Therefore, this housing question will have to be gone into and they should be provided with housing. From the Report I do not get any idea as to what steps are being taken by them to meet this problem of housing for their men, for the pilots and others when they are in such dire need of proper minimum housing.

Then a lot of money is being spent, I am told, for Delhi Office. It cannot be said that housing is not being undertaken on a big scale because of lack of funds, because for certain other things they find the money. I think in this matter where the mental element is very important it is very very necessary that we should pay attention to their comforts and conditions of living and therefore in that context housing must have a priority in the matter of claims and money should be found for housing. It should not be grudged.

Another most important item that I want to deal with in this connection



is this—the demand for nationalisation of all air transport. That is very very vital. I think all employees' associations in Calcutta and elsewhere are demanding that all air transport in the country should be nationalised and that there should not be any private airlines. It is important from the point of view of the Indian Airlines Corporation. Purely from the business point of view it is important, apart from the larger interests of the country. Now, we find that large number of non-scheduled services and lines are under the management of private concerns ■and in these private concerns we also find foreigners. There malpractices go on; all kinds of illegal practices go on and air rules and other things are evaded. Undercutting goes on to the detriment of the Indian Airlines Corporation. For instance, allegations -were made by the employees of Dum Dum about Indamer. Allegations -were made of gold smuggling by Andersens and other illegal practices were reported on the part of Dar-bhanga Aviation. As you know, this ■company was responsible for carrying Captain Buthrie, the American pilot, to Assam. This Darbhanga Aviation was responsible for carrying two foreign journalists to the NEFA area which became the subject-matter of discussion. The Jamai have retrenched 30 workers and so on. This is how they run their companies. This is only one aspect of the matter. There is another aspect also. Since they are not on the scheduled line, they are in a position to circumvent the rules and regulations, safety measures and so on and thus they are in a position to offer cheaper freights to their clients and carry away the business. They make a lot of money especially in the eastern sector and •that is the sector from which I come. This is how they are operating not only causing danger to human life but also to the detriment of the Indian Airlines Corporation. Naturally, a demand has been made for their nationalisation. I do not see why all air transport should not be nationalised

when we have taken the field. The only reason I can think of—and we know the only reason behind is this— is that somehow or other these private concerns which are owned by big people, Maharajas, big capitalists and so on, get on the right side of the authorities and manage to continue. What is most depressing is that more incursions are taking place—since people have found out this type of business—in the field today. New lines are being opened by private concerns. I do not see why the service to Jamshedpur should be left to them. As far as the eastern sector is concerned, as you know, it is very much in their hands. This, I think, should be very seriously considered because you would gain by it. I think a memorandum was submitted to the civil aviation authorities on the 15th December, 1957, but nothing has been done. There it was pointed out:

"Among the various reasons for this set-up of our nationalised airlines is to be found, after due scrutiny, the influence cast by the private operators directly or indirectly over the entire cycle of business deals as well as the many irregularities in which these operators indulge."

This is what is happening. Now, this matter should be considered seriously by the Government. I understand from reports in the papers that if this were taken over, they would at once gain 20,000 flying hours; undercutting of rates by these private lines will be stopped and the Government would be in a position to earn a lot of money. The revenue from cargo freight will enormously increase and that will be to their own advantage. I say this because the Indian Airlines Corporation is running at a loss. Even in this Report loss is shown and this is bound to be so, because the one sector which brings in revenue, that is, the freight trade, is left in the hands of the private concerns. They are making a lot of money although by book manipulation they show **that** they are not making money with a

[Shri Bhupesh Gupta.] view to preventing nationalisation or, if you like, with a view not to give support to the case for nationalisation. This is a very very important thing and here again I think the Government is not doing anything.

Now, I am very sorry to state before the House that I learn from various sources and from the employees of the Indian Airlines Corporation that they seem to think that this institution—the Directorate General of Civil Aviation, they call it—has become a centre of corruption and serious allegations are made. These allegations that are made are mentioned in the resolutions which are adopted by the employees' associations. I am not saying that everything that is said is right but this is how the men who are running our airlines feel. They pass such resolutions and repeat these resolutions year after year. But has there been any enquiry into the allegations that are being made from time to time against the Directorate General of Civil Aviation, especially when the Directorate is being accused of patronage and favouritism to private airline companies and concerns like the ones I have mentioned? It is necessary for us to know that. In the Report some mention of these facts should be made as to how the Government is functioning, firstly, *vis-a-vis* the private airline companies on the non-scheduled lines and, secondly, as to what they are doing with regard to the various allegations that are being made from time to time by the unions and their federated bodies of the employees of the Indian Airlines Corporation. It is very important. I would demand here that steps be immediately taken to nationalise private air transport altogether. It is essential; there should not be any delay whatsoever in this matter because we shall be gaining on all counts and I think it is the demand of the public. It is the demand of the employees; it is the demand of everybody. When you

nationalise them, you get at your disposal a number of aircraft, a number of men, experts and others, technical men and others, whom you can utilise for your nationalised industry, that is to say, the Indian Airlines Corporation, and you also get a wider field of operation, especially on the lines which are private lines. That is very important. I think it should not be delayed any more.

Then, Sir, there is the question of certain sectors, particularly the eastern sector. As far as Tripura is concerned it is completely cut off. **You** cannot go to Tripura by train. **You** cannot go to Tripura by any other means, except through the airlines, except by a plane. Pakistan intervenes. We cannot travel by train. We cannot walk across or ride, if you like. Therefore, the poorest of the poor has to take recourse to air travel from Calcutta or from any other part of India to Tripura. Between the two nearest points the only thing is air travel. This should be treated on a different footing. I do not think that the Janata service meets the requirements. Some little reduction has been made, but that is beyond the reach of the average people. As you know, it is almost a first class train fare, if not more and most people cannot afford it. Now, people have to travel, and they have to pay first class fare or something like that. A fare of over Rs. 40 or Rs. 48 whatever it is, they have to pay. It is not possible for them to pay that. I think they should be treated on a different footing. I am not saying that the same principle should be applied to every other line. Because of the circumstances of Tripura, because of the special difficulties from, which they suffer due to certain factors beyond our control now and beyond the control of anybody, there should be a concession if you like, some reduction in the fare, so that it becomes a popular means of travel, not in the sense that it is the only means, but in the sense that it

■comes within the reach of the capacity of the average man. That is very important.

Then, Sir, about the Viscount Service, the Dakotas are still there. We are told year after year that the Dakotas would be replaced. They are very, very old almost ageing as some of our hon. Ministers, but they are not replaced. We can have ageing Ministers.

THE VICE-CHAIRMAN (SHRI -AKBAR ALI KHAN): But if they are as efficient as the Ministers, you have no complaint.

SHRI BHUPESH GUPTA: Quite right. I do not mind any ageing Minister if he is efficient, other things being equal but I do mind an ageing aeroplane, because it might crash in mid-air and lives may be lost. Therefore, age in an aeroplane you should not go after. You may keep an ageing Home Minister or a Finance Minister, if you like. Don't go in for that kind of thing in an aeroplane. You will suffer. Therefore, I say the Dakotas have got to be replaced. They are very old. Do you know how it flies? Whenever a Dakota flies over my head, I have a constant apprehension that it may drop any moment. Such is the position. Therefore, you will see that there is a difference between an ageing Minister and an ageing aircraft. Have I made it clear? Now, about the Viscounts, they are good. Why should not Viscounts be introduced in the eastern sector, say from Calcutta to Gauhati or other airports in Assam? It should be introduced immediately. I do not have a fancy for Viscounts as such, but some good planes must be provided. I am told that they are going to buy some planes. Negotiations should be made. And somehow or other we try all countries. It seems now they have come to an agreement with the Norwegians for some plane called Fokker Friendship or whatever it is. You have come to an agreement. It is good. Have it. I went on a trial flight. The Minister was invited, but the Minister did not come. I had to

go without him. But anyway, it is good. Have such things. But negotiate with other countries, so that at cheaper rates we can buy this thing. That, again, is a very important point for the Government to consider. *(Time bell rings)* I am finishing, Sir. Then, Sir, we must pay attention to the question of charges of air travel. It is very expensive, as you know. You travel by air, I take it. You are a very air-minded person and now bell-minded for the present. Now, you travel by air. I too travel by air. Except for the M.Ps., who need not have their purse in their pockets, who go after the session and come before the session—and they need not be rich—it is monopolised by rich people. I think we should consider whether we could bring down the fares.

Then, with regard to the agreements with the B.O.A.C. and other companies and the American companies, the B.O.A.C. is trying to monopolise the eastern sector of international airways. Well, they try to reduce the fares with a view to capturing the market. That way, what happened the other day to the proposals they made in Japan or somewhere else? We should guard against encroachments by the B.O.A.C. and other similar giants in this line. Then, we should try to see that we do not enter into all kinds of agreements which give them advantage. On the contrary we should try to develop our airlines internationally and internally, keeping in view the needs and requirements of the people and also their capacity to pay. A new Minister has come and the old Minister has gone to the Food Ministry and handed over this particular Ministry. I think he should initiate discussions with the pilots and the employees and trade unions on the various issues affecting not only their services but also the wider interests of the Indian Airlines Corporation. Good suggestions always come from them and they should be looked into with sympathy and understanding, and through mutual consultations, solutions should be found. Let the Indian Airlines Corporation and the Air-India Inte~

[Shri Bhupesh Gupta.] national be run as true examples of the public sector in the interests of the country and the people, protecting always the interests of the pilots and other men who run these services. Thank you.

*The questions were proposed.*

PROF. A. R. WADIA (Nominated): Mr. Vice-Chairman, I usually do not agree with the Communist Party, but I am glad on this occasion that they have brought forward these motions, because it gives us a chance of discussing and looking at both sides of the picture. It is a well-known fact that when you have no arguments, you abuse. I am afraid my friend, Mr. Bhupesh Gupta, has given a practical demonstration of this device. Most of his speech was taken up with a very concentrated attack on one person, Mr. J. R. D. Tata. I am sure there are many others in this House who can speak for Mr. J. R. D. Tata, if he needs anybody to speak for him. But I should like to bring to Mr. Bhupesh Gupta's notice several facts which he has forgotten. Apart from the well-known fact that he is a very great administrator and a great industrialist, it may not be known that he has great practical experience of the whole aircraft industry. He was the first Indian to get a pilot's licence. He is one of the very few people who competed for the Aga Khan prize for the first solo flight from India to England and though he did not get the prize, he was second. Even that was a very great achievement. I do not think there is anything in the aircraft industry which Mr. J. R. D. Tata does not know, and what he does not know about it is not worth knowing.

Now, Sir, merely comparing these two Reports brings out several interesting facts. It is interesting to note that the two Boards have practically the same personnel. The two Boards, I presume, function independently of each other. Out of nine members on each Board, seven are common members. I personally feel that it would be much better if there was one common board for both the lines and I believe that that was the

intention of the Government of India in the beginning. They were also very keen on Mr. J. R. D. Tata being the Chairman and since he was unwilling to take the responsibility of both the lines, I think, as a matter of compromise two Boards were set up. Some time ago I read in the papers that Mr. Tata had been once again approached to take up the chairmanship of the Indian Airlines Corporation and if he is willing to do it, it will be all the better to have one common board.

SHRI BHUPESH GUPTA: Not otherwise.

PROF. A. R. WADIA: You just wait. Now, Sir, when you come to contrast the working of these two Boards, you find that the Air-India International, in spite of the fact that it is moving in a competitive atmosphere and competing with some of the best lines in the world, has been making good. I myself had many opportunities of travelling by the Air-India International, both east and west, and I must say that as an Indian I feel proud of that line. It is a line which has been paying dividends in spite of competition. Unfortunately, the profits are somewhat decreasing; this year particularly the profits are very much less. It comes to less than a crore of rupees, but there are various reasons for it. One of the main reasons is that the Government of India is very very cautious, ultra-cautious I would say, about giving money for the people to travel outside India. That is one of the reasons why the passenger traffic has suddenly fallen. But there is a profit anyway. But, Sir, look at the Airlines Corporation. That is a body which (has been showing consistent losses. The only thing that could be said in its favour is that the losses are decreasing year by year, and I hope, as an Indian and we should all hope, that a day will come when it will be showing profits. Last year it showed a loss of nearly one crore of rupees. Now, it seems to me that there is sufficient testimony to see which line works better.

Now, Sir, I say it with some unwillingness, but I think we who travel very frequently by the Indian Airlines have come to realise that there is something lacking somewhere. What that something is it is extremely difficult to put our finger on, because it is a huge body consisting of big screws and small screws, and where exactly the fault lies one does not know. But I have heard countless number of people travelling by air saying that efficiency has gone down compared to the efficiency of the old Indian air services. Perhaps, the best proof of that came very recently from an employee of the Indian Airlines Corporation when he said: "We have not got the efficiency which there used to be previously." Now, if a man of the Indian Airlines Corporation is conscious of that as much as the travelling public, I think it is certainly not something to be proud of but it is something of which the Indian Airlines Corporation should take notice. I should like to bring to your notice two examples of their inefficiency within my knowledge.

We, as Members of Parliament, have been given one privilege, and that is, if we live in the Constitution House or in the Western Court, the Indian Airlines Corporation would pick us up from that place. Now, when I first tried to exercise that privilege, I was surprised to learn that the receptionist there or the people concerned in the office did not know about this rule. They said: "No. Whether you are a Member of Parliament or not, we cannot send the bus to you. Whether you stay at the Constitution House or at the Western Court makes no difference." But I insisted that these were the instructions which I saw in the Rajya Sabha bulletins. Then there were several minutes of consultation, and they finally agreed to send the conveyance. I have often taken advantage of it, but once it failed. It did not turn up in spite of the promise. I had to write to the head office or rather I phoned to the

manager, and to my surprise he too showed ignorance of the rule; he too did not know that the Members of Parliament were allowed this privilege. It seems to me, Sir, that such inefficiency in the office of the headquarters in the capital of India speaks for itself.

Another example, Sir. It happened to me very recently, barely a fortnight ago. I had booked my seat on the 12th February from Bombay, and I was told to come to the Airlines office by 5:15. I went there at 5:10, and to my surprise I found that the bus had just moved out. Even assuming that my watch was wrong, which it was not—as a matter of fact it showed correct time—even assuming that my watch was wrong, surely the time given to me should not have been the time of departure of the bus. They must allow some margin for the people to come, to get themselves weighed, for the luggage to be weighed, and so on, and they should not give me the same time as the time of departure of the bus. I am quite certain that this sort of thing had never happened before, but it does happen now and it requires looking into.

Sir, I myself had a little doubt about the propriety of referring to the recent strike in the Air-India International, because it does not concern the Report under consideration. It is something which happened very recently, but unfortunately or fortunately Mr. Bhupesh Gupta has thought it fit to refer to it, and I should like to say a few words in connection with it. Sir, every student of sociology knows the important part that trade unionism has played in the history of labour. I am not concerned to deny it. Personally, I have got a very soft corner for the trade union movement, because this movement makes for the betterment of the conditions of life of the underdog, and to that extent the trade union movement deserves every encouragement. But Sir, when high officers drawing

salaries of Rs. 3,000 or more, even more than what the Ministers are getting, take to trade unionism, there is something dangerous about it, I would say something positively mean about it. I cannot conceive of Secretaries, Joint Secretaries and Deputy Secretaries of the Government of India forming a trade union and suddenly putting forth a demand to the Prime Minister that "Unless this is granted here and now, we will go on strike", and the whole work would come to a standstill.

SHRI BHUPESH GUPTA: They do not trust.

PROF. A. R. WADIA: I am not concerned with the rights or wrongs of it, but I do feel that the pilots were not justified in taking to this lightning strike. They surely had means enough of acquainting Mr. Tata and the management about their case. After all what was their excuse? Somebody was promoted who was not a member of the Guild.

DR. P. SUBBARAYAN: Not promoted.

SHRI BHUPESH GUPTA: Made to jump!

PROF. A. R. WADIA: Now, it seems to me, Sir, that in a free country it should be open to a man, even to a labourer, high-paid or low-paid, to join a trade union or not to join it as he likes. It is for him to weigh the consequent advantages and disadvantages of joining or not joining such a body. Now, if one person\* chose to keep out of the Guild, that by itself is not a sufficient argument for pursuing him, for persecuting him. If he was promoted unjustly—let us admit it for the sake of argument—surely that was a case which could be settled by arbitration, and I am perfectly certain from what I know of Mr. Tata—he is a man of extraordinarily high principles and a real socialist in spite of his industrial background and upbringing—that he would have surely listened if it were

dealt with in a fine, gentlemanly, businesslike manner. But if you suddenly hold out a gun at his head, naturally anybody would be upset. No industry could be managed if a trade union takes away the rights of the management. It is for the management to manage. The trade union may agree with it or may not agree with it, but that is not a sufficient justification for leading a strike at lightning notice. I suppose the question is still under consideration, and I am perfectly certain that with the help of the Ministers concerned and with the enlightened policies of Mr. Tata himself, things will be brought to some sort of a reasonable settlement. But I do repeat that the trade union movement is not meant for high officers. It is meant for people who are paid low wages. We are struggling to improve their conditions—housing conditions, wage conditions, living conditions. They have every right to strike work if they do not get justice, but not the high class officials. I am very sorry for that. As an Indian, I feel very sorry that the Air-India International was put to humiliation in the eyes of the whole world when so many tickets had to be cancelled and the Air-India International office had to arrange for their transport by some other lines, and they were willing enough to oblige. Well, Sir, it was a very humiliating experience for all of us, and I can only hope that it will not be repeated in future.

We are all interested in the development of the air transport. We are living in the air age. We cannot do without aeroplanes. As a matter of fact, years ago when there were no aeroplanes, we were happy to travel by train and used to compare its speed with the speed of horses or bullock-carts. To day we have the experience of travelling by air, and we are feeling dissatisfied with our railways even though they may have increased their speed. We cannot do without it; we want to see more and more of it and we want more and more efficient ser-

vice and that is all the greater reason why we in this House as well as in the country generally should do all we can to encourage this industry and to stand by the management—good, efficient management—and see it improved in quality and efficiency.

DR. H. N. KUNZRU: Mr. Vice-Chairman, I should like to say a few words first about the Indian Airlines Corporation. I have to point out first that Government has not paid adequate attention to the matter of having proper accommodation for the reception of those who travel by the Air'ines to some important cities. Banaras is an important city from every point of view. Tourists go there in large numbers every year. So is Agra. But I do not think that the waiting rooms that are provided at these places do any credit to the Government. At Agra the waiting room—or the reception room if you wish to call it—is merely the stage of an open-air theatre which was to be built there some years ago. No attempt has been made to improve the building during the last four or five years. Why things have been left in that condition, I do not know. The sanitary arrangements there are of the type that used to exist many years ago before the flush system was known.

Take Banaras. At Banaras there is a waiting room of a better type. But I think it requires a great deal of improvement. A good many tourists from outside go there, and the time of departure of the planes especially in summer is rather inconvenient. I think something ought to be done to cool the rooms in summer. It ought not to be necessary to spend a large sum of money on it if there were a fan there which could be pulled by somebody who could be appointed for it. If there were two or three *khas khas tatties*, surely the room could be made more comfortable for all passengers and particularly for those who are not used to the hot Indian climate.

Again, Sir, it is a common experience that however late a plane may

be, if you telephone to the office of the Airlines, the reply will be that the plane is flying to time: I had a very unpleasant experience of this kind last year. I had gone to Banaras for a meeting of the Executive Council of the Hindu University and I wanted to have as much time at the University as possible. I, therefore, telephoned the Airlines Corporation Office about an hour or an hour and a quarter before the plane was to take off, enquiring whether the plane would be late, and I was told that I should arrive there at the proper time. But when I reached the airport, I was told that the plane had not yet started from Patna. And the officers there could not say when it would start. They were in communi-

[MR. DEPUTY CHAIRMAN in the Chair.]

cation with the Patna Office. Their talk with the people at Patna went on for a couple of hours and finally we were all told that no plane would be available for bringing the passengers to Delhi that day. Is that conduct desirable.

DR. P. SUBBARAYAN: I would like to know the exact date because I think it is a bad thing, and I should like to make an enquiry.

DR. H. N. KUNZRU: Sir, this is a common experience whether you deal with the Willingdon Airport or with the Palam Airport. The hon. Minister is not concerned with it.

DR. P. SUBBARAYAN: If Dr. Kunzru gives me the exact date, I will be able to fix responsibility and take those people to task.

DR. H. N. KUNZRU: Surely, I cannot remember the date just now. I will try if I can find out . . .

SHRI BHUPESH GUPTA: Don't start with victimising.

DR. H. N. KUNZRU: . . . when this happened, but I cannot be sure

[Dr. H. N. Kunzru..] that I shall be able to do so. But the Minister can take it from me that this did happen. There were a number of American passengers.

DR. P. SUBBARAYAN: But he can at least remember the month, if not the date.

DR. H. N. KUNZRU: I will try and find it out. I will have to write to Banaras to find out when this happened.

There were many American passengers there. They were staying in a comfortable hotel. They were in air-conditioned rooms. They said that if only they had been informed that the plane was late, they would not have come so early to a place where there were no arrangements for the comfort of those who were not used to the Indian heat. I sympathised greatly with them, and I felt humiliated. That day even ice-water was not available. Now, surely, the importance of Banaras Airport requires that better arrangements should be made for the Airlines' passengers there.

As regards Agra, what I have said will have convinced every Member of the House, who is present, that the stage of things there is disgraceful.

Now, Sir, I mention one other case. This happened I think about three or four years ago, but I should like to mention it because I do not know whether such things happen on other routes or not. But the experience that I had was on the Delhi-Madras route. I had to go to Madras to attend a meeting of the University Grants Commission. The plane started very late from Delhi. When we reached Hyderabad and there was delay in the taking off of the plane, we were told that a particular plane could not proceed to Madras and that we would have to wait for another plane that was expected from Madras. But the plane from Madras did not come because it could not reach

Hyderabad early enough to take us to Madras before nightfall. Now, Sir, it was known, I mean those responsible for the departure of the plane knew, when it would reach. Hyderabad and what difficulties the passengers would have to face on arriving there. Why was the plane allowed to take off at all? It would have been better for the passengers to stay on there than to pass the night in Hyderabad. I wrote about this to, I believe, the Manager of the Airlines Corporation here, but I never got a reply to my letter. Now, Sir, I do not want to mention these things any more, because it is quite possible that instances of the kind that I have mentioned are rare, but the practice of the Airlines Corporation officials in misleading passengers, deliberately telling them that the plane would start at the right time when they know that it will not, is most reprehensible.

There is one more thing that I should like to mention. I travelled from Banaras to Delhi only a few days ago and travelled by the plane that comes to Delhi *via* Lucknow. The plane was to arrive here shortly after 9, I think at quarter past 9.

DR. P. SUBBARAYAN: The time of arrival is 9.10; 9.10 is the time.

DR. H. N. KUNZRU: All right: I stand corrected. Now, I thought, in fact every passenger thought that dinner would be served on board the plane. But we were told that we could have biscuits and tea and we could have nothing more than that. The plane arrived a little late that day. But is there any reason, Sir, why, when the plane arrives at such a time, the passengers should not be provided with meals while the plane is fly--ing? After all, even if you reach Palam airport at 9.10, it will be about 10 o'clock before you reach home. I think this is a matter which the Ministry ought to look into.



1911 *Sixth Annual Reports* [25 FEB. 1960]

Now, I should like to say a word about Air-India International. While I have heard some complaints that the management of Air-India International is not what it used to be—and I have sometimes felt it myself—I think that, on the whole, it is a very well managed concern. I have heard people coming from other countries speak highly of the attention that they get on the Air-India International planes; the quality of the food too is generally praised, and it is naturally a matter of gratification to an Indian that an Indian airline should be spoken highly of by people who are in a position to compare it with the corporations started by other countries. There may be deficiencies occasionally but, on the whole, I think that Air-India International has done much better than it was expected to do when it was started. I must pay a tribute here to Mr. J. R. D. Tata, not merely because of the efficient management of Air-India International but also because of what fell from my hon. friend, Shri Bhupesh Gupta. Wow, Shri Bhupesh Gupta had a public complaint to give expression to and he had a perfect right to give expression to it in this House. But I must say that the manner in which he spoke was such as to make me feel that his object was more to attack Mr. Tata than to bring the grievances of some members of the staff before this House. As regards the strike, I do not know all the details of it, because I was in Europe when the strike occurred, and I was greatly afraid, when I read of the strike in the French papers, that I might have to stay longer in France than I wanted to. They, what is known as the guild of pilots, might have been justified in its demand, but I agree with Mr. Wadia in thinking that the lightening strike resorted to by them was not justified.

SHRI BHUPESH GUPTA: Sixteen hours' notice they gave.

of *I.A.C & A.-I.I.C. 1912*

DR. H. N. KUNZRU: Sixteen hours' notice is nothing in a matter of this kind. Suppose they had waited for a week or ten days, could there have been any legitimate fear that the man, who they thought would supersede the senior-most officer, would be appointed within that time to the highest post to their disadvantage? I do not think that they could have felt that. After all, the training would have taken a pretty long time and the Guild therefore had adequate time to enter into negotiations with the management. And it is a matter of regret to me that it did not do so. In saying so, again I say that I do not judge the character of its demand. The demand might have been perfectly justified, but there is a way, a proper way of putting forward even justifiable demands.

Before I sit down, I should hope that the points that I have mentioned will receive the attention of the Minister of Communications. The grievances with regard to the Bana-ras and Agra airports were brought to the notice of his predecessor also, but he did not stay in this office long enough to improve the conditions there as he wanted to. I hope now that no time will be lost in improving these two airports at least.

SHRI P. S. RAJAGOPAL NAIDU (Madras): Mr. Deputy Chairman, Sir, anybody will be failing in his duty if he does not pay any compliments to Shri J. R. D. Tata, Chairman, Air-India International, and one will be doing the greatest harm to our civil aviation service if one should criticise Shri J. R. D. Tata. Shri J. R. D. Tata's name was known throughout the world not only after nationalisation but even before, and he placed the position of India in the world airways map; if at all anybody has done that, it is Shri J. R. D. Tata.

Sir, I am sure Mr. Bhupesh Gupta has widely travelled by the Air-India International service. Of course, he would prefer Aerofloat or any other

[Shri P. S. Rajagopal Naidu.] airways but not the Air-India International.

SHRI BHUPESH GUPTA: The pilots carried me; they are very good people. I did not see Mr. J. R. D. Tata anywhere.

SHRI P. S. RAJAGOPAL NAIDU: But I am sure he has widely travelled throughout the world. I have had experience of travelling throughout the world in the planes of almost all the leading airlines of the world, and without any fear of exaggeration or contradiction I can say boldly that the Air-India International is one of the best managed air services in the world. Not only the food that they serve, but also the service which the hostesses render are supreme and marvellous.

SHRI BHUPESH GUPTA: For food you need not travel by Air-India International. You can have your food at Moti Mahal.

SHRI P. S. RAJAGOPAL NAIDU: Secondly, with the introduction of the Boeing service last week, our country is the first country in the entire East to have introduced the Boeing service. It is only some of the leading nations of the world that have introduced the Boeing services. The credit for introducing the Boeing service in this country should go to the Air-India International. Though each aircraft might cost Rs. 4 crores, with all that, the credit for having a Boeing service in the country goes to the Air-India International.

Sir, my friend, Pt. Kunzru, has rightly touched upon the strike question. Whatever it might be, if only the pilots had the interest of the Air-India International, they would not have had that lightning strike which brought so much inconvenience to the passengers that even a person like Pt. Kunzru was stranded in Paris.

SHRI BHUPESH GUPTA: Paris is not a bad place to be stranded in.

SHRI P. S. RAJAGOPAL NAIDU: No; for a man of his age.

Several other passengers would have been stranded everywhere. I am sure if the employees had only the interest of the Air-India International, they would not have resorted to that lightning strike.

Sir, coming to the Indian Airlines, I am glad that they are slowly getting rid of these Dakotas. They have now taken to Viscounts which are extremely popular. The losses that had been incurred in previous years are being gradually -minimised. On the first page of its Report, we find that in the year 1955-56 the losses were Rs. 119 lakhs which has since come down to Rs. 91 lakhs. In the current year, it has been stated, it will be reduced to Rs. 55 lakhs and to Rs. 50 lakhs in the year 1960-61.

Sir, the losses that had been incurred were not due to any operational inefficiency or any such thing, but they were due to the old Dakotas that the Indian Airlines had all these days. As we all know, Dakotas carry very few passengers but the consumption of petrol is so heavy that it is very difficult to earn any profit with Dakota service. With the introduction of Viscounts, I find that the losses have gradually minimised. I am sure that with the replacement of the Dakotas in the course of two or three years, the Indian Airlines Corporation also will be able to show appreciable profits in the coming years.

Coming to the services rendered by the Indian Airlines Corporation, I am one of the most frequent travellers by the Indian Airlines service. Probably, I do about twenty to thirty flights in a year between Madras and Delhi. I can say that in the course of the last few years the service has far improved. Of course, there are one or two matters which can be improved.

Coming to the minor details, I would like to mention that the Viscount service between Madras and Delhi takes practically the whole day. To travel from Delhi to Madras one has to leave here at 11 o'clock in the morning and reach Madras at about 4-10 or 4-15 in the evening.

DR. P. SUBBARAYAN: You leave this place at 11-30.

SHEI P. S. RAJAGOPAL NAIDU: Yes, round-about that time we leave Delhi and reach Madras by about 4-10 or 4-15. Whatever it is the whole day is lost. Instead I would suggest that they should start from here at about 7 o'clock in the morning and reach Madras by lunch time, or leave this place round-about 5 or 6 p.m. and reach Madras by about 10 p.m. so that the passenger can utilise his day instead of wasting the whole day in the aircraft.

Another suggestion which I would like to make is with regard to the delay in the transshipment of luggage from the aircraft to the airport. I have observed that in a number of international airports it is a matter of few minutes. By the time you get down from the aircraft and go to the lounge, the luggage is there. But, here, particularly at Madras, there is enormous delay in the transshipment of luggage from the aircraft to the airport. At Nagpur some mechanical processes are being utilised for the transshipment of luggage, such as the use of some jeeps or other vehicles. Some such mechanical devices can be used at Madras too. There the whole thing is done by human labour. I would suggest the introduction of mechanical devices in all such airports where they are not in vogue so that much of the inconvenience now experienced by the passengers is avoided. Sir, in Madras it sometimes takes one hour after landing to reach our homes. Similarly, it takes round-about 45 minutes or one hour to cover the distance between Palam and New Delhi. This

unnecessary delay can be avoided if only the staff is efficient and mechanical devices are used in the matter of transport of luggage from the aircraft to the airport.

Sir, my friend, the Deputy Minister, in reply to a question here by Mr. Bhargava the other day said that there are some sort of preference customers in the matter of advance bookings of passengers. Mr. Bhargava gave the instance of a particular man who was shown certain preference because he was a regular customer of the aircraft. In this connection I suggest that a list of such passengers should be maintained by the Indian Airlines Corporation. The words "regular customer" need to be defined. I would like to know whether a person like me, who travels at least twice a month or even thrice a month, can be considered as a "regular customer".

SHRI BHUPESH GUPTA: All rich people like you are customers, regular or irregular.

MR. DEPUTY CHAIRMAN: Order, order.

SHRI P. S. RAJAGOPAL NAIDU: That will remove all doubts in the minds of passengers, if a regular list is maintained.

Now, I should like to say a word about the Nagpur airport. Much inconvenience is caused to the passengers at the Nagpur airport during nights. The service rendered by the caterer is so hopeless that it is high time that the caterer be replaced. Complaints made against him are not having any effect at all.

Secondly, Sir, some sort of entertainment films is shown to the passengers for about 45 minutes or one hour at the Nagpur airport. I have been seeing the same film over and over again for the past five years. I would particularly mention to the hon. Minister the film that is shown.

[Shri P. S. Rajagopal Naidu.] about the Indian Airlines Corporation—I forget the name of that documentary, "Wings Over Something"—or some such thing that I have been seeing the same documentary for the last five years. That picture shows nothing but only Dakota plane. Though we have introduced Viscounts and so many other planes, yet that picture shows • • only Dakotas. So it is high time that such films are just taken out and we have new films introduced so that they will be of an educative value to the public and they will be an entertainment also for the passengers; otherwise, if the same films are shown over and over again, people will lose all interest to see these pictures.

SHRI BHUPESH GUPTA: You want Viscounts for Dakotas for entertainment.

SHRI P. S. RAJAGOPAL NAIDU: One word about the merger of the two Corporations. Personally, I would like to have one corporation for both the internal airlines and the international one but I am told that there are certain difficulties particularly because of the recent loan that has been advanced by the World Bank for the purchase of Boeings. They have laid down a condition that the A.I.I. should not merge with any other kind of corporation. Probably that might mean that the A.I.I. should not merge with any other corporation outside India but there is nothing wrong for the A.I.I. to merge with the I.A.C. which is a sister Corporation.

With these words I conclude.

DR. SHRIMATI SEETA PARMANAND: Mr. Deputy Chairman Sir, I am glad to have this opportunity of saying a few words on these two companies. To begin with, I would like to record my appreciation of the efficient way in which the A.I.I. is run and Dr. Kunzru has already said how the

people of different nationalities, who have had occasion to use different companies' planes, have spoken highly of the standard of service, food and general attention and convenience afforded in our planes. I had occasion in the last two years to come in contact with the people who had travelled by our planes, who had occasion to use all over the world other planes, and they went out of their way, finding that I was an Indian interested in finding out how our planes were running, to point out how efficient our Air-India International Corporation was and how popular it was. I would however, like to say one or two things to improve this service still further.

I suggest that, in order to bring our Corporation—the A.I.I.—on a par with other companies, we should have the bus fare collected, and here in our country the air-port tax. I had written about this to the Corporation and I was told that this was not being done and would not be considered feasible because we wanted to make our Corporation more popular. I do not think this argument can hold water and would stand close examination, because when people spend thousands of rupees on a ticket, Rs. 5 as airport fee or Rs. 5 for bus fare would not be considered anything that would take away from its popularity. On the other hand, it would help to give far better amenities in some of our services.

A word with regard not only to the airports which are in a way out-of-the way, compared with Delhi airport but also with regard to the reception rooms. I am unable to understand how the highly paid officers in charge of these places do not pay attention to the general smartness and get-up of the place. You have to look at the door only—I am talking just now about the I.A.C. but it applies even to the other—and you will see how the whole thing looks so shabby by comparison with the airlines offices that may be next door. In our airport at

Delhi you have to see the waiting room and the cloak room—I am referring to the ladies' cloak room—and you see the way in which the floors are washed. The newly varnished doors and furniture are all rendered shabby. A little brush instead of a broom would give a better appearance. The staff also would not bother about the uniform while waiting in the room. That also gives it a shabby appearance. All these things should be attended to.

Similarly, I would point out that the flag of the A.I.I., which has such a black and drab colour, when kept along with all other international flags in other countries, in any hotel, is hardly marked and is hardly to be noticed. If that were to be made a fine colour that would bring to notice the Airlines, I think that would also attract some attention.

I would like to refer to some things connected with the I.A.C. Prof. Wadia was pleased to say something about the amenity to M. Ps. I have nothing to say about it, that the buses should stop at the Western Court or the Constitution House. I am told that the other passengers complain about this. But I suppose he is aware that there are M.Ps. in an equal number, if not in larger numbers, staying in North Avenue and South Avenue and in these far-off places, where it is even impossible to get a taxi early in the morning and it may not be always safe also for a passenger, and particularly for a woman, to go alone early in the morning in a taxi. Nothing would be lost if these corporations could send a conveyance; or if they do not send any, the rule should be the same for all.

I would also like the management to pay attention to cultivating courteous manners and consideration to the passengers. You would find passengers going early in the morning, at five, say, from Bombay to the airport and the staff of the Corporation would be talking so loudly as to disturb every passenger who would be

taking a nap and if anybody were to object, they would think that the objector was either off his head or was most unreasonable. I would also like to make another suggestion that there are so many shops at the airport, say at Palam or at the Bombay airport, which are used by the foreign travellers. If the Government could run these shops—say, Handicrafts Department—or other emporia, it would be better appreciated by the foreign passengers who otherwise are fleeced virtually by the extravagant prices that are charged. Apart from that, due publicity is not given to all our articles and if these were Government shops, we would be able to keep there selected things.

A word about flights to capitals like Bhopal. After a lot of correspondence, I am told that service has been started but it has to be appreciated that when the Corporation is running at a loss, a little bit of loss is necessary in the interests of better administration for providing better facilities to people who have to come to Delhi so often and when the trains take so long. Flights are to be provided not only between State capitals and Delhi but also between distant important places to the capital at least twice a week.

I would also suggest that people living at a distance of about 100 miles or so from any air-station find it difficult to make reservation mainly because the money has to be paid first and they do not keep, naturally and rightly, the ticket open. If some arrangement were to be made with the Railways to receive the money and if the Railways were to send a telephone message that the money has been paid, it should be possible to make bookings for people who are living in outstation places.

Lastly, I would suggest that the I.A.C. start a Passenger Amenities Committee on a par with the Railways

[Dr. Shrimati Seeta Parmanand.] and that will be able to give them the various tips and it will also point out the difficulties of the passengers of the kind that have been pointed out on the floor of the House, and I am sure the Corporation will then be very popular. Something should be done also by way of making air-travel more popular by finding ways and means by which students from Universities and High Schools could be given concession flights once a year up to a limited number. That will make them also air-minded, in my opinion.

With these few words, I would like to commend the working of the airlines and I have made these suggestions for the improvement of our airlines. Thank you.

SHRI AKBAR ALI KHAN (Andhra Pradesh): Mr. Deputy Chairman, I would not have taken part in this debate but for certain observations of my learned friend, the leader of a responsible group here—Mr. Bhupesh Gupta. So far as the Air-India International is concerned, I have also had the privilege of travelling in it and I entirely agree with the observations made by some of the previous speakers that not only here but people in Europe, in America and other places have paid compliments to it and have done it in abundance. I entirely agree with Mr. Gupta that when our international planes go out, they do not only carry passengers and goods but they carry a message and if they function properly, if our pilots and our management behave properly, then it is a good name to the country and if they do not behave properly, then equally it is a discredit to the country. If it had been a side question, probably I would not have stood up. But my question now is this. Is it a matter of principle with my learned friend that whoever subscribes to the private sector or to mixed economy or to anything not completely in the public sector, and if he is a public man, then he should be condemned right-

away? If that is his policy, if that is his general attitude, irrespective of the merits of the case, irrespective of the . . .

SHRI BHUPESH GUPTA: Sir, I want to clear one point.

SHRI AKBAR ALI KHAN: I am not yielding.

MB. DEPUTY CHAIRMAN: You will reply.

SHRI BHUPESH GUPTA: I am not replying, but . . .

SHRI AKBAR ALI KHAN: I am not yielding.

SHRI BHUPESH GUPTA: The hon. Member was in the Chair when I was speaking and he should have been impartial. But here we find his mind was partial and therefore, he has entered into polemics now.

SHRI AKBAR ALI KHAN: I have not lost the privilege of being a Member simply because occasionally I go\* and occupy the Chair.

As I was saying, Sir, if that is my hon. friend's principle, that in any case such a man, whatever be his conduct and public life, he must be condemned, then I have nothing to say. But if a person is to be judged on his merit then I would say that this House will see to it that we decide and we discuss questions on merits and then come to our decisions on merit.

The other thing that I would like to submit is that so far as this strike is concerned, the strike by the union or the guild, I know what the policy of my learned friend is. But we should go into the question whether people-drawing such very high salaries should also join unions and guilds. Not only that, should they go on strike? I am not going now into the facts. I am not going into the question whether Mr. Gilder was properly sent for training or not. I am not going into that. If necessary that can be gone into.

Maybe it was a wrong decision and in that case proper steps should be taken to correct such a wrong decision. But my point is, in such cases, is it right, and will this House approve of such conduct or encourage such conduct or give support to such conduct, of persons drawing such high salaries going on strike and as the hon. Member pointed out, thus bringing discredit to the whole country? Irrespective of the circumstances, it was not open to them to go on strike in the circumstances that were admitted and narrated by the learned Member himself. So, I want this House to make this policy clear that in such circumstances this House entirely disapproves of such conduct.

One point about these airlines and the reservation of seats on them. When we phone them, we are told there is no place. But two hours before the start we are called and asked to come. When "we go there we see that more than one seat are vacant. So, there is something wrong somewhere and I hope the hon. Minister will look into it.

DIWAN CHAMAN LALL (Punjab): . Mr. Deputy Chairman, I regret I was not present at the time my learned friend the Leader of the Opposition spoke. I understand Mr. Bhupesh Gupta made an attack on the Chairman of the Air-India International. I think this attack was misconceived and I do not think that it is proper in the first instance that any attack should be made against any individual who is not in a position here on the floor of the House, to answer that attack. †

AN. HON. MEMBER: An abuse of privilege.

DIWAN CHAMAN LALL: Yes, it certainly is. I entirely agree with my hon. friend here that it is an abuse of the privilege of this House and I do hope that my learned friend will remember that one of our great privileges in this House is to preserve

of I.A.C. & A.-I.I.C. 192.

the dignity of this House and not attack people who are not in a position to answer that charge.

SHRI BHUPESH GUPTA: This lecture is not necessary. We know the rules.

DIWAN CHAMAN LALL: If my hon. friend knows the rules, he should have observed those rules.

SHRI BHUPESH GUPTA: I observed them.

DIWAN CHAMAN LALL: He observed them only in the breach, I regret to say.

SHRI BHUPESH GUPTA: The Chairman of the Corporation is liable to be criticised.

MR. DEPUTY CHAIRMAN: Order, order. Sit down, Mr. Gupta.

SHRI BHUPESH GUPTA: Anyway the hon. Member was not here then.

DIWAN CHAMAN LALL: My hon. friend should realise that when he criticises, he should at least turn to the book that he has before him to page 15, for instance, and see for himself whether the gentleman who was in charge of this organisation has done his duty properly or he has not done his duty properly. Look at the statistics. I am comparing the figures for 1955 with those for 1959. The figure for revenue hours flown has increased from 19,696 in 1955-56 to 27,924 in 1958-59. Available ton-miles have increased from 35,242,000 to 56,010,000. Available seat miles have risen from 275,910,000 to 434,831,000, the number of revenue passengers carried has gone up from 56,445 to 83,868. Everywhere and in each one of these tables, you find a most remarkable progress made by this organisation. We may disagree with the running of it. We may disagree with the personnel, we may disagree about a hundred other things. But you cannot deny the fact that

[Diwan Chaman Lall.] there has been some remarkable progress made and that at a time when other international airlines were not capable of registering similar progress.

SHRI BHUPESH GUPTA: Nobody denies that.

DIWAN CHAMAN LALL: If my hon. friend does not deny it, then that is exactly the reason why he should pay a compliment to the gentleman who was solely in charge of it, to the Chairman of this organisation. That is not a reason for charging him or denigrating him. It is a reason for congratulating him.

Now, there is one matter which requires very careful consideration by this House. The financial structure of this organisation, as hon. Members must have seen, has been made a little more sensible than it was before. Now, the Government of India, in their wisdom, have decided to extend the moratorium up to 1966 which is a very good thing indeed, in the matter of payment. The Government of India also decided that half the amount of the loan to this organisation should be turned into equity capital and the other half should remain as a loan, with a nominal figure of 4J per cent, as interest. This is a matter for congratulation as it is a very sensible thing for the Government of India to have done. But there is one great defect that we find in the running of this organisation and the reasons are given in this booklet that has been prepared namely, that the revenue has tended to come down. There has been a disastrous fall in the revenue as compared to last year. Last year's figure, I believe, showed a profit of Rs. 183'35 lakhs and this year the profit is only Rs. 18'28 lakhs. It is down to about 10 per cent, of the total profits earned previously. The reasons given are various, and one of the reasons is the inability of making available foreign exchange for travellers going abroad. Sir, we are very keen—I was Chairman of the committee which went into the matter and

we came to that conclusion—and we feel that it is most essential to promote tourism to the last limit possible in order to earn foreign exchange. The tourist industry, I believe, is the fifth or sixth industry in this country earning foreign exchange for this country of ours. I do anticipate the time when instead of earning about Rs. 20 crores a year we shall be earning something like a hundred crores of rupees a year but then we cannot earn this much unless we make this tourist traffic a two-way traffic. At the present moment, it is just about a one-way traffic. The only way the situation can be improved is for the two Ministers who bring a great deal of intelligence to bear upon this matter, a great deal of ability to bear upon this matter, to press the Government to make foreign exchange available to prospective tourists who would thereby be increasing the traffic returns of this organisation.

There are certainly other matters which can be dealt with; there are defects and there are defects in every organisation. Now, for instance, one of the defects was mentioned by Prof. Wadia and another was mentioned by my hon. friend, Dr. Kunzru. My friend behind me who has very kindly decided not to address the House because of the shortage of time tells me that in the return journey from Madras, one is not permitted to break one's journey at Hyderabad, for instance, without paying an extra charge. There is no reason for that if timely warning is given and I think this matter should be looked into by my hon. friend. He should see to it that this facility is made available.

Then there is the question of food. I am quite sure that my hon. friend will look into this matter of food. This service and the local service should give the finest quality food available and if there are only difficulties in the organisation in the provision of decent food arrangements throughout the country or in the



foreign service, those difficulties should be removed.

There is then the question of staff. How is the staff appointed in the Air-India International? I do not know and I wish in future when the Reports are prepared there will be more detailed information so that we know exactly where we stand. I suggest that a committee should go into this matter of the appointments in all cases and try and find out whether the right men are in the right jobs. I have not the slightest doubt that the generality of them are rightly placed in their jobs but this is a matter worth going into.

The other matter is the question of economy. You will notice from the Report that the number in the stores personnel has jumped from 2290 to 2590. Within one year there has been an addition of nearly 300 persons to the staff. This is a matter also worth investigating. I suggest that for this purpose a Parliamentary Committee to be appointed. There are no Members of Parliament, as far as I know, on the Board of Directors of this organisation.

SHRI AHMED MOHIUDDIN: Not allowed,

DIWAN CHAM AN LALL: We are now dealing with the offices of profit and I am quite sure that the Offices of Profit Committee which is now sitting at the present moment will be prepared to deal with this matter.

SHRI AHMED MOHIUDDIN: They are on the Consultative Committee.

Diwan CHAM AN LALL: Apart from the Consultative Committee which has got so much of work that it cannot tie itself down to this particular or specific issue which is a very important matter, I suggest that the Government should appoint a Parliamentary Committee specifically for this purpose to go into what is happening in these tremendously great public organisations which are of great value and great use to us.

Sir, I would like my hon. friends to remember one thing about the strike. My hon. friend referred to the strike and said in justification that sixteen days' notice was given.

HON. MEMBERS: Sixteen hours' notice.

DIWAN CHAMAN LALL: I am sorry, sixteen hours' notice. I do not know if there is any Member on the floor of this House who has more experience, including my hon. friend, Mr. Bhupesh Gupta, in running strikes in India than I have, and I am sure that this is one of the most reprehensible strikes that has ever taken place. You damage the public interest; you damage the interest of the nation; and you damage the interests of an organisation of which we are all proud and it is not necessary for this House to condemn such action as it should be condemned because I believe the very fact that the strike collapsed is condemnation enough of the action that was taken in an irresponsible manner. I suggest to my hon. friends that they should adopt the method which I have been suggesting time and again in order to resolve these disputes between the workers on the one side and the administration on the other. The thing is to set up a joint committee at every station with equal representation to the workers' union and the management with an independent chairman at the top so that day-to-day difficulties may be resolved amicably and there may be no need whatsoever of either our condemning the action that has been taken or of the workers taking action of the nature that they have taken. May I suggest that my hon. friends should look into this particular matter with a great deal of care and interest in order to avoid any such future recurrence of disorganisation in this country?

One word more, Sir. The Foreign Minister of West Germany was here the other day, Dr. Von Brentano, and he told us an amazing thing. He said that the great prosperity that

[Diwan Chaman Lal] West Germany had achieved was due not only to the hard work of the working classes but also to the fact that they realised their national interest and did not indulge in any strike during the whole period of recovery. We cannot say that no strike will take place but we have to avoid these strikes by creating the organisation which I have suggested to my hon. friends.

DR. P. SUBBARAYAN: My friend the Deputy Minister, would deal with the points that have been raised in the course of the debate but as I was intimately concerned with the strike of the Air-India International pilots, I thought a word or two from me would be useful in this connection. In the first place, I need not say much about Mr. J. R. D. Tata because other friends have spoken but I would like to say that if Air-India International is in the position that it is today with a world-wide organisation, it is \*due really to the labours of Mr. J. R. D. Tata. He saw a field for international flying of our planes and he took advantage of it and started the Air-India International at that time, He is one of those who were quite willing when the route was nationalised, to give up their whole interests.

SHRI BHUPESH GUPTA: My hon. friend is going away. He replied to my speech without hearing it and now before I reply, he is going away.

DIWAN CHAMAN LALL: I do not know whether my hon. friend has a right of reply. If he has a right of reply, I shall certainly be here to listen. My hon. friend may rest assured.

DR. P. SUBBARAYAN: I think Mr. Chaman Lal was right when he said that we should not attack persons who are not in this House to reply, and there was an attack on the Managing Director of the Air-India International. I would like to say that he is a very distinguished

civil servant who has done what he could to advance the interests of the Air-India International, and if the strike took place, it was in spite of the efforts that he was making. Every inducement to stop the strike was given by the Managing Director of the Air-India International. He pointed out to the Pilots' Guild that there would be no victimisation, that if Mr. Gilder was sent to Seattle, it would not take away the claims of others who might be trained both at Seattle and at Bombay according to the seniority that they possessed in the service as pilots of the Air-India International. It was a great surprise to me when I had a telephone message from the Managing Director about this strike because I did not think that there would be such a lightning strike as had happened. Naturally, as the Air-India International is an autonomous Corporation I did not want to take any share in the settlement of the dispute till the Managing Director and the Chairman of the Air-India International felt that I might have a say in the matter. Only with their knowledge did I talk to the Chairman of the Pilots' Guild and gave him an offer at that time. It was that if they would only go back immediately without any conditions attached to their going back, I was prepared to come down to Bombay and enquire into the trouble that had arisen and settle the matter to their satisfaction. This was not accepted. I am sure my hon. friend opposite will realise that I did the best I could to make the pilots understand that if there was any grievance, that would be attended to provided they made the service go on. As some hon. Members have pointed out, it is to the credit of Air-India International that it has made a name in the air world and they feel that we are rendering good service to the passengers who go by Air-India International. Was it worthwhile for these pilots themselves who really were treated properly, paid handsome salaries and had every advantage that they could have, to have gone on strike especially after they had had a talk with the manage-

ment and found out that the management was willing to meet every claim that they had made with regard to this Boeing training? I think it was rather unfortunate that the pilots did not realise what they were doing and because they felt that their interests might be affected by this one pilot going for training they did this without a moment's thought though they were told that they were not going to suffer by this pilot going to Seattle. That is all what I have to say in this matter. But at the same time I am glad that the pilots did realise that they had done great injustice to the Corporation they were serving and in the end found their way to talk to the management and came to a settlement which was arrived at after discussion for some hours. If they had only taken that step when the Chairman came back from Jamshedpur hurriedly leaving his work at Jafnshedpur—because he was interested in the working of the Corporation—and had met him and the Managing Director, I am sure they would have had satisfaction and this strike could have been cut off by several days. It was really because they took this *non possumus* attitude of 'nothing doing' that this strike went on as long as it did. But I am glad, however, that they saw the wisdom of stopping this strike and they did it after consulting and having their demands satisfied which had been already satisfied, as I have said, by the management. I do hope that normally this kind of lightning strikes would not happen and they would not light-heartedly go on strike when the interest of not only the Corporation but the prestige of the country is concerned. They must realise that the Air-India International planes carry the flag of this county of which we are all proud and when such is the case, I think that they should think twice before they take a step like the one they took on the 8th January. If they had only paid a little more attention to the prestige of

the country and a little more attention to what was involved and if they had

taken the trouble to give the Chairman and the Managing Director sufficient notice of what their complaints were and what they were afraid of, I think this matter could have been settled without a strike. That is all I have got to say.

I am sure my hon. friend here will be dealing with the points that have been raised but about the point specially raised by Dr. Kunzru with regard to the condition of the aerodromes both at Agra and at Banaras, I would like to say that we would do whatever we can to pay attention to these two places and make them more presentable because I know that a lot of tourist traffic goes through Agra and Banaras and therefore these are matters worth looking into and as I have said before, I would like Dr. Kunzru to give me the exact date if he could—at least the month—so that we can have an enquiry because I think it was too bad that he was told that the plane was arriving in time and when he went to the aerodrome he found that the plane did not arrive at all. That, I think, is bad for a commercial corporation like the Indian Airlines Corporation to have done because I think they should have the exact information about what is happening on a particular route at a particular time. I am sure they will give an explanation for this as to why all the American tourists who were in the aerodrome as well as Dr. Kunzru were dragged so many miles from Banaras city when the plane was not even to take off for Delhi. We will see that this does not happen again. I know usually this does not happen as far as Indian Airlines Corporation is concerned and I have travelled as often as most people have done by the Indian Airlines Corporation—as a private person; not as a Minister I assure you—and I have found that they generally keep to their schedule and it is only on rare occasions that even some delay has occurred. They take pride in the way in which the time is kept by the Indian

[Dr. P. Subbarayan.] Airlines Corporation. But the experience that Dr. Kunzru had was rather unfortunate and I would like to set this matter right and correct it so that such inconveniences do not happen to other passengers.

SHRI AHMED MOHIUDDIN: Mr. Deputy Chairman, Sir, we are obliged to hon. Members on this side of the House for the suggestions that they have made and for the constructive criticism about the administration of the Air-India International and the Indian Airlines Corporation. I assure them that all their suggestions will be examined and as far as possible, if conditions permit, they will be put through.

So far as the hon. mover of the motion is concerned, I am afraid I must state that his speech did not contain even one single constructive criticism. It was all, if I may be allowed to say, a condemnation from beginning to end and full of prejudices.

SHRI BHUPESH GUPTA: At least accept my suggestion to take off your photographs from this as a constructive criticism of mine. Out of four, two are yours.

SHRI AHMED MOHIUDDIN: Now, Sir, most of the points raised by the mover regarding the Chairman of the Air-India International have been replied to and I do not wish to enter into any controversy about these points.

My hon. friend on this side has given details of the figures during the last four or five years about the progress of the Air-India International and the progress has been very satisfactory and it is hardly necessary to say that for public enterprise we must have persons who have the spirit of public enterprise. In this case the Chairman has a healthy and full spirit of public enterprise as is proved by the facts themselves.

The other point raised was about the strike and to that my senior

colleague has already given a full reply. I need hardly go into this matter again. I would only like to mention one point and that is that the hon. mover has stressed the undertaking given by the management for consultation with the Pilots' Guild and he has made it as the basis for the justification of the strike. His argument is, because an undertaking was given and because they were not consulted, the strike was fully justified. I am not sure that the management must consult the employees regarding their duties, their postings and regarding their timings. Of course, there are certain rules and conditions of service laid down. If the hon. mover thinks that the Guild has to be consulted in every administrative matter concerning the members of the Guild or other employees, I think his suggestion will simply end in breaking down the administration. I am not going into details as to on what points consultation should take place and on what points the management should have full discretion. This is not the occasion for it either. But as the hon. mover had specifically mentioned this so-called breach of undertaking, I wanted to say that there is a good deal of misunderstanding about the undertaking.

SHRI BHUPESH GUPTA: Or in Presidential language "breach of faith".

SHRI AHMED MOHIUDDIN: "Breach of faith" can be used when it is necessary, of course, and in the President's Address it was appropriately used. Now, Sir, I wanted to emphasise this point that the interpretation of an undertaking can go too far and we have to guard against excessive claims regarding the points on which the employer and the employee must have consultations. I hope that the management will come to a clear understanding, so that there is no scope for misunderstanding or misinterpretation of the agreement that has been made.

Now, Sir, Mr. Bhupesh Gupta suggested in connection with the Indian Airlines Corporation that the private operators should be nationalised. At the present moment there are only about 12 to 13 Dakotas in the private sector. They are doing useful work especially in the eastern region where transportation is very difficult and where the Indian Airlines Corporation are not in a position to go. The Indian Airlines Corporation at the present moment have not got sufficient aircraft. We have got only about 58 or 59 Dakotas, in addition to the Viscounts and other planes. We are finding it very difficult with this limited number of Dakotas to meet all the growing demands of traffic in the various sectors. Government have agreed to purchase a certain number of Fokker Friendship planes which are expected to arrive by about March 1961. Even then the position may not be eased.

Mr. Bhupesh Gupta made vague allegations about corruption and so on. It is very easy. There is now, I should say, a general tendency in the minds of the public to use the word 'corruption' as vaguely as possible. The House is aware that in 1958 a full investigation was made into the working of a private operator. After the report was received, the licence of the private operator was not renewed. Those who were responsible for breach of the rules were punished. As soon as some irregularities come to the notice of the Government, necessary action is taken either to make investigations into the matter or to take action, if any action is immediately possible under the rules.

My friend here has suggested that the Madras-Delhi and the Delhi-Madras service should start in the morning.

SHRI P. S. RAJAGOPAL NAIDU: Or evening.

SHRI AHMED MOHIUDDIN: Or in the evening. This suggestion has been under examination for some time. With a fleet of ten Viscounts only it

has not been possible to change the timings. It has not been possible to accept the suggestion that the Madras-Delhi service should start in the morning. I might mention that the Viscount that comes from Madras to Delhi originally starts from Calcutta where there is a base for the Viscounts. So, it is very difficult for the Indian Airlines Corporation, unless they incur very heavy recurring expenditure to start a base at Madras, to make the Madras-Delhi service in the early morning. Providing base service is very expensive. It is not possible to change the timings, I am sure the present timings are convenient and I hope they will get accustomed to it.

There have been complaints about booking of seats. There is no doubt that there have been some genuine complaints. I have myself had occasion to send a few to the General Manager. I am sure there is scope for improvement. I shall give one explanation regarding the difficulties about booking.

SHRI BHUPESH GUPTA: I do not mind the hon. Minister continuing, but I should be given some time at least to reply.

DIWAN CHAMAN LALL: The mover has to be given time to reply.

MR. DEPUTY CHAIRMAN: He must be given time to reply.

SHRI AHMED MOHIUDDIN: May I speak for five minutes more, Sir?

MR. DEPUTY CHAIRMAN: You can continue. Please go on.

SHRI AHMED MOHIUDDIN: At some places, for example at Hyderabad, only a limited number of seats are allotted. Similarly, at Madura and other places only a limited number of seats are allotted. At some places there is the teleprinter system. At other places the teleprinter system is not available. The booking offices are not in a position to communicate with each other. The number of seats that

[Shri Ahmed Mohiuddin.] have already been booked are the number of seats that are available. That is one difficulty which the Corporation are facing. They are making improvements in the system of booking, and I hope that very soon the efficiency of the system of booking will increase considerably.

There has also been a complaint regarding lack of courtesy or good manners on the part of the staff. I hope that hon. Members or the travelling public will write to the General Manager on any specific complaint with the date and the timing, just as my hon. colleague has requested Dr. Kunzru to give him the specific time and the specific date. Similarly, if there has been any discourtesy or lack of good manners on the part of the staff, I hope the travelling public will inform the General Manager by letter giving definite information, and I assure that Air Vice-Marshal Lai, who has been in charge of the Corporation now for over two years, will look into it and will try to improve matters. I have noticed, and I am saying this not because I am the Deputy Minister of Civil Aviation but I have noticed, that in the last two or three years, more especially two years, there has been a definite improvement in the efficiency of the service, in the courtesy and good manners shown by the employees towards the travelling public, in the promptness of replies, in the promptness of supplying other information, and so on. All these matters have definitely improved, and I am sure that with the co-operation of the hon. Members of this House and the travelling public as a whole the efficiency of the Corporation will increase considerably.

One hon. Member suggested that we should have a Passenger Amenities Committee. We have already got an Advisory Committee which consists of representatives of the public. There are also Members of Parliament on it. They meet at different places and discuss things. Suggestions are invited, and those suggestions when

accepted by the Advisory Committee are also given full consideration by the management, and I am sure that all of them or most of them are accepted. In view of the fact that we have already got an Advisory Committee, I am not sure whether the addition of another Committee will be of much use.

DIWAN CHAMAN LALL: The suggestion I made was in connection with a Committee of Members of Parliament . . .

SHRI AHMED MOHIUDDIN: I am referring to the suggestion of the hon. Lady Member. Regarding a Committee consisting of Members of Parliament to go into the working of the Corporation, of course I have no comments to make.

MR. DEPUTY CHAIRMAN: You may examine the question.

SHRI AHMED MOHIUDDIN: That is for the Chair to examine. It is not for me to say anything about it. Of course, the Estimates Committee has examined the Corporation's working previously.

Sir, I have nothing more to add.

SHRI AKBAR ALI KHAN: One question was raised by the hon. Member, Diwan Chaman Lall, regarding recruitment to services in the Air-India International.

SHRI AHMED MOHIUDDIN: My hon. friend, Diwan Chaman Lall, has said that there has been an increase of 300 to 400 in the number of the employees of the Air-India International. Now, Sir, the Air-India International has placed orders for Boeings. Three Boeings are to be received in March or April next. Now, if the capacity of the Air-India International increases considerably, the quantum of work will also increase. In anticipation of the work-load that will increase, in anticipation of the additional work that has got to be done, recruitment was made, because as far as the engineering work and

other work are concerned, they have got to keep a separate staff. I am not sure of the department to which these 300 or 400 men belong, but any additional staff that have been taken in the Air-India International was due to the addition of the three Boeings that were due to arrive in J60. As regards increase in staff and so on, I assure hon. Members that Government keeps a very close watch on the additional expenditure, and we will do so also in the future.

DR. P. SUBBARAYAN: Sir, I want to add one word, and that is in regard to the circular which my hon. friend flaunted and said that he had a lot of information on it. What was done was we had the circular withdrawn and we conveyed to the I.A.T.A. that this was done without our permission. Therefore, the matter is closed.

SHRI BHUPESH GUPTA: So; at least I made one constructive suggestion.

SHRI P. D. HIMATSINGKA (West Bengal): I want to know the justification for curtailing the Viscount services from Calcutta to Delhi and from Delhi to Calcutta. Three services have been curtailed.

SHRI AHMED MOHIUDDIN: The services depend on the traffic. There are regular services. But as soon as traffic demand is there another service is put on. The policy of the Indian Airlines Corporation is to cut losses. For example, in the Bombay-Delhi route, in addition to two services, one in the morning and one in the evening, there is an additional service three days in a week or four days in a week—I do not quite remember—run in the afternoon. So, it depends mainly on the traffic.

5. P.M.

SHRI BHUPESH GUPTA: Mr. Deputy Chairman, in the few minutes I have got I would like to reply to some of the points raised. As you know, Sir, we suffer from a handicap, because when the Ministers reply, they

do not suffer from any time limit as we do.

DR. P. SUBBARAYAN: You had much more.

MR. DEPUTY CHAIRMAN: He had less time in replying.

SHRI BHUPESH GUPTA: Sir, if you are kind enough, I can show.

DR. P. SUBBARAYAN: My hon. friend had taken fifty minutes whereas I had taken only ten minutes.

SHRI BHUPESH GUPTA: Very good. We moved two motions. Anyway when I offered some criticisms against the Chairman of the Air-India International, I knew that I was going in for heavy weather, because when you criticise a multi-millionaire no matter who he is, well, there is a chorus of praise in support of him and denunciation against us, but that Sir . . .

DIWAN CHAMAN LALL: It is very unfair, Sir. It is not a question of a multi-millionaire, it is a question of an individual, as Chairman.

SHRI BHUPESH GUPTA: We are giving our subjective reactions. Now, Sir, Diwan Chaman Lall is a very eminent Parliamentarian. The only thing is that we do not see him very much; I would like to see him very much here. Having gone through this Parliamentary career for such a long time, he thinks that I cannot criticise anybody. Even if he is the Chairman of a Corporation, he is the subject-matter of discussion. He should be moving like a man.

MR. DEPUTY CHAIRMAN: Not the Chairman; the Board of Management.

SHRI BHUPESH GUPTA: Chairman also.

There was no question raised for expunging the entire proceedings

[Shri Bhupesh Gupta.] relating to the L.I.C. The Chairman was in question and he had said so many things. Anyway, we do not go into those things. But sometimes, good Parliamentarians forget even their own Bible. Now, Sir, what I said here . . .

DIWAN CHAM AN LATL: What particular chapter of which particular book?

SHRI BHUPESH GUPTA: I offered certain criticisms about the functioning of the Indian Airlines Corporation.

Now, let me come to the point. The hon. Minister had said that the agreement only related to certain matters. As far as the Pilots' Guild was concerned, that was not so. The agreement related to all the issues affecting the pilots with whom consultations were to be made. Now, to quote—

"On all issues affecting the pilots, consultation will be made with the Guild."

That was there. And the question of sending somebody for special command training ignoring the rules of seniority without consultation is a violation of that particular agreement. It is certainly a matter....

DR. P. SUBBARAYAN: I can only add that I cannot convince the unconvinced.

SHRI BHUPESH GUPTA : Well, you will be unconvinced. You will be unconvinced if you do not want to be convinced.

Certainly, 'all issues' means including this particular issue also. Therefore, let us not try to explain it away and the very fact that you had to come to an agreement with the Pilots' Guild and accept their terms that a junior pilot was not to be sent for command training shows that something had not been done properly and that some violation of the rules had taken place. That is the position.

Now, Sir, as far as the pilots and others are concerned, whether of the

Air-India International Corporation or of the Indian Airlines Corporation, we have paid tributes to them. But the trouble with the other side is that they speak about them very guardedly and it is most regrettable that we heard from an eminent ex-trade-unionist like Diwan Chaman Lall and others a vitriolic denunciation of the strike of 87 members of the Pilots' Guild. He called it 'reprehensible'. Well, Sir, these 87 people who fly across the skies carrying our flag to the various countries and our honour along with it were accused here of a reprehensible act and then, of course, in consonance with the dignity of Parliament in which we function, the moment we say something about the Chairman, dignity disappears into thin air. I do not believe this. You have made your criticism; you have listened to my criticism also. Dignity is not involved in that way. If anything affects dignity, it is rather such a kind of criticism of 87 men instead of one man whom I criticised or two men.

Sir, this is the position. Now, I am not supposed to have made any constructive suggestion. It is very difficult to make constructive suggestions to the Treasury Benches because whatever else they believe in some of them do not always believe in construction at all. Therefore, I am surprised to hear this, but I was discharging my public duty in making constructive suggestions. Well, housing should be looked into. Is it a destructive suggestion? Is it not a fact that they suffer from lack of proper housing? That matter has to be attended to. You may or may not agree with the feasibility of it at a given moment. But certainly it is a constructive suggestion. I made a suggestion that private operators should be nationalised and an apology for the private operators was all that we were treated to. You may or may not like my suggestion. It is not a suggestion which is unreasonable. It has to be debated and discussed and therefore you consider it. Don't try to take advantage



of the fact that we are sitting in the Opposition and therefore whatever we say must necessarily be destructive.

Sir, I pointed out certain things about the circular. In fact, I am in possession of the minutes of that meeting. The hon. Minister admitted that such things took place. Therefore, there also I was making a constructive suggestion. The only thing is, after we had brought the matter to the notice of the Government action was taken. It is good that you have taken action on it; you have got 'construction' in this matter. But then don't say that we are going in for destructive suggestions. It is our function to bring such things to your notice.

Then, Sir, about catering. Yes, Sir, I think that the catering is bad in Nagpur and in some other places. Cheating took place at one place and I drew the attention of the hon. Minister to it and I think it was at Agar-tala or so. Besides, the price charged is too high. You go to Dum Dum; you will see that high prices are charged. That should be gone into. Don't think that everybody is a foreigner or an American who has come here with his pockets full of dollars and who can pay any price you demand. Well, the price is paid by inland passengers also, Indians like us. Men like Mr. Naidu can pay more because he is a rich man, but poor people like us with an empty purse cannot go and take even a lemonade there. I wish it should not be so. I think, Sir, I am prepared for an austerity diet, but the price should be a little less; it is prohibitive at the moment. It was said that they get good food in the aeroplane. What are you talking? I thought that we were discussing something as if in a kindergarten. Do we go to the Air-India International plane to get good food? There, the food may be good; incidentally, so many things are good. The napkins may be good. But what is your service? Is that good? You may say this: If

you want to have good food, go to Moti Mahal and pay Rs. 1,400 and so on. Therefore, what I say is, discuss this matter with a little seriousness.

In this connection, I wish to say something about their service conditions. The point is about the management of the Air-India International. Now, I have here on record that the management threatens the Joint Secretaries of the Pilots' Guild with dismissal. Is it a right attitude? The hon. Minister asked why the members of the Guild did not meet Mr. Tata, the Chairman. The members of the Guild said that they were prepared to discuss things with him. In fact, some of them—not members actually but others belonging to the Air-India International Employees' Association, their representatives—went and saw him and implored him that he should meet them and discuss with them, but he rushed to the press conference to say things against the pilots. Therefore, you cannot accuse the pilots of rejecting the suggestion of mutual consultations and discussions. Forty-eight hours were wasted as was pointed out by the Chairman of Air-India International and the management earlier. If this time was not lost and if this time was utilised in a constructive approach, probably the solution would have been found earlier and there would have been no need for what you call the lightning action. Lightning action was called for by extreme provocation. There was no other go. They would not even listen to: nobody would care to talk to them. They went from one officer to another: nobody talked to them. They earlier tried to know as to whether Mr. Gilder had been sent there for command training and there was any violation of rules at all. They said they did not know. Ultimately, they admitted. Therefore, don't try to place all the blame on them. I know everybody may not be praiseworthy there, but in this case they were not at fault. Then I say their accusation is there,

Iftarj iinupesn Uup>.a.J tnat it has been mata. nde handling of a particular case. Nowhere the Puots have said that their complaint was on account of the fact that Mr. Gnder and not belong to me Pilots' Gund. Not at all. They pointed out to certain rules, regulations, norms, code of conduct, and on the basis of them they said that it should not have been done, and implicitly, in the terms of toe agreement you have more or less accepted their complaint. Today it should not he in the mouth of toe Government to get up and say bitter things against the pilots. Sir, it is most unfortunate that even the Minister of Communications, Dr. Subba-ryan, thought it tit to join in this enorus. But then, Sir, whenever it is a question of big *men*, the chorus grows in volume and the Ministerial chorus is added to it. That has been done.

SHRI P. S. RAJAGOPAL NAIDU: How long is he going to speak, Sir?

MR. DEPUTY CHAIRMAN: The time is fifteen minutes and he can speak for five minutes more.

SHRI BHUPESH GUPTA: I was very patient with him. Be a little kind to me. Mercy, have you no mercy? To have mercy is a good thing. Be merciful.

Now, Sir, about the private carriers please do not think everything is well there. You may have held your inquiries—I do not deny—but I come from a place which is the centre of private operators, namely Calcutta, Things are going on ill even now; malpractices are all there still. No time, no rules, no regulations governing passengers and freight. They take passengers and cargoes as they like. I have had some experience of travelling by some of these planes, because other planes do not go to those places, I can tell you from personal experience that it is not so, what you say. Besides, all the employees in Dum Dum airport are employees of your concern and they are opposed to these

private operators. They do not have any axe to grind in the matter. They only want that in the in erests of foe country the private airlines should be taken over by the Airlines Corporation. Smuggling, corruption, carrying some kind of people, foreigners to the NEFA area as the Darbhanga even did, all these things take place. Therefore, you should be alive to this thing.

With regard to loss of the money, Air-India International has lost two million rupees. Responsibility has to be fixed. Well, it is the inherent right of the workers to strike if the employees are placed under certain conditions, and our Constitution gives them that right; you cannot take it away. Their cause was supported by all sections of the people outside. That also has to be borne in mind. I read newspapers and these were *men* coming from the upper classes, the class from which Diwan Chaman Lall comes, very high top class, a distinguished class having had distinguished education and equally distinguished behaviour. They are not habituated to go on strike. So, you can imagine under what extreme provocation, under what insolence and cold indifference they were forced to take recourse to such an action. That has also to be thought of. I say, Sir: Do not therefore run them down like that. Go into this matter. Then, Sir . . .

DIWAN CHAMAN LALL: Did you at all get mixed up in the incitement to strike, Mr. Bhupesh Gupta?

SHRI BHUPESH GUPTA: I was in Kerala campaigning for the election. I was not at all there, Sir. Besides I do not know anyone of them. They, as you know, earn Rs. 3,000 a month, and it is hell of a job for me to get near a person who earns Rs. 3,000. I pay as income-tax Rs. 12 only and that is deducted by the Secretariat. Therefore, it is not fair; I did not do it. Well, Sir, they are distinguished children of the aristocracy and they

were forced to take recourse to the strike by the emperor himself, by the emperor of that aristocracy, by the emperor of big business. Well, Sir, then something was very basically drastically wrong.

As far as the other things are concerned, one thing I would like to add. We should go into production of aircraft in this country. And we are still talking about 'Pushpak' for the last few years. You go to the Exhibition and you see the same pushpak. We read in the newspapers only about Pushpak and see the same photograph of Pushpak, and probably two years hence there will be none other than the same Pushpak. Now, Sir, what we need today is that we must develop the aircraft industry in this country so that we can meet the requirements of not only the military but civil aviation also. The hon. Minister did not say much about the contracts with the BOAC and the American firm with regard to freight and other matters, which have taken place recently. BOAC is trying to squeeze us. Personally, if you ask me, whenever I go abroad, I always try to find out Air-India International aircraft. Always I do—I do not like any other—whatever it is. I would rather sleep on the floor of it if possibly that at least could be had, than travel by foreign aircraft; I do not like it. But generally the services are not adequate and we have to develop. But then we must have our aircraft industry here to produce for domestic requirements, the aircraft for domestic lines. We can build small aircraft to start with, and in course of time if bigger aircraft were required, let us go in for them. Bigger aircraft may be required at Dum Dum and other places.

Now one thing. There is a report in the press that there is a tendency on the part of some officers to remove things from Dum Dum to some other place. It has created some consternation. It may be true, may not be

true, the suspicion aroused, but this thing should not be done in this manner.

Finally, Sir, I pay a tribute to everybody. As you see, Sir, whenever I get up, I pay a tribute to the people, to the common people who work here, officers, employees and so on, because some of them are not so much interested in them. I have travelled and have been travelling by air in this country, though not so much as Mr. Naidu, because my capacity is very very limited, and I find them excellent people, very well-mannered, understanding good people, and I have no hesitation in saying it. I do not know who they are personally, but I find them very well-behaved, decent polite gentlemen, and therefore I have no complaint on that score. But sometimes some complaints have come with regard to individual officers and so on, and the Directorate-General of Civil Aviation has been the subject-matter of criticism, not by us, but by the employees themselves, employees at Dum Dum and other places. These things have to be gone into. I do not know what will happen but I hope they will consider what I have said, and if they don't, the next time this subject comes up, I will have to say the same thing with more materials that are in my possession. I did not bring them because I did not want to read them out to you in public, materials about corruption, malpractices and so on. I did not intentionally read them out because I would like to give Dr. Subbarayan a chance to go through them and see his way to rectifying them.

SHRI AHMED MOHIUDDIN: Just a clarification I would like to make. Although agreements have been concluded with the BOAC and the Quantas the identity of Air-India International will remain separate and distinct. It is only for convenience of operations and so on that the agreements have been reached.