

these issues as to why we have this kind of a report which says that they are charging 'another kind' of fee. The money is included in the fare of passenger. It gives an impression that airlines are charging this money. In fact, it is not the airlines that are charging this money. The money is going to the Government and is passing it on to the private developer. So, the Government has to explain why this is happening.

Secondly, Sir, you can charge fee only once. You cannot charge fee at the time of embarking and also at the time of disembarking. Can the hon. Minister answer to us as to why there are two types? First of all, there are two types of charges that the passenger has to pay. And, secondly, they have to pay at the time of embankment and also at the time of dismemberment. I would like the hon. Minister to reply to it.

Sir, it is fine today that we have got very, very good airports. We are very proud of our airports. Best facilities are available there. Sometimes, I feel, when I go to those airports, the conveyor belts are very nice, the counters are spread out and the passengers does not have any difficulty, check-in and check-out is very good, number of counters are also more and security is also good. The facilities have improved a lot and the people should pay certain amount of money for better facilities. But, sometimes, I also feel that the airports are looking like malls, because there are more shops than, I think, in any of the mall in Delhi. So, when money is coming through such commercial activities, why is it necessary to burden the passenger? There should be some rationality. Already, air travel is becoming more and more expensive. Why is the Government not taking the responsibility of saving the passenger from additional burden? Sir, petrol prices are going up and the fare is increasing. I would like the hon. Minister to answer to these questions. I believe, there is another hon. Member from my party who is going to speak on this subject. I am not going into detail, because the hon. Member who moved the Motion has taken upon himself and gave a detailed explanation of why he has moved such a Motion. I would like the hon. Minister to answer these few questions that I have raised. Thank you.

STATUTORY MOTION

SHRI PRAVEEN RASHTRAPAL: Mr. Vice-Chairman, Sir, as rightly mentioned, the hon. Member, Shri K. N. Balagopal, has brought forward a very important issue. At the same time, it is a complex issue involving the power of the Parliament, the power of the Committee on Subordinate Legislation, the power of subordinate legislatures, the power of the Airport Regulatory Authority to levy charges or the power of private companies to levy charges and the status of the PPP, etc.

[SHRI PRAVEEN RASHTRAPAL]

As parliamentarians, we should appreciate that there is a common understanding that when Parliament is not in Session, the Government has the power to issue Ordinances and Executive Orders. That cannot be challenged by any authority, including the courts. As far as rule-making is concerned, as rightly pointed out by the previous speaker, the hon. Member who was also the Chairman of the Committee—and I was also a Member of that Committee both in Lok Sabha and Rajya Sabha—it is true that we only enact a law; the rules are framed by the Executive or the subordinate legislatures and, then, they are to be presented to the Parliament so that, if necessary, they are taken up for discussion and if there is any mistake or an anomaly, it is corrected. Two or three days ago this question was discussed at great length. We appreciate that it is helpful because the Parliament has no time to frame rules, which process requires a lot of expertise. We hope that our Executive and the bureaucracy which is well-trained will do it. But they should certainly do it within the prescribed time-limit. The requirement is that within six months of the enactment, it should be done. Of course, in certain cases, they do it immediately. But this delay can be avoided.

But, in this particular issue, I request the House that we should appreciate that the Airport Regulatory Authority has the power to levy charges. The other thing is the so-called exemption given to private companies. As a public company is answerable under the right to information, a private company joining the PPP mode should also be answerable to the public and they should not be exempted from the right to information. That is my suggestion and this may kindly be looked into by the hon. Minister and the concerned department.

Now, in this particular issue, our experience in Delhi has been, as rightly pointed out by the hon. Member, that as we enter into the Delhi Airport, we get the feeling that it is more like a Mall and less like an airport. This can be avoided. An airport is an airport. It is meant only to serve the passengers. Only essential things should be available inside an airport. Since no duty is charged inside an airport, half of the shops sell only liquor bottles. On the one side, we talk of our culture, our civilization, prohibition, Mahatma Gandhi and what not and, on the other, this is what we do. Twenty-five per cent of the shops sell only powders and plastics, which I do not use. The experience shows that powder and plastics do not make any great change in the nature of one's skin, with which one is born. These are all humbugs. It has proved beyond doubt that the use of all these things does not help in any way. So, that care should be taken.

There is another thing which I have experienced and many people in Gujarat have experienced. I became a member of a housing society 25 years ago. This

1.00 P.M.

housing society is situated 12 kilometers away from the airport. When we went to the Collector for taking permission to construct the housing society, we were asked to obtain a no-objection certificate from the Airport Authority also, to the effect that our society would not disturb the traffic. Of course, it is only a one-floor tenement. Even then, we were asked to get the certificate from the Airport Authority. Now, surprisingly, in Delhi, in the very airport complex, four-storey and five-storey hotels are coming up. I do not understand how these permissions have been given to the company known as Gandhi Mohan Reddy or something. ...*(Interruptions)*... Yes, GMR.

Whatever may be the company, but inside the airport also...

THE VICE-CHAIRMAN (PROF. P. J. KURIEN): Mr. Rashtrapal, today is Friday. I have to adjourn the House now. If you want, you can take one or two minutes more and conclude. ...*(Interruptions)*...

DR. NAJMA A. HEPTULLA: Sir, we can continue up to 1.30 p.m. ...*(Interruptions)*...

THE VICE-CHAIRMAN (PROF. P. J. KURIEN): Two hours are allocated to this. There are nine speakers. Even if they take five minutes each, it would take 45 minutes; hence, it would not be complete by then. Mr. Rashtrapal, please continue and finish fast. We will then adjourn. ...*(Interruptions)*...

SHRI RAJIV PRATAP RUDY: Sir, it is a very sad situation that the discussion on the working of the Ministry of Civil Aviation is not taking place. Since 5th, there were 4 business items decided. ...*(Interruptions)*... Since 5th, four business items were listed by the Government. One was on Defence, the other on Railway Budget and the third one was on Civil Aviation. For the last 15 days, I have been waiting in this House for that discussion to take place. In 15 days, the other House has discussed on Civil Aviation more than 4 times on various aspects. How do you expect the House to carry on? You may exempt the last two days when the hon. Minister had some problem. In just two days, the House is coming to an end. For the last 15 days, we have been waiting for the discussion on Civil Aviation Ministry and there is no concern by the Government to see that it is discussed. I want to seek a protection from the Chair that this is discussed. How can you expect a non-questioning on the manner of running this House when an important debate is not taken up? I would like a categorical assurance that discussion on Civil Aviation Ministry would be taken up on Monday. This assurance should come from the Government.

SHRI N. K. SINGH: Sir, I too associate myself with his comments.

श्री थावर चन्द गहलोत: महोदय, मैं माननीय सदस्य के साथ associate करता हूँ।

SHRI RAVI SHANKAR PRASAD: Sir, Sir, I too associate myself with the hon. Member.

SHRI RAJIV PRATAP RUDY: There are issues like pilots on strike. We are with the Government and we are not against the Government. At least take up the discussion. I want to have an opportunity to speak.

SHRI BALBIR PUNJ: Sir, I associate myself with his comments.

THE VICE-CHAIRMAN (PROF. P. J. KURIEN): Mr. Punj, I will respond to that. I think, the BAC has allotted time also for discussion on the Civil Aviation Ministry. The discussion is not given up. I hope, it will be taken up. Now, Mr. Rashtrapal, please finish your speech.

SHRI PRAVEEN RASHTRAPAL: I think, the Government should let the House know on the constructions that are going on in the compound of the new airport—private accommodation, hotel, hostel or whatever. We would like to know about the reaction of this Government on that.

Another thing is on the charges levied and the distance one covers to come out of the airport up to his own vehicle or to hire a taxi. It is admitted by the company which is developing the airport that it takes not less than 15 minutes. It depends on which platform you are in. When we come from Ahmedabad, sometimes we are taken to the domestic airport, sometimes we are taken to the international airport. It depends on the airline. Some aircraft is coming from New York to Delhi and then going to Ahmedabad. It will then have some international rules or something like that. Your luggages are checked, your visa or passport is checked. You need to wait in the queue. Whatever may be, 15 minutes for an aged passenger to come out with his own bag is too much. There are no coolie facilities too even now. It has simply increased problems to the passengers in the name of development. Development should be expedited. Normally, earlier we were taking just 4-5 minutes to go out. In Ahmedabad also, we have got a beautiful airport. It is not managed by any company. We go out from that airport within four-five minutes. Here, it takes 15 minutes to come out. ...(*Time-bell rings*)... So, for that also, verification is required, whether it is a private company or the Civil Aviation authority. In short, I am in favour of Airport Regulatory Authority ruling the airport, and not any private company. When we enter the Delhi Airport, or when we are outside the airport or when we go inside the airport, we do not see any identity of Government of India. I want the hon. Minister to appreciate that once we enter

there, there should be identity of India inside the Airport that we are in India. There is nothing like the Lion. There are some photographs here and there, and all things which we don't use are available there. The private staff cannot be allowed. Appreciating that it is in the capital of the country, let there be a symbol of the nation, let there be a symbol of our culture, let there be photographs of our own antique value places all over the country. In Delhi itself, we have got a lot of beautiful things which can be exhibited there. Why is our handloom shop not there? Why is our khadi shop not there? Why are our textile mills goods not available there? So, all these things should be looked into. **...(Time-bell rings)...** It has become a big 'P'. It is not a small 'P'; it is a big 'P'; that means private. Instead of PPP, it has become a big 'P'. **...(Interruptions)...** Sir, now I am coming to my subject. On the one side, we praise Nehru for public sector; on the other side, we convert this public sector into PPP and सो जाओ। That will not help. **...(Interruptions)...**

THE VICE-CHAIRMAN (PROF. P. J. KURIEN): Yes, please conclude. You said at 1.00 p.m; 'only two-three minutes'.

SHRI PRAVEEN RASHTRAPAL: Sir, my colleague, Shri Rudy, took more than one minute. So, I have to repay it!

THE VICE-CHAIRMAN (PROF. P. J. KURIEN): Now, please conclude.

SHRI PRAVEEN RASHTRAPAL: Sir, I appreciate the point raised by the hon. Member. At the same time, the supreme authority in this matter should be the Government of India. The charges should be reasonable, and it should not be taken from the passenger. Once we take a railway ticket, we go inside the railway platform. If, again, you charge some other charge, that cannot be tolerated. Thank you very much, Sir.

THE VICE-CHAIRMAN (PROF. P. J. KURIEN): Now, the remaining Special Mentions will be taken up before the House adjourns for the day. This discussion is not concluded. The House is adjourned for lunch till 2.30 p.m.

The House then adjourned for lunch at eight minutes past one of the clock.

The House reassembled after lunch at thirty-one minutes past two of the clock, the VICE-CHAIRMAN (PROF. P. J. KURIEN) in the Chair.

PRIVATE MEMBERS' RESOLUTION

Creation of a separate State of Telangana

THE VICE-CHAIRMAN (PROF. P. J. KURIEN): We will now take up Private Members' Business. We will continue our discussion on the Resolution moved by Shri Prakash Javadekar.