

Mr. DEPUTY CHAIRMAN: Just begin. There is one minute more.

SHRI J. S. BISHT: Mr. Deputy Chairman, Sir, I heartily congratulate the hon. Finance Minister for his very excellent Budget and at the same time let us congratulate ourselves and the country at large for the very light burden that he has imposed on us in spite of the fact that the demand on the public revenue is so very large. Sir, the hon. Minister has budgeted for a deficit of nearly Rs. 81 crores out of which he has covered by new taxation proposals only about one-fourth of it, that is to say, nearly Rs. 23 crores and to that extent we are entitled to congratulate ourselves for the manner in which we have escaped heavy taxation.

Mr. DEPUTY CHAIRMAN: You can continue tomorrow.

4 P.M.

FIFTH ANNUAL REPORT OF THE INDIAN AIRLINES CORPORATION

SHRI V. PRASAD RAO (Andhra Pradesh): Sir, I beg to move:

"That the Fifth Annual Report of the Indian Airlines Corporation together with the Statement of Accounts for the financial year ended 31st March, 1958, laid on the Table of the Rajya Sabha on the 10th December, 1958, be taken into consideration."

Sir, it is more than five years since we had nationalised our airlines. Five years are enough time for us to review the progress made by our Airlines Corporation to observe its trends of development, to assess what more is to be done, and to see that our airlines function more efficiently, bring us more revenues and give better service to our countrymen. If we broadly see, Sir, most of the airlines in the world are not self-sufficient. I am not saying this to pat ourselves on

our back that our Indian Airlines Corporation, and incidentally the Air-India International, have done their best and nothing more is to be done, but I want to point this out in answer to those friends who are crying about free enterprise that because the airlines were nationalised, efficiency did not increase, profits did not go up, and that, but for this, the situation would have been better.

I think, Mr. Deputy Chairman, the whole country is aware of the circumstances in which we had actually taken over these airlines. They were not as rationalised or systematised or as good a pattern as at present. The training that was given to the crew was of a varying nature. The aircraft that were utilised by more than half a dozen companies were not positively suitable for the conditions of operation in our country but mostly they were eclectically acquired from the surplus stores left in India. In such a situation we had taken over the airlines. I do see the progress that has been made. In 1953-54—it was only eight months' working, and the Corporation has worked out, has calculated the average for twelve months—we were carrying passengers to the tune of 4 lakhs. Today in the period covered by the Fifth Report, roughly 6 lakhs of passengers are carried. It is a progress, there is no doubt about it. Not only that, the whole organisation is coming to shape now. The different loyalties that were existing to different airways are all merging together, and the common concept of a single National Airways is coming; that consciousness is being instilled into the staff and others. This is a positive achievement. Further I can say that after Air Commodore Lal has taken over the Indian Airlines Corporation, certainly there is further improvement. He certainly deserves on that score congratulations from our side.

Sir, having said this much, I now want to focus my attention on some of the glaring and crying defects that are there in this organisation. If it is

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judged from the point of view of efficiency, perhaps it stands at the bottom rung when compared with other airlines in the whole world. Instead of the efficiency factor growing, I am pained to point out that it is decreasing. One factor of efficiency is what is known as "break-even load factor". It is in technical language. That means, if such percentage of load is carried, we can make both ends meet. In any progressive airline, if the efficiency is increasing, certainly this "break-even load factor" must be decreasing. If the efficiency of operations goes down, then it must progressively increase. Normally, Sir, in the United States and other countries the "break-even load factor" is 50 to 54 per cent. Certainly in the beginning we can understand that it would be more but even after five years of nationalisation and of running this Corporation I am sorry to point out that efficiency, instead of increasing, has decreased. In 1953-54 the "break-even load factor" is 79.1 per cent; in 1954-55 it is 82 per cent; in 1955-56 it is 83.7 per cent; in 1956-57 it is 80.7 per cent; and in 1957-58 it is 81 per cent. So in spite of rationalisation and pooling of resources instead of efficiency going up it has gone below the level when we had nationalised. It is a very sorry and denigrable state of affairs which needs a thorough investigation and probe as to the factors that have contributed to this inefficiency.

Then another most important factor that should be taken into consideration is the loss of freight that is carried by the I.A.C. For eight months in 1953-54 we were carrying a freight of 52,833 tons. It had reached the peak in 1955-56 of 53,856 tons. But today, Sir, our freight carrying potentiality has increased, our load factor has increased, and with all this the actual load that we have carried is less than what we had carried in 1953-54. We have acquired newer aircraft—of course there have been some accidents, and I will come to them later—and today our total carrying capacity is

far greater than what we were having in 1953-54, that is when we nationalised the airlines. In spite of our extra carrying capacity the load we are carrying is actually much less than what we had carried before. Most of the freight that is carried by the I.A.C. is from Calcutta to Assam. If I may point out, actually the total freight that is carried by the Indian Airlines Corporation today to Assam was solely carried by one airline prior to nationalisation, and that is the Airways (India) Limited. That means that even after taking over all the airlines we are not able to increase our freight carriage from Calcutta to Assam. Why? The Ministry owes an explanation to the country as to why we are not able to develop this capacity. Certainly there are certain private operators like Jamair, Indamer and other companies that are operating on this route. They even cut down their rates. Very good, we perfectly understand that. But why is the I.A.C., with the backing of the Government, with all the airport and other facilities, not able to compete with them? Are we to understand that our crew are bad? No, Sir. Are we to understand that our planes are not working at peak efficiency? In fact our aircraft, if I may say so, are second to none as far as maintenance is concerned. Then what is it that has led to this state of affairs? One major factor is that, in spite of all their tall talk of commercialisation, of running these on commercial lines, actually the methods as to how this load factor, this freight factor could be developed were never given serious thought to. When we discuss the question of the emoluments of the employees the hon. Minister comes and says that it has to be run on commercial lines. He says, "My dear friend you see that our airline is sustaining loss to the tune of one crore of rupees. We cannot afford to increase the salary. What can we do?" When we come to the question of increasing the efficiency, certainly it does not stand much to the credit of our Ministry because the whole effi-

ciency has gone down, our salesmanship has gone down. I have seen myself in Calcutta that the private airline operators there are actually canvassing freight and they are taking it. What is it that we do? Because ours is a nationalised concern, we sit in our offices, issue fatwas, issue circulars and we expect the freight to come to us. More than Rs. 1 crore worth of freight was carried by the private airline operators. We are unable to attract much freight. Mind you, Sir, we are operating four times more than the number of aircraft that the private airline operators are doing there. But still, in spite of the monopoly we are having over their carriage on Pakistan territories, we are carrying much less freight than that of the private airline operators. Not only that. Some of them are not even given the airport facilities. What did they do? Instead of going straight to the fields where the I.A.C. is operating, they would land just a few miles away from there, where there are cutcha strips that were built by the Americans. They were utilised by these private operators and they are clandestinely carrying on this thing. I do not mean to say that the I.A.C. should resort to underhand dealings. But with better salesmanship, with better planning, certainly it can increase the revenue and more especially, the freight factor. The freight which we are carrying now can be doubled if a proper sales organisation is maintained there in Calcutta.

My second point is about lack of policy in acquiring aircraft. It is now five years and their purchase of the Herons is an old and well-known fact. The hon. Minister has come out and openly admitted that the purchase of these Herons is an honest mistake on behalf of the Government. The Government should profit by their experience of this mistake. It should take seriously to planning as to which aircraft we should adopt for our Indian Air Lines Corporation. Even today the maximum number of aircraft that we have is Dakotas—there are 62 Dakotas to which we have

added seven Herons, 12 Vikings, six Skymasters and seven Viscounts. Of course, three more Viscounts also have arrived, so that we have ten Viscounts now. But the majority of the fleet consists of Dakotas. These Dakotas are fast becoming an extinct species. It is a very aging bird. You cannot always depend upon the Dakotas. It has served us very usefully. There is no doubt about it. Perhaps except India and Indonesia, now no other country is using so many Dakotas in their airlines. In some countries of Western Europe, you do not find the Dakotas at all and maintaining these Dakotas also is becoming daily a more and more expensive business. Their spare parts are not going to be manufactured and they will be discontinued. So, unless and until we plan from today onwards—perhaps, the planning ought to have been started a few years earlier itself—we are not going to replace these Dakotas. They thought of the Herons which have proved useless. Today, I want to know from the Government what plans they have to replace these Dakotas. They say that by 1960-62, they are going to replace the Dakotas. Which type of aircraft are you going to adopt? Are you going to foist upon the nation again a type of aircraft like the Heron spending so much of public money or are you going to purchase that type of aircraft which is suitable to India to develop the air traffic? This we need to know in order to be assured that we are planning well in advance, to see that the proper development of aviation takes place in India. Some time ago, the General Manager of the Indian Airlines Corporation issued a circular that they were going in for the Otter aircraft. Somebody from the Ministry has given a statement that they are going in for Fokker aircraft. It is a fact that the Otter aircraft has got its own good points, but it is not at all useful to replace our Dakotas. No single type of aircraft that is now in production can actually replace these Dakotas. So, we have to see that while utilising these Dakotas to the maximum, we get new aircraft which

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is equal to the needs that have arisen in this country and also which will operate with the maximum efficiency. There is no use of simply deciding this point here and now without proper consideration. I suggest that a committee—an expert committee at that—should be appointed to go into the whole thing, regarding development needs, etc. and suggest the type of aircraft that we should acquire to replace these Dakotas. But even if we acquire these new aircraft, the Dakotas certainly are going to continue for some more days. We have acquired the Viscounts. But they cannot be operated on all the routes. While utilising these Dakotas on feeder routes, we have to think of some other aircraft to replace them on the major routes besides the Viscounts.

Then, Sir, about the training facilities that are offered by the Indian Airlines Corporation, there is the Central Aviation Training School established at Allahabad and now another has been established at Hyderabad, for the training of pilots. We are glad that we are self-sufficient as far as training facilities are concerned. But are we giving the best training to our pilots who, in an emergency, should become the second line of our defence? I take, for instance, the Central Training Establishment at Hyderabad. There is one Mr. Mistry who is in charge of this training establishment at Hyderabad. Here, all our I.A.C. personnel are supposed to be given advanced training and also the refresher course. The Link training is there. They are given training in it. Even the most experienced commanders go there for the refresher course. This Mr. Mistry, if I may point out, is the gentleman who was not only deprived of his command of the Skymaster, but who could not get an endorsement for the Skymaster when he was sent up for training to the K.L.M., and this is the gentleman who is now in charge of this training establishment giving training to pilots and commanders who have endorse-

ments for the Viscounts also. I can give a graphic case. There is one Capt. Diwan. He is a commander not only of the Dakota, but of the Skymaster also. He is also a commander of the Viscount.

THE DEPUTY MINISTER OF CIVIL AVIATION (SHRI AHMED MOHIUDDIN): I hope, Sir, the hon. Member will not bring in personal incidents into this debate. If there are any complaints . . .

SHRI BHUPESH GUPTA (West Bengal): Of course, Mr. Deputy Chairman, we consider it necessary to give the names.

SHRI V. PRASAD RAO: The hon. Minister is there to defend the people who are under him. What are the reasons that had prompted him to appoint such persons, persons with such qualifications, for such important and responsible posts?

SHRI BHUPESH GUPTA: Go ahead.

SHRI V. PRASAD RAO: Sir, this Capt. Diwan is sent there for training. He has much more advanced qualifications than Mr. Mistry who is supposed to instruct him and he is asked to do 57 hours of Link training. The Link is a smaller type of aircraft that we obtain for giving training facilities. This is slightly better than the Tiger Moth. I have myself seen it. In this he is asked to get training for 57 hours. And mind you, this is given to one of the foremost commanders that has been there in the Indian Airlines Corporation. That gentleman had come here, protested and offered his resignation to the I.A.C. Then, I do not know what transpired. Certain hurried consultations took place and he was told, "All right. There is no need for training. Your refresher course is considered to be complete." Such a thing happened to one Captain Kathpalia, and this type of a gentleman we have put in charge of the training for the advance pilots, who are to take charge of these people, and who are to take charge of V.I.P.'s and V.V.I.P.'s and the V.O.P.'s which means very ordinary persons.

(Time bell rings.)

Mr. Deputy Chairman, I am given half an hour.

MR. DEPUTY CHAIRMAN: There are three more speakers and the Minister has to reply. One hour is the time allotted. I am prepared to extend it by another fifteen minutes.

SHRI V. PRASAD RAO: Now, Sir, I have got some more points to make and with them I shall conclude. Give me five minutes more, Sir, and I shall try to conclude by then.

Then, Sir, our Estimates Committee had given out certain suggestions for improving the I.A.C. We want to know specifically what steps were taken. Take for instance this. The Committee suggested the merger of Air India International and I.A.C. in order to pool up resources, but actually the other day in connection with the terms for the pooling of revenue of the B.O.A.C. and the Air India International, regarding that things were questioned, and the hon. the Deputy Minister, Shri Ahmed Mohiuddin, had given out to the House that no such conditions were levied, that they actually did not come to any such understanding. In this connection, Sir, I quote from the Estimates Committee Report itself, the "Reply of the Government":

"The review of the question of a common Corporation for both the I.A.C. and the A.I.I. will not be quite opportune at the present time in view of certain developments which have taken place lately. In connection with the foreign loan negotiated by the A.I.I. Corporation for financing the Boeing project, an assurance has been given to the U.S. Commercial Banks, from whom a loan of £11·2 million has been negotiated, that the Corporation will not, without the prior consent of the Banks, consolidate or merge with any other Corporation. As the loans will not be completely repaid till the end of 1965, the review proposed

by the Committee cannot be undertaken at this stage."

Sir, it is really a wonder to know that in our own country, in our own air corporations, we have to go and take the permission of some U.S. commercial banks. It is a really shameful thing for such a thing to exist. Upteen times from the Government side it has been denied that strings are attached to the foreign loans that were coming to our country. But here is a graphic instance. In order to increase our efficiency if we want to merge the two air corporations of ours Government pleads its inability to do so, because they had given an undertaking to the U.S. commercial banks to purchase these Boeing planes. Can't we have got some other loan in other countries for other aircraft—may I ask the hon. Minister? I want to know from the Ministry whether all possible avenues had been explored prior to approving this Boeing project. Did you approach the socialist countries for some of these jet aircraft in order to operate these things? Could you not have got these things cheaper or these loans on more favourable terms? I want a definite and specific answer, as to why we should accept such sort of conditions, that too from the U.S. commercial banks regarding the management of our own affairs here, Sir.

Then there is another thing. The proposal has been made by the Estimates Committee and I want its full implementation, that is in the matter of very close co-ordination between our Indian Air Force and the Indian Airlines Corporation in training and other things. Government could accept only a Consultative Committee and that too at the highest level. What comes in the way of closer co-ordination on an area basis—there is the Bombay base; there is the Calcutta base and there are the other bases—in training, in spares, in maintenance, in overhauling, in every sphere? When similar aircraft are run, I do not understand why much closer co-

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ordination should not be there. Why should not even the whole of the overhauling work be taken over by the I.A.C. itself? Now the I.A.C. is maintaining four workshops, one here in Delhi, another in Calcutta, a third in Bombay and a fourth in Hyderabad. In all these four places the I.A.F. are simultaneously running their own workshops. Could not this work be done by the I.A.F. itself economising and rationalising these things? Why merely talk very much about commercial principles? Why not apply them here and see that the expenses are better rationalised than what is the case at present?

Then, Sir, unnecessary equipment is bought and the necessary equipment is missing. For instance I do not know how they had purchased, but they had purchased Viscounts equipped with periscopic sextants. But in the whole of the Indian Airlines Corporation there are only three people, there are only three navigators who can operate these periscopic sextants. Unless there be more trained personnel these things are useless, because these Viscounts operate at an average altitude of 15,000—17,000 feet and in really bad weather, bad weather conditions do prevail from 5,000 to 20,000 feet. Therefore if you have to operate them it is not periscopic sextants we need but all-weather radar. Instead of all-weather radar we have purchased periscopic sextants which are not practically useful for our weather conditions. I am giving you only one instance to show how without proper planning these stores and other things are acquired.

Even in the location of workshops proper thought has not been given. All the Viscounts spares are actually located here in Delhi, but actually in Calcutta there are so many Viscounts, I mean, so many Viscounts are operating also from Calcutta. Certainly with a more rational distribution much time could be saved. I think we shall get an effective reply from the hon. Minister to say what steps they are

taking to improve the efficiency of our Indian Airlines and to see that it stands first in the whole world. In spite of the Break-even Load Factor we are developing why are we sustaining these losses?

MR. DEPUTY CHAIRMAN: Motion moved:

"That the Fifth Annual Report of the Indian Airlines Corporation together with the Statement of Accounts for the financial year ended 31st March, 1958, laid on the Table of the Rajya Sabha on the 10th December, 1958, be taken into consideration."

SHRI M. P. BHARGAVA (Uttar Pradesh): Mr. Deputy Chairman, I had been listening very attentively to what Mr. Prasad Rao has said. Five years is a very short time for any commercial undertaking, and to expect quick results in a short period of five years is too much. It takes time to settle down even if we start a new thing. Here let us examine the circumstances in which the airlines were nationalised. The companies which came under the nationalisation had all sorts of aircraft with them, and we had no alternative but to accept those aircraft. If we had purchased a single new Dakota, then Mr. Prasad Rao's criticism would have been justified. I would just give you the figures of the fleet, which will show how we have been progressing. In 1953 we had 74 Dakotas, 12 Vikings and 3 Skymasters, equal to 89, with as many as 10 other unserviceable planes, which was a big liability on the new company. In 1953-54 we had 72 Dakotas, 12 Vikings and 3 Skymasters, equal to 87, and the figure of unserviceable planes went down to 9. In 1954-55 we had 69 Dakotas—you will see that the figure of Dakotas is gradually decreasing and other types of planes are coming in—12 Vikings and 3 Skymasters with 9 unserviceable planes still. Next year we find that Dakotas come to 66, Vikings 12, Skymasters 6 and Herons 8 with 9 unserviceable planes. Next year

there were 64 Dakotas, 12 Vikings, 6 Skymasters and 8 Herons, again the unserviceable planes being 9. In 1957-58 Dakotas were 62, Vikings 12, Skymasters 6 and Herons 7, and we purchased 7 Viscounts, and the unserviceable planes were 2 only. In the next year Dakotas were 60, Vikings 12, Skymasters 6 and Herons 7, and we purchased 10 Viscounts, and the unserviceable planes were 2. When we took over, our fleet was 99 with 10 unserviceable planes, while today our fleet is 97 with 2 unserviceable planes. It may be remembered that all these unserviceable planes and the number of Dakotas, which have gone off, have been written off, which again is a great liability on the Corporation.

Let us look at the statistics showing the number of passengers and cargo load carried. If I am allowed to quote the figure, in 1953, 4,30,683 passengers were carried in eight months, while in 1957-58, the number of passengers carried was 5,99,573. Cargo, I must admit, has shown a little decline. I may add here that for aeroplanes, passenger service is more paying than cargo and, therefore, I would not mind this slight decrease in cargo, because the number of passengers carried is gradually increasing.

Well, one good point has been made by Mr. Prasad Rao, and that is about the management of the Corporation. He has compared it with private operators. Private operators are business operators. They know how to operate things and in most cases they are individual operators.

SHRI V PRASAD RAO: We do not know how to operate.

SHRI M. P. BHARGAVA: I am coming to that. The personnel is not fully commercial. That is one great handicap, and I would request the hon. Minister to see that this complaint is looked into and as many commercial hands are put in the Indian Airlines Corporation as may be possible.

Another remark of Mr. Prasad Rao which has amused me is that our Airlines Corporation is on the bottom

run of the airlines in the world. That may be a very correct statement. But with which airlines is he comparing—those airlines which have been established for a number of years? Just compare the working conditions of India and the working conditions abroad and the rate for fuel which we have to pay in India and what they have to pay in other countries. Take the case of the United States. There fuel is available practically on a very nominal rate, whereas here we have to pay very heavily for that.

Taking the income, I find that there has been an increase all these years. In 1954-55, the income was Rs. 692.47 lakhs and the loss was Rs. 90.15 lakhs. In the next year, the income went up to Rs. 808.60 lakhs and the loss was Rs. 119.40 lakhs. In 1956-57, the income was Rs. 863.35 lakhs and the loss was Rs. 108.69 lakhs, and in the year under review, the income is Rs. 926.07 lakhs and the loss is Rs. 103.13 lakhs.

May I draw the attention of the House to the taxes paid as customs and sales tax in the relevant years? In 1954-55, the Indian Airlines paid Rs. 79 lakhs as customs and Rs. 5 lakhs as sales tax, totalling Rs. 84 lakhs. In 1955-56, the customs paid was Rs. 86 lakhs and the sales tax was Rs. 10 lakhs. In 1956-57 it was Rs. 99 lakhs and Rs. 18 lakhs respectively. And, in the year under review, it was Rs. 114 lakhs and Rs. 16 lakhs respectively, totalling Rs. 130 lakhs. Sir, customs and sales tax are imposed by the country for various reasons. If we deduct these figures and take to realities, what do we find? That in 1954-55, the net loss was Rs. 6.15 lakhs, in 1955-56, the loss was Rs. 23.40 lakhs and in 1956-57, if customs and sales tax are removed, it gives a net profit of Rs. 3.31 lakhs. And, in the year under review, the income will be Rs. 26.87 lakhs. You might say it is playing with figures, but it is not so. The trends are very healthy and there is no room for disappointment. Still if this pace is continued, I see no reason why in the near future we should not be making

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both ends meet in spite of the heavy customs and sales tax.

We have our booking centres for passengers as well as cargo. Here again there is a lot of room for improvement. The private companies, as far as cargo is concerned, know all the methods of booking their cargo, while we do it in the normal manner. We have no sales organisation, neither any special agents. The normal procedure is followed. These booking centres, I may be allowed to say, will book with those where they get some money, and that is a thing which should again receive the attention of the Ministry concerned.

In this connection I would like to mention another fact. The I.A.C. is running twice-a-week service to Kabul, and on a reciprocal basis, the Aryana is running their service between Delhi and Kabul twice a week. While, I have been told—I do not know how far it is correct—that the Aryana plane always goes full, our I.A.C. plane does not carry full capacity every time; every time it is short of passengers. Now, if we compare the two planes—the Aryana and our I.A.C. plane—I have no hesitation in saying that in providing amenities or other conditions our plane is in no way inferior to the Aryana plane. We must find out the reason why the Aryana plane always goes with full passenger load and the I.A.C. plane does not. If I may be allowed to say so, the malady again lies with the booking centres, and if greater control is exercised on these booking centres, I see no reason why our revenue from passenger traffic cannot be increased even now. Although a very steady progress has been maintained, I can share Shri Prasad Rao's anxiety for having a plan for acquiring aircraft in future. We must have a plan and find out which of the aircraft would be suitable to Indian conditions and which would not be. Now, as I said earlier, Dakotas have been our liability. We have been trying to dispose of them but, unfortunately,

not much success has been made and we have to probably persevere with them till all of them are written off or sold, but in purchasing future aircraft care must be taken that proper type of planes are bought so that there is no unnecessary expenditure involved in acquiring the planes.

Well, Sir, I do not think it is necessary for this purpose to appoint an expert committee as proposed by Shri Prasad Rao. The offices of the IAC and the Board of Directors, I think, are competent to go into this question, study this question, get expert advice and then make out a plan as to how future planes would be purchased.

About training he has mentioned the names of several people. I would not go into the details. I would like to add only one thing, that in addition to the training given in India, the IAC had been very careful in getting and arranging its specialised training for the various kinds of aircraft which they acquire, not only in India but abroad also. I have come to know that several people have been sent to the U.K. for this purpose. Some went to Australia. Some have finished their training and some are under training and they would be coming back. Even in this Report mention has been made about the sending of 56 Pilots for the special Viscount training. So, I do not see any point in Shri Prasad Rao's complaint about training. Adequate arrangements are being made and if he has got any further information, he may be pleased to give it in his reply. (*Time bell rings*). Two minutes, Sir. He has mentioned about the Estimates Committee's suggestion for the amalgamation of the A.I.I. and the I.A.C. This has been considered thoroughly, as I find from the papers and in the 41st Report of the Estimates Committee—the Government reply is also there—where it is shown for what reason it has not been possible to amalgamate the two at the present time.

Then he has been talking about close coordination between air force and our Indian Airlines Corporation. I do not know whether he knows it or not that the Chief of the Air Staff is on the Board of Directors of our IAC and his valuable advice is always available. As far as coordination between the AII and the IAC is concerned, I may inform the House that as many as seven members are common on the Board of Directors of the two autonomous companies.

Another point which he made is about the workshops at different places. Well, if the services are to be run it is necessary to have some sort of workshop in all the main centres. At the same time every workshop cannot be a specialised workshop. That has to be separated and located at certain places. He mentioned that the Viscount workshop is in Delhi. Well, for convenience sake it might have been so. But every workshop cannot be a specialised workshop for Viscount. It has to be at one place. Every workshop caters to the day-to-day needs only

Thank you.

श्री निरंजन सिंह (मध्य प्रदेश) :
उपसभापति महोदय, मुझे इस रिपोर्ट के सम्बन्ध में सिर्फ दो ही बातें कहनी हैं। एक बात यह बताई गई कि हम एयर माइंडेड हो रहे हैं और इतना ही नहीं, बल्कि कुछ फिगर्स भी बताये गये कि हमारी आमदनी बढ़ रही है, और दूसरी बात यह बताई गई कि प्राइवेट कंसर्न में और गवर्नमेंट कंसर्न में यह होता है कि प्राइवेट कम्पनीज अपना ऐडवर्टिजमेंट और दूसरी चीजें कर लेती हैं और उनको पैसेजर मिल जाते हैं। लेकिन जैसा कि यह कार्पोरेशन है इसमें आमदनी नहीं जाते हैं। इसी के सम्बन्ध में मुझे खास तौर से कहना है। हमे अपेडिक्स (बी) देखें तो उसमें

मालूम पड़ेगा कि बुकिंग एजेंसी कमीशन के लिए २१,३६,६१७ रु. दिया है। ऐडवर्टिजमेंट ऐंड पब्लिसिटी के लिए ११,२३,०२६ रु. दिया है। इतना रुपया देने पर भी यदि हमारा एयर कार्पोरेशन नहीं चलता, उसमें आमदनी नहीं होती तो किसका दोष है। मेरा यह कहना है कि यह जो रुपया हम दे रहे हैं वह केवल हम कुछ व्यक्तियों के सुभीते के लिए दे रहे हैं। कमीशन और ऐडवर्टिजमेंट पर इतना खर्च करने की आवश्यकता नहीं है। यदि हम गत वर्ष और इस साल की आमदनी देखें तो गत वर्ष यदि आमदनी ८ करोड़ ६१ लाख रुपये थी तो इस साल ६ करोड़ २६ लाख रुपये है। इसके माप में यदि एक्सपेंडीचर हम देखें तो जहां आमदनी ८ करोड़ ६१ लाख रुपये थी वहां खर्च ६ करोड़ ७० लाख रुपये का हुआ है। उसी तरह से यदि हम सन् १९५७-५८ में देखें तो ६ करोड़ २६ लाख की जब इनकम हुई है तब १० करोड़ २६ लाख का खर्चा हुआ है। अब मैं सिर्फ यह जानना चाहता हूं मंत्री महोदय से कि इतना ऐडवर्टिजमेंट करने के बाद और इतना कमीशन देने के बाद केवल कुछ लाख रुपये यदि आमदनी हुई है तो यह किस को खामी है। इसलिए यह जो २१ लाख और ११ लाख रुपया खर्च किया जाता है वह या तो कुछ व्यक्तियों को संतुष्ट करने के लिए है, या यह कहना चाहिये कि उनपर कोई कंट्रोल नहीं है। दूसरे बुकिंग आफिस में जाते हैं, टिकट लेते हैं, और नाम बुकिंग एजेंसोज का बता दिया जाता है और उनको कमीशन मिल जाता है। मैंने रेलवे में भी देखा है कि एक दो बड़ी कम्पनियां हैं जिनको इसी तरह के कमीशन मिलता रहता है। लोग जाते हैं और अपना टिकट लेते हैं लेकिन नाम उनका होता है और उनको कमीशन देना पड़ता है। इसी तरह से एयर लाइन में केवल नाम के लिए यह कम्पनियां काम करती हैं। दूसरे

[श्री निरंजन सिंह]

जाते हैं और नाम उनका लिख दिया जाता है और उस पर २१ लाख रुपया उनको कमीशन देना पड़ता है। यदि आप एडवर्टिजमेंट करना चाहते हैं तो आपको ठीक तरीके से करना चाहिये। इस तरीके से करीब-करीब ३२ लाख रुपया जो बरबाद किया जाता है, उसका यदि ठीक तरीके से उपयोग किया जाता तो आप देखते कि आमदनी और ज्यादा होती।

दूसरी बात मैं आपके सामने यह कहना चाहता हूँ कि जितने एरोप्लेन आपने दिये उनका एक्सपेडीचर आपने इसमें लिख दिया लेकिन डेप्रिसिएशन चार्जेज आपने नहीं बताये। आपको कम से कम यह भी बताना चाहिये कि हमने जितना रुपया बचाया है उसमें कितना डेप्रिसिएशन होगा और उससे हमको कितना नुकसान हुआ है। इस प्रकार जब तक डेप्रिसिएशन चार्जेज नहीं बताये जाते हैं तब तक ठीक पता ही चलता है।

अन्त में मैं फिर यह कहूंगा कि एडवर्टिजमेंट गलत ढंग से हो रहा है और कमीशन जो दिया जा रहा है वह बिल्कुल गलत ढंग से दिया जा रहा है। इसके ऊपर मंत्री महोदय को ध्यान देना चाहिये।

SHRI AHMED MOHIUDDIN: Mr. Deputy-Chairman, I am glad that we have this opportunity of discussing the Annual Report of the Indian Airlines Corporation. The Indian Airlines Corporation and the Air-India International are fully owned and operated by Government. The capital invested in these two Corporations is purely Government capital and it is but right that the Parliament should take keen interest in the operations of these nationalised undertakings. I am obliged to Shri Prasad Rao that he has moved this Motion.

The Mover has paid a tribute to the improvement made in the Airlines during the last five years. I am very glad that the public fully realises that in spite of the airlines being nationalised, and there is a good deal of propaganda against nationalised undertakings from the private sector, I am glad that in spite of the fact that the Government have nationalised the airlines, we are making headway in the services rendered by the airlines not only in India but also abroad. Our efficiency is increasing. The losses that were incurred are now gradually coming down. My friend Shri Bhargava from this side has given you the figures and I need not repeat them. The Mover of the motion has said that our efficiency is very low. I would not say that it is low but of course there is a very great deal of room for improvement and for that improvement or for that increased efficiency, I appeal to our friends on the Opposite side to co-operate with the Government and the I.A.C. in increasing the efficiency. Efficiency depends not only on the management but also on the workers at every level in the Corporation. I am glad to say that the workers are co-operating and I am sure they will further co-operate to increase their efficiency so that the losses that are now incurred are reduced and the Airlines may work on the basis of profit.

SHRI V. K. DHAGE (Bombay): In what direction would you have their co-operation?

SHRI N. C. SEKHAR (Kerala): In what form?

SHRI AHMED MOHIUDDIN: Their co-operation I would invite in labour relations.

SHRI H. P. SAKSENA (Uttar Pradesh): Or in sabotage?

SHRI AHMED MOHIUDDIN: Not co-operation in sabotage. I invite their co-operation in the labour relations. For example, I would give a definite illustration. The I.A.C. are

over-staffed to a certain extent, and when the problem of rationalisation comes up, as we all know, everywhere there is labour trouble and the labour is always determined not to allow the employers to introduce rationalisation which may, ultimately, contribute to the efficiency of the operation

SHRI BHUPESH GUPTA: Now you understand who wants co-operation for sabotage.

SHRI AHMED MOHIUDDIN: Now in regard to increasing the efficiency and the reduction in cost of operation, the Government have appointed an expert committee. The committee is presided over by an expert on airlines' economics from England. Mr. Wheatcroft. There are two other members representing the Finance Minister, one Mr. Kuppaswamy from the Cost Accountancy side and Mr. Sen, the Director of Commercial Audit. Mr. Lal Kaka is an engineering member of this Committee. It is a small committee and they are going into the details of the working of the I.A.C. and I expect that their report will be received by the Government by the end of this month. The Mover of the motion has dealt in detail with the cargo operations of the I.A.C. He has given some figures in tons, that in 1952-53 the cargo that was carried

SHRI V. PRASAD RAO: They are your own figures that I quoted.

SHRI AHMED MOHIUDDIN: Thank you very much. The cargo business is a specialised business and I admit that on the whole the cargo carried by the I.A.C. has not improved during the years 1954 to 1957. In 1954 the freight ton miles—and I think it represents a better indication . . .

SHRI V. PRASAD RAO: It is the absolute figures that I quoted. Why go in for other things?

SHRI AHMED MOHIUDDIN: I am giving you the freight ton miles, if you will kindly and patiently hear me for a minute. The total freight ton miles in 1954 was 17,924,177. In

1957 the freight carried by both private owners as well as I.A.C. was 17,700,000 tons. This shows that on the whole, there is a fall not only in the I.A.C. operations but also in the private operators, the reason being that there is improved road connection there is improved railway connection and the cost of carrying cargo by air being very high, business people prefer to send the goods either by trucks by road or by rail. In any case I may say that the estimated figures for 1958 are showing up. For six months, I am glad to report to the House, from January to June, the estimated cargo ton miles carried was nearly 5 million tons and it is expected by the end of the year to be about 10 million.

SHRI V. K. DHAGE: Is the former figure estimated or actual?

SHRI AHMED MOHIUDDIN: This figure for January to June is estimated. It is only a six-monthly figure. It is not final. Anyhow, the earnings of the Corporation have not gone down in the same proportion. The earnings in 1955-56 were Rs. 185 lakhs and in 1958-59 they are expected to be Rs. 190 lakhs. Now the main reason is no doubt that our I.A.C. was not geared up to the competition from business. My friend from this side said, the I.A.C. should appoint commercial people. We have appointed officers with commercial experience and now for the last 4 to 5 months they are doing their best to improve the business side of the Corporation as far as cargo carriage is concerned. I hope that in the near future there will be better results.

The break-even load factor has come down from 85 per cent in 1953-54.

SHRI V. PRASAD RAO: In your first annual report, you had given it as 79.91 per cent. What they did was, on what they computed for 1953-54, for eight months, they have actually added one-third, which they should not have done, at all. The

[Shri V. Prasad Rao.]

actual figure which you had given in your first Report was 79.91 per cent. So 85 per cent. is incorrect.

5 P.M.

SHRI AHMED MOHIUDDIN: The Fifth Annual Report, for the year 1957-58 gives the break-even load factor for 1953-54 for eight months and calculated for the year it is 85 per cent.

SHRI V. PRASAD RAO: But it is from that Report itself that I have given the figures. How could it be different for the same period?

SHRI AHMED MOHIUDDIN: I have not got the First Report here. But the hon. Member may remember that there are always some revised figures and perhaps—I am not sure—this is a revised figure. It is a surprise to me. It may be that the hon. Member is right and I stand corrected, if he is right. But it may be the revised figure. I am not certain.

SHRI V. K. DHAGE: Does the hon. Deputy Minister suggest that the figures that are given in the Annual Report are not correct?

SHRI AHMED MOHIUDDIN: No, no. I am not suggesting that. What I say is, this Fifth Annual Report gives the over-all break-over load factor as 85 per cent for 1953-54. The hon. Member says that in the First Report of the Indian Airlines Corporation that was perhaps published in 1955, the break-even load factor was given as 79 per cent. I am not aware what is the basis for this change.

SHRI H. P. SAKSENA: But the First Report is not before us.

SHRI AHMED MOHIUDDIN: Any way, that is not a very important point. If the hon. Member wants me to give him some explanation regarding how this has actually happened, I am quite willing to give it. Here the facts are that in 1956-57 the load

factor was down to 80.7 and in 1957-58 it had gone up to 81 and this was, of course, a disturbing factor that emerged from this Report and that is one of the reasons why we appointed this committee to enquire into the cost of operations of the I.A.C. as a whole. And the explanation given by the Corporation for this increase of the break-even load factor is that it is on account of the increase of wages awarded by the Tribunal which had gone up by about a few lakhs. Now, Mr. Prasad Rao has warned us that we should from now onwards make a beginning regarding the studying of the problem of replacing the Dakotas. I assure him that we have fully profited by the Herons experience and I assure him that as far as possible the Herons experience will not be repeated.

Sir, my senior colleague would like to say something on this important problem.

MR. DEPUTY CHAIRMAN: Mr. Prasad Rao should have some 5 or 10 minutes to reply. So please be short.

SHRI AHMED MOHIUDDIN: Mr. Prasad Rao also mentioned the central training establishment at Begumpet. I am sure that Mr. Prasad Rao will not judge a person simply by some points that may or may not be of any importance at all.

SHRI V. PRASAD RAO: Not of any importance?

SHRI AHMED MOHIUDDIN: The principal appointed there is a very experienced pilot in the I.A.C. and he was the Chief Flying Instructor in the Department of the Director-General of Civil Aviation. I have visited this training establishment at Hyderabad recently and I am glad to say that it has made a very good beginning and I am sure that in a few years time, the training that will be imparted to the pilots will be of a very high order. All our pilots are all very efficient and of a high order and

this training centre will give them further training and make the pilots more efficient technically as well as operationally. Thank you, Sir.

MR. DEPUTY CHAIRMAN: Have you got anything to say?

THE MINISTER OF TRANSPORT AND COMMUNICATIONS (SHRI S. K. PATIL): Mr. Deputy Chairman, I shall occupy only a few minutes of the time of this honourable House, and I shall concentrate myself on two very important observations that bear on the policy decisions and to which reference was made by the mover of this proposition, Shri V. Prasad Rao. These are, first, what we call the replacement or our developmental activities in future so far as aviation is concerned, domestic and even foreign. The second is the merger of the I.A.C. and A.I.I.

What really are the points or the observations that we have got to bear in mind in this connection? There are several other points, Sir, to which reply has been given by my colleague. Now I would preface my remarks by saying this, that this six years' history of aviation in our country is something of which we can be proud. I am not saying this merely because this happens to be my Ministry. But you will remember that six years ago, when we launched upon aviation in our country and to nationalise the domestic and foreign services, we had not the faintest idea as to how we were going to make progress. That was a time when there were six or seven private operators in this country, a time when civil aviation was almost unknown in this country and when there were giants in the international field. We started civil aviation at a time like that. We ventured into this field of aviation, not only in the domestic services but even in the international fields, with the little know-how such as we had. And to have made this progress in aviation in this short space of six years is something which is, indeed, creditable. Therefore, while we criticise the activities either of the I.A.C. or the Air

India International, we must not forget the heavy odds against which we had to fight all these years and not odds in terms of money, but odds in terms of experience, technical know-how and the hundred other things that make civil aviation a success in this country or elsewhere. And I might say on behalf of the Government that I do give full credit to all those who were responsible for this phenomenal success of our civil aviation in this country. It may be said that we are almost at the bottom so far as the ladder of efficiency in civil aviation is concerned. I do not take that view at all. If my hon. friend Shri Prasad Rao has seen the Corporations operating in the international field and here, he will agree that we are somewhere in the middle. We are not the very lowest. I am not saying that we have nothing more to improve. Certainly there is lot of scope for doing so. But what I am saying is that even those in international civil aviation have paid compliments on the efficiency that we have shown, on the fact that in the last six years of our experience of civil aviation, it should have been possible for these companies to achieve this much within such short time, and to invite an international organisation like the IATA to hold its session in Delhi and get all those tributes to which you are not new—you must have read of them and heard them—on the good achievements that are to our credit.

Having said that, I come to the points to which I referred and I shall say something about the policy that we are going to fulfil.

I would begin with this question of the merger first and after that I will come to the question of replacement, of the development programme of our aviation. There is always something in the brains of friends like Mr. Prasad Rao. They always think of that and that is the United States of America. He thought that possible because there is some kind of a clause in the contract and so we are not merging the Indian Airlines Corporation with the Air India International.

[Shri S. K. Patil.]

It is very wrong indeed. It is not for that one reason alone that it has not been done. I can deal with that question this way, that it is not a question of string but it is usual in all these commercial undertakings. When money is given not to a government but to a company, then the lender always sees, whether it is a socialist lender or whether it is any other type of lender, that the identity of the borrower is kept. This is so because the whole thing depends upon the identity of the borrower. It is not a question that we cannot merge but before doing that, we have got to work out the financial implications of such a merger and these will have to be taken into consideration. For that matter, we have taken out a loan for the A.I.I. and we have also taken a loan for the I.A.C. Therefore, that is not the major factor that comes in the way of merger. Then, what is it that is in the way? We have got to gain experience. At the time when we made this beginning, we advisedly had these two distinct Corporations because one was an international thing and the other was domestic. In regard to the domestic field, there were six or seven companies and an integration had got to take place. It is a very difficult task indeed. So far as international civil aviation is concerned, it is governed by certain international organisations like the IATA and so on. We have tried to fall in line with the other international companies in many respects. That is the reason why these two were kept as distinct identities and if they remain as distinct identities for some time, there is nothing lost. Therefore, the House should not go away with this idea that the merger did not take place because of some strings that exist there. Strings can be broken. I do not know how the socialist countries manage their affairs but I surely would not manage my affairs in that way. Therefore, all this talk of there being strings is of no avail and, so far as that part is concerned, there are other considerations.

As I said earlier, six years ago when we made these two distinct identities, there was no question of any loan. This was done because conditions were different, the circumstances were different and these circumstances will continue to be different because we do not know what exactly is going to be the pattern of aviation tomorrow. Now there is the challenge of the jet that is coming within six months or within a year. The whole pattern is going to undergo a radical change, transformation everywhere in this world, not only we but the other companies, much bigger companies are thinking as to how they are going to behave when that new pattern comes. I can explain what it means. We do not know what type of craft we are going to fly domestically, what type of craft we are going to fly internationally. It is not a question of going in for jet planes; when the jet planes come in, the whole pattern, the whole habit and many other things will change and, in the light of that, we have got to consider whether the time has come when such a merger should take place. Nothing is lost by that because we have got to gain experience and we must not leap in the dark by doing it early. Therefore we are waiting to see how exactly things are going to develop. So far as this question of merger is concerned, we have got an open mind. We have not finally decided but we do not again and again want to talk about that question because that makes for uncertainty which is bad for the efficiency of the organisations, both the A.I.I. and the I.A.C. When the time comes, when we feel that it is in the larger interests of this country that we should merge these two bodies, then we shall consider whether it is good for us or not.

Having said that, Sir, I now come to the question of replacement or the development programme. My hon. friend, Mr. Prasad Rao, is right in saying that when we think of replacements we must not commit these mistakes which might have been committed in the past. I do not really say that they were mistakes because

we have got to learn by experience. We wanted smaller planes and we still want smaller planes. In this House, you will remember, Sir, and in the other House, there are persistent demands for even uneconomic lines, lines where we do not get even 25 per cent of the revenue—especially when we feel that we should make every line self-sufficient—to be run because there must be communication with all the places. Therefore, we do still want smaller planes. So, we do not know how this thing is going to develop in the near future. We must therefore see that the replacement we do in the future is the correct type of replacement is which will last us at least for ten years, if not more. Therefore, Sir, the pattern has got to be watched very carefully. Reference was made to the Other plane, the Fokker plane and reference would be made to many other things but we have got to consider what type of planes will replace these Dakotas. I am not one with Mr. Prasad Rao when he says that these Dakotas have become a liability. Even in its old age, I would not call a Dakota liability.

SHRI V. PRASAD RAO: I never said that.

SHRI S. K. PATIL: The great achievement that aviation has made even in this country—and in this world also—is due to these Dakotas, these DC-3s. It is not as if I am saying this in praise of that type. The whole world praises that type because aviation in most of the countries—I should say, 90 per cent. of it—composed all these years of these Dakotas and all the success and efficiency achieved has been due to these Dakotas. I was talking to a very old General who had fought in the last War. He came to India and he was talking to me about the Dakotas.

SHRI BHUPESH GUPTA: Is he still a general?

SHRI S. K. PATIL: When he retires, he is still a General but a retired

General. You will also retire and when you retire, you will be retired M.Ps.

He fought in the War and won the War. In his garden in England, he says, whenever he sees a Dakota flying, he doffs his hat and pays his tribute to the Dakotas because it was the Dakota that was one of the factors that won the last War. I am merely saying that this is a plane that has given us immense service in the past. That is the past, it is true, and it has got to be replaced. Sir, even Kings, however glad, when they become old, have got to be replaced. Therefore, the question of replacement will have to be considered, whether it is to be the Fokker plane or any other type of plane that we can manufacture in the present age of aviation. Even if we are going to manufacture again the DC-3s it will cost nothing less than thirty lakhs of rupees per plane. Those days, fifteen years ago when they were first manufactured, are gone and the prices have gone up, whether it is the Fokker plane or any other type of plane of that size and dimension. Therefore, we have got to consider this problem. When the jet planes come in, many of our present planes, conventional planes, will be thrown out of commission. We do not know what we are going to do with our Super Constellations and the Convairs and the other type of planes. We have to wait for some time before taking hasty decisions to see as to what our future pattern is going to be. My hon. friend, Mr. Prasad Rao, has suggested the appointment of a committee. I am not ruling out the appointment of a committee and if necessary a committee of experts may be appointed in order to find out the type of plane that we will have to go in for our replacement. I shall consider that suggestion very sympathetically. We have not come to any decision on that point and I can assure the House that we shall profit by all the past mistakes, if they are mistakes and if we have committed them, and that the glorious chapter of civil aviation that we have been writing for the last six years will be still more glorious so far as this country is concerned. We shall have an abiding

[Shri S. K. Patil.]

name and reputation in the history of civil aviation internationally.

SHRI AHMED MOHIUDDIN: I had said earlier that Mr. Mistri was the Chief Instructor under the Director General of Civil Aviation. He was Chief Flying Instructor under the Indian Airlines Corporation, not under the Director General of Civil Aviation. That correction is necessary.

SHRI V. PRASAD RAO: I will first deal with the problems raised by Shri Patil. We rightly appreciate that we cannot say what is going to be the shape of civil aviation in the future but we are not against progress. There must be progress. It is only the big monopolist interests that obstruct progress because that sector has already vested interests there. It is exactly to tackle this kind of problems that we wanted an examination to be undertaken by a committee. We do not know what type of planes is going to come in the future. It may be necessary for us to switch over from one type to another so far as international aviation is concerned and our concern is that we should be in a position to utilise the old planes in the international lines in our internal airlines. If tomorrow, Sir, the Super Constellation is not necessary in the international routes, that can be switched over to the domestic route. In order to see to that, co-operation is needed and in that respect, merger would be a far better formula than keeping separate identities.

I am glad that the hon. Minister has not got a closed mind over this problem.

Then the other thing he said was that we were conjecturing everything in American strings. It is not what I said. I only quoted from the Report of the Estimates Committee itself. It is not my imagination that there are strings attached. It is because those strings were there that the merger could not take place. I did nothing more than to quote what was stated

in the Report of the Estimates Committee.

Then coming to the question of Dakotas, of course I did not say that they were ever a liability. They had their days but the question is you cannot keep an old man however efficient he might be after he has become over-age. That is a simple proposition. That does not mean decrying his services or any such thing. What I said was that the Dakotas were becoming a fast extinct species. Does not the hon. Minister agree that they have become very old-aged birds and they have got to be replaced? Certainly, he did agree to that.

Another point which I want to point out very clearly is that the Government is not having any fare policy—fares conforming to the needs of the concrete situation arising in India. As the cost increases, as the cost per capacity ton mile increases, what they are doing is, in order to meet the loss they increase the fare so much so that air travel has become such that no ordinary person can afford air travel unless his charge is borne by somebody else, say, by a company, or by Government or by Parliament. Otherwise an ordinary person, unless he happens to be an ex-Highness or some such thing—I think it is difficult even for some ex-Highnesses—cannot afford air travel and cannot pay such a high fare. Instead of catering to the wider population and seeing that better turnover is there, the fare policy that is adopted by the Government is to increase the fare more and more and to show certain figures and say, 'here are more passengers travelling by air and so our fare policy is justified'. That is not the correct thing. In these five years, according to the Government figures, the national income should have gone up by 25 per cent but the increase that we have got here is not at all considerable. The point is if the fares are only reduced by 30 per cent we are going to have cent per cent load factor. I think we have already reached the stage where the diminishing returns have begun to start. Especially when

bigger aircraft are to come, it should be clearly borne in mind that only by catering to a wider section of the population that the planes could be run to full capacity.

There is also another factor which should be borne in mind. It has been rightly pointed out that it is not always business; it is not always the money factor alone that decides the route pattern. There are certain routes which are certainly important on various considerations but which give only minimum returns. Take for instance the case of Assam. There is no other system of communication there and we have to cater to a larger population. So we have to take into consideration the fact that while it should be run efficiently, it should also be considered, where communications are ill-developed, as a sort of amenity for the people who are there.

Sir, I now come to the question of these private operators. I do not understand why these private operators should still continue. It is high time they are nationalised. All the employees there have said that they would be prepared to give full co-operation if they are taken over. I do not understand what comes in the way of their taking over these Jamair, Indamer and other four or five airlines that are operating there.

There is another factor also. If you take for instance the cotton textiles that were sent to Agartala in 1957-58, they are ten times the actual need of Tripura. It is only one-tenth of what was sent was consumed there and nine-tenths were smuggled to Pakistan and these people were actually helping the smugglers. They were hand in glove with those people. So in order to stop this national drain also, it is imperative and immediately necessary that these private operators should be taken over.

Then there are a few other points that I want to touch upon. That is about aerodromes and the fire fighting equipment. The other day I saw with

my own eyes when I was leaving for Calcutta one I.A.F. Dakota that caught fire and immediately, because of the shrewdness and presence of mind of the Captain, it was grounded on the runway itself but still it took more than two hours for the fire fighting service to tackle that. And nothing was done to control the flame; the whole plane was burnt out. If we cannot control the fire inside the aerodrome on the runway itself, what can we do when there is a real fire breaking out? It was not outside anywhere; it was right in the aerodrome and it took 14 minutes for the fire fighting tender and other equipment to reach the scene. So much has to be done as far as fire fighting equipment is concerned.

Then, Sir, there was a question about a room for V.I.Ps. at aerodromes. I do not understand even when there is a crowd why a particular room should be reserved for V.I.Ps. If they want, they can come right on time and go. When there is a lot of crowd, the room is kept locked. Sir, the Prime Minister himself is against such things.

The hon. Minister replied that it may be required for carrying on some talks and all those things. Sir, aerodrome is the last place to carry on V.I.P. negotiations.

SHRI AHMED MOHIUDDIN: Sir, the hon Member is raising new points in his reply.

MR. DEPUTY CHAIRMAN: Let him finish.

SHRI V. PRASAD RAO: Lastly about this wage policy. Sir, he wanted our cooperation. Certainly, we are prepared to co-operate but it has been conclusively proved that it is only by giving a share to the workers in the management of companies that efficiency would improve. The Hindustan machine Tools is a very clear example. After giving one-third of the Directorship to the local Union there, not only have they fulfilled their target, but over-fulfilled their target of production by 33 per cent. So if really co-operation is sought from

[Shri V. Prasad Rao.]

the side of the workers, then certainly they must also be given the necessary responsibility in managing the Corporation. Even the Estimates Committee has pointed it out and even the A.I.I. Chairman, Mr. Tata, has agreed to it in principle that workers should be associated in running such concerns. Therefore if we really want co-operation, if we really want that efficiency should improve, then certainly it is high time that we associated the workers with the

management of this Corporation which is our national pride in spite of these drawbacks. Thank you.

MR. DEPUTY CHAIRMAN: The House stands adjourned till 11 A.M. tomorrow.

The House then adjourned at twenty-nine minutes past five of the clock till eleven of the clock on Wednesday, the 4th March, 1959.