

श्री सभापति: अच्छा सवाल है।

श्री धर्मेन्द्र प्रधान: सभापति महोदय, Ministry of Steel स्कैप की consumer है। दो अन्य विभाग हैं, जो actively इस sector में इस विषय पर काम कर रहे हैं - Ministry of Environment, Forest and Climate Change और Ministry of Road Transport and Highways. महोदय, गाड़ी की आयु कितनी होनी चाहिए, इसके संबंध में एक संवाद देश के public domain में चल रहा है। जल्दी ही MoRTH इसमें एक नीति लेकर आएगी। इसी तरह से पर्यावरण की दृष्टि से कौन-सी commodity को, कौन-से equipment को कितने दिन यूज़ करना है, Ministry of Environment इसके संबंध में चिंता कर रही है। इन दोनों मिनिस्ट्रीज़ के coordination से हम, जो एक consuming Ministry हैं, जो Scrap Policy लेकर आए हैं, उसके अंतर्गत धीरे-धीरे हम एक comprehensive strategy की ओर बढ़ रहे हैं, जिसमें माननीय सदस्य का सवाल भी आएगा कि जो existing गाड़ियां हैं, जो scrap के रूप में पड़ी हैं, उन्हें हम कैसे लेकर आएंगे।

श्री सभापति: ठीक है। उनका मुख्य सवाल यह है कि देश भर में हरेक पुलिस स्टेशन के सामने condemned vehicles, जो चोरी करके या अन्य किसी तरीके से आते हैं, वे खड़े रहते हैं, उनके संबंध में क्या करना है? Stolen or disputed property लॉ मिनिस्ट्री, कोर्ट्स और पुलिस का काम है।

देश में बड़े विमानपत्तनों का निजीकरण

* 98. **डा. किरोड़ी लाल मीणा:** क्या नागर विमानन मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि सरकार ने देश में कुछ बड़े विमानपत्तनों के निजीकरण के प्रस्ताव को स्वीकृति दी है, यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या अनुसूचित जातियों और अनुसूचित जनजातियों के लोगों को निजीकरण किये जा चुके/किये जाने वाले विमानपत्तनों में आरक्षण मिलता रहेगा, यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(ग) क्या दिल्ली और मुम्बई के विमानपत्तनों के पूर्व में किये गये निजीकरण से भारतीय विमानपत्तन प्राधिकरण की लाभप्रदता प्रभावित हुई थी, यदि हां, तो तत्संबंधी ब्यौरा क्या है?

नागर विमानन मंत्रालय के राज्य मंत्री (श्री हरदीप सिंह पुरी): (क) से (ग) एक विवरण सभा पटल पर रख दिया गया है।

विवरण

(क) भारत सरकार ने सार्वजनिक निजी भागीदारिता के ज़रिये प्रचालन, प्रबंधन एवं विकास के लिए भारतीय विमानपत्तन प्राधिकरण (भा.वि.प्रा.) के छः हवाई अड्डों यथा अहमदाबाद, लखनऊ, मंगलुरु, जयपुर, गुवाहाटी और तिरुवनंतपुरम को पट्टे पर देने के लिए 'सिद्धान्त-रूप में' अनुमोदन दे दिया है ताकि इन हवाई अड्डों पर सेवा सुपुर्दगी में सुधार लाया जा सके और इस क्षेत्र में आवश्यक निवेश लाने के साथ-साथ, इन हवाईअड्डों पर विशेषज्ञता,

उद्यम शीलता और व्यावसायिकता लाई जा सके। तदनुसार, बोली आमंत्रित करने के लिए भारतीय विमानपत्तन प्राधिकरण (भा.वि.प्रा.) ने एक वैश्विक निविदा जारी की तथा उच्चतम बोलीदाता की पहचान की। उसी के आधार पर भारतीय विमानपत्तन प्राधिकरण ने अहमदाबाद, लखनऊ और मंगलुरु हवाईअड्डों को मैसर्स अदानी एंटरप्राइसेस लिमिटेड को पट्टे पर देने के लिए लेटर ऑफ अवार्ड जारी किया है।

(ख) भारतीय विमानपत्तन प्राधिकरण में रोज़गार के लिए, अनुसूचित जाति/अनुसूचित जनजाति के लिए आरक्षण का प्रावधान लागू है।

(ग) जी नहीं। प्रचालन, प्रबंधन एवं विकास करार (ओ.एम.डी.ए.) पर हस्ताक्षर के ज़रिये, दिल्ली और मुंबई के हवाईअड्डे 30 वर्ष की अवधि के लिए क्रमशः, दिल्ली अंतर्राष्ट्रीय हवाईअड्डा लिमिटेड (डी.आई.ए.एल.) और मुंबई अंतर्राष्ट्रीय हवाईअड्डा लिमिटेड (एम.आई.ए.एल.) को सौंपे गए थे। बताए के प्रावधानों के अनुसार, भारतीय विमानपत्तन प्राधिकरण, वर्ष 2006-07 से डी.आई.ए.एल. और एम.आई.ए.एल. से राजस्व का हिस्सा प्राप्त कर रहा है, जिसने भारतीय विमानपत्तन प्राधिकरण (भा.वि.प्रा.) की लाभप्रदता में सकारात्मक रूप से योगदान दिया है।

Privatisation of major airports in the country

†*98. DR. KIRODI LAL MEENA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Government has approved the proposal of privatisation of some major airports in the country, if so, the details thereof;

(b) whether people of Scheduled Castes and Scheduled Tribes would continue to get reservation in the private/to be privatised airports, if so, the details thereof; and

(c) whether profitability of the Airports Authority of India was affected by privatisation of airports of Delhi and Mumbai earlier, if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARDEEP SINGH PURI): (a) to (c) A Statement is laid on the table of the House.

Statement

(a) Government of India accorded 'in-principle' approval for leasing of six airports of Airports Authority of India (AAI) viz. Ahmedabad, Lucknow, Mangaluru, Jaipur, Guwahati and Thiruvananthapuram airports for Operation, Management and Development through Public Private Partnership (PPP) to improve efficiency, in service delivery and to bring in expertise, enterprise and professionalism at these

†Original notice of the question was received in Hindi.

airports, apart from bringing the needed investments in the sector. Accordingly, AAI floated a Global Tender for inviting bids and identified the highest bidder. Based on the same, AAI has issued the Letter of Award for leasing of Ahmedabad, Lucknow and Mangaluru airports to M/s Adani Enterprises Limited.

(b) The provisions of reservation for SC/STs are applicable for employment in AAI.

(c) No, Sir. Delhi and Mumbai airports were handed over to Delhi International Airport Limited (DIAL) and Mumbai International Airport Limited (MIAL) for a period of 30 years by way of entering into Operation, Management and Development Agreement (OMDA). As per the provisions of OMDA, AAI is in receipt of share of revenue from DIAL and MIAL from 2006-07 which has contributed positively to the profitability of AAI.

डा. किरोड़ी लाल मीणा: सभापति महोदय, माननीय मंत्री जी ने सदन में जो जवाब दिया है, वह सही है कि Airports Authority of India में रोज़गार के लिए अनुसूचित जाति और अनुसूचित जनजाति के लिए आरक्षण का प्रावधान लागू है - यह सही है, लेकिन मेरा सवाल है कि Airports Authority of India और Air India के privatisation के बाद अनुसूचित जाति और अनुसूचित जनजाति का आरक्षण लागू रहेगा या नहीं?

SHRI HARDEEP SINGH PURI: Sir, in so far as the AAI is concerned, I can say with full responsibility that the policy of reservation will continue. This is one. In so far as privatisation aspect of this issue is concerned, I would submit, when we privatise an airport, as per the past experience and the current practice, 60 per cent of senior management has a choice either to remain there and all others will still be with the Airports Authority of India. The issue of reservation on the new owner of an airport will arise at the point of induction of new personnel. That is a decision on which I cannot pre-judge what the new owner will do. But, in so far as the Airports Authority is concerned, 100 per cent reservation policy will continue.

डा. किरोड़ी लाल मीणा: सर, एयर इंडिया के पायलट एवं अन्य कर्मचारियों को समय पर salary नहीं मिल रही है। मैं माननीय मंत्री जी से जानना चाहता हूँ कि एयर इंडिया के privatisation की खबरों के कारण अब तक कितने पायलट नौकरी छोड़ चुके हैं और उनके नौकरी छोड़ने के क्या कारण हैं?

SHRI HARDEEP SINGH PURI: Sir, I am constrained to point out that reports appearing in the Press do not always give a full picture. The Air India's pilots are

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very well looked after. Their salaries in relation to what other air carriers are offering is very good. In so far as resignations are concerned, I have not heard of any single case where anybody has resigned. Only 25 per cent of the allowances of employees were withheld for some period due to implementation of the Justice Dharmadhikari Commission report by means of which the salaries of AI employees were revised. There is full intention that before the privatization or disinvestment is completed, this 25 per cent will also be reimbursed to all the employees in all the segments.

DR. SANTANU SEN: There was a statement from the hon. Finance Minister that Air India will be disinvested by 31st March, 2020. But, as far as my knowledge goes, not a single bid was received last time. My question to the hon. Minister is: Can it be ensured that not a single employee will be losing his or her job after disinvestment because they are very much scared?

SHRI HARDEEP SINGH PURI: I am not in a position to place any interpretation on the statement of my senior colleague, the Finance Minister. I think what she said was that the process of disinvestment for which, as Finance Minister, she is responsible, is underway. The issue of getting bids will arise only after we have completed the processing. So far, the alternate mechanism, under the Chairmanship of the hon. Home Minister, has been made. We have taken some decisions. Other decisions are being progressed. Once we invite bids, then, we will see how many bids have come in. But, as I said, the issues relating to current employees, their health cover, how many will remain, what will happen, etc., we are committed to securing a favourable deal for all employees. I will go to that extent and say that. ...*(Interruptions)*... Then, airlines will have to close down if it is not privatised.

श्री संजय सिंह: सर, मैं आपके माध्यम से माननीय मंत्री जी को बताना चाहता हूँ कि इस सदन में उन्होंने भरोसा दिलाया था कि जेट एयरवेज़ के employees को निकाला नहीं जाएगा और उन लोगों को दूसरी companies में adjust किया जाएगा। साथ ही साथ माननीय मंत्री जी ने यह भी कहा था कि उसके लिए एक वेबसाइट खोली है और उस काम को किया जा रहा है। सर, मैं माननीय मंत्री जी से इसके बारे में जानना चाहता हूँ।

SHRI HARDEEP SINGH PURI: Sir, I was inducted into the Ministry of Civil Aviation in June. The Jet Airways had ceased operations several months before I became a Minister. ...*(Interruptions)*...

MR. CHAIRMAN: Please. Mr. Minister, you look at me.

SHRI HARDEEP SINGH PURI: There is no way I could have made a statement on retrenchment. The Jet Airways had already ceased operations. In so far as the portal is concerned, the portal is functioning. ...(*Interruptions*)... The portal provides an opportunity both to the employees and different airline stakeholders to be in touch with each other. Many of the employees are utilising that portal. Others have found jobs elsewhere. But, again, I want to reiterate to the hon. Members, through you, Sir, that it is not the Government's job to be (a) in a position to take decisions which are in the domain of the management. It is the management of an airline which has to keep it afloat. ...(*Interruptions*)... We will assume responsibility. The issue is before the NCLT.

MR. CHAIRMAN: Right.

SHRI HARDEEP SINGH PURI: I cannot prejudge what the NCLT will do.

SHRI P. BHATTACHARYA: Sir, it is the duty of the management.

SHRI RIPUN BORA: Sir, I want to first make one small correction. In the reply '(a)' the hon. Minister has mentioned 'Guwahati airport'. It is not Guwahati airport. It is named as Lokpriya Gopinath Bordoloi airport. That should be corrected. My question to the hon. Minister is, in part (e), the Minister has confessed that Delhi Airport and Mumbai Airport are earning profit. If it is so, what were the circumstances which led the Government to privatise, to give on lease the six airports? This is what I want to know from the hon. Minister.

MR. CHAIRMAN: Which question are you asking? Is it Question No. 98?

SHRI RIPUN BORA: Yes, Sir. Question No. 98.

श्री सभापति: प्रश्न 98 में यहां (ई) नहीं है।

SHRI RIPUN BORA: Sir, it is (c).

MR. CHAIRMAN: Right.

SHRI HARDEEP SINGH PURI: Sir, the Airports Authority of India has a Budget of something like ₹25,000 crores for the next five years in order to develop different airports in the country. Out of ₹ 5,000 crores, ₹ 3,000 crores come from the two

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privatised airports. This is the revenue that they are getting from Delhi and Mumbai airports. The other, about ₹900 crores or so, comes from the other privatised airports which also — 16 of them, the other airports, some private, some non-privatised — make some profit. In other words, the expenditure of ₹ 5,000 crores is earned or rather can be incurred because of privatisation. Today, Mumbai and Delhi Airports, between them, these two airports account for 34 per cent of the traffic. In all the other six airports, which we have recently listed, three have already been awarded. In the other three, we have PILs in two, and, in one, we have a hanger belonging to State Government. Those put together will not account for more than 7-9 per cent of total traffic. So, in other words, the entire civil aviation infrastructure of airports is financed through privatisation which was done in an earlier era and which was done very successfully.

MR. CHAIRMAN: Right. Question No. 99. Shri Dhiraj Prasad Sahu. Questioner नहीं है। Shri Rakesh Sinha.

*99. [*The Questioner was absent.*]

Registration of migrated labourers

*99. SHRI DHIRAJ PRASAD SAHU: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) whether Government has taken any initiative to develop a mechanism for the registration of migrated labourers at source and destination location to prepare a data bank and if so, the details thereof; and

(b) whether Government is considering to take any steps to ensure the transfer of documents such as ration card and BPL cards from one State to another so that the migrated labourers could avail the benefits of these services at their destination places and if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI SANTOSH KUMAR GANGWAR): (a) to (b) A Statement is laid on the table of the House.

Statement

(a) In order to safeguard the interest of the Migrant workers, the Central Government has enacted the Inter-State Migrant Workmen (Regulation of Employment and Conditions of Services) Act, 1979 which, *inter alia*, provides for registration of