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Participants : [Salim Shri Mohammad](#),[Acharia Shri Basudeb](#),[Khan Shri Sunil](#),[Patel Shri Praful](#),[Malhotra Prof. Vijay Kumar](#),[Mahajan Smt. Sumitra](#),[Patel Shri Praful](#),[Chakraborty Shri Ajay](#).

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Title : Mohammad Salim called the Attention of the Minister of State of the Ministry of Civil Aviation to the decision to engage private companies to modernise and operate Mumbai and Delhi Airports.

MR. SPEAKER: Now, the House shall take up item No.14.

Hon. Members, a Calling Attention regarding situation arising out of Government's decision to engage private companies to modernize and operate two important Airports of the country, namely, Mumbai and Delhi is listed in the names of Sarvashri Basu Deb Acharia, Sunil Khan, Ajoy Chakraborty, Md. Salim and Shrimati Sumitra Mahajan in today's Order Paper at Sl.No.14.

In the meantime, Sarvashri Basu Deb Acharia, Sunil Khan and Ajoy Chakraborty have, vide their letters today requested that Md. Salim may be allowed to call the attention of Minister of Civil Aviation instead of Shri Basu Deb Acharia.

I have acceded to their request and allow Md. Salim to call the attention of the Minister of Civil Aviation.

MD. SALIM (CALCUTTA – NORTH EAST): Sir, I call the attention of the Minister of Civil Aviation to the following matter of urgent public importance and request that he may make a statement thereon:

“Government's decision to engage private companies to modernize and operate two important airports of the country, namely, Mumbai and Delhi.”

MR. SPEAKER: It is a long statement. Mr. Minister, do you want to read it? I hope, the hon. Members have got a copy of the statement.

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): I have the statement ready.

MR. SPEAKER: Mr. Minister, do you want to read the statement?

MD. SALIM : He can lay it on the Table of the House.

MR. SPEAKER: All right. No exuberance is necessary.

SHRI PRAFUL PATEL: Hon. Members have got the statement. All right. I can lay it on the Table of the House.

MR. SPEAKER: All right, it can be treated as laid on the Table of the House.

MD. SALIM : Thank you, Sir. I can utilise the time.

MR. SPEAKER: Thank you for what!

* SHRI PRAFUL PATEL: Sir, I beg to lay the statement.

The need to modernize IGI Airport at Delhi and CSI Airport at Mumbai has been felt for a long period of time. The then Prime Minister in 1998 had made a declaration that world-class international airports would be set up in the country. It was then thought that this objective could be achieved by corporatizing the existing airports at Delhi and Mumbai. Subsequently, the Task force on Infrastructure held on June 3, 1999 decided that World class airports would be better achieved by restructuring through long term lease instead of corporatization. The long term lease route was preferred as ownership of assets would remain with the Airports Authority of India (AAI), there would be receipts on account of lease rentals, and it was felt that this route would be faster. The then Solicitor General of India and Ministry of Law and Justice opined that the objective of airport restructuring could be achieved through the Joint Venture route within the existing provisions of the AAI Act 1994. It was also thought that the Joint Venture format could be used to ensure effective mechanisms to oversee the performance of selected bidders as part of the Concession Agreement, and a high degree of autonomy to

the selected bidder for professional management and executing works of commercial nature would be possible under this arrangement.

* Laid on the Table and also placed in Library. See No. LT 3243/05.

Thereafter, the then Government on 11th September 2003, accorded its approval for restructuring of Delhi and Mumbai airports by adopting the Joint-Venture route. The Government also constituted an Empowered Group of Minister (EGOM) to take decisions on various issues connected with the restructuring of Mumbai and Delhi airports. The Government also constituted an inter-Ministerial Group (IMG) to assist the EGOM.

Mumbai and Delhi airports are the two major metro international airports in India. During the year 2004-05 Mumbai airport handled approx. 153 thousand aircraft movements, 15.66 million passengers and approx 403 thousand tonnes of freight which was an increase of 11.6%, 17.9% and 23.4% respectively over the previous year. During 2004-05 Delhi handled approx. 122 thousand aircraft movements, 12.78 million passengers and 344 thousand tonnes of freight which was an increase of 15.7%, 23% and 16.5% respectively over the previous years. And the growth is continuing in the current year. At present the annual passenger handling capacity of Terminal IA and IB at Mumbai is approx 6.00 million and 4.00 million respectively. The passenger handling capacity of Terminal II A and II C is approx 2.5 million and 3.0 million. The Terminal I B and II A are already saturated. The capacity of Terminal IA is also likely to be fully utilized in near future. The annual passenger handling capacity of Terminal IA and IB at Delhi is approx 2.68 million and 1.34 million. The passenger handling capacity of the International Terminal is approx 4.6 million per annum. The Terminal IB at Delhi is fully saturated. The Terminal IA is also expected to be saturated by 2010.

As per an expert study undertaken last year it has been forecast that the Terminal passengers at Mumbai are expected to cross 21 million in 2010, 30 million in 2015 and 54 million in 2025 and 102 million in 2040. Similarly in case of Delhi the Terminal passengers are expected to exceed 17.5 million in 2010, 56 million in 2030 and 85 million in 2040.

The current modernization and restructuring for Delhi and Mumbai airport transaction envisages an upfront payment of Rs. 150 crores from each airport and a minimum of 5% of gross revenue on a year to year basis for AAI. After the Transaction the overhead cost of AAI is also expected to reduce significantly. As per an expert analysis carried out by consultants and with the most conservative estimates (with minimum revenue share of 5% specified in the Request for Proposal (RFP) document, although the actual revenue share as Operation Management and Development Agreement (OMDA) fee is expected to be higher), the present value of the cash flows to AAI under the Joint Venture Company (JVC) route for the forecast period (30 years) is significantly positive. In the scenario where AAI undertakes the development of Delhi and Mumbai airports on its own, the present value of the free cash flows from the airports would have become negative.

It is also submitted that the AAI has a plan to develop 35 non-metro airports for which an amount of about Rs. 5000 crore is required. In case the AAI invests its funds in Delhi and Mumbai airports, it may not be possible for the organization to undertake development of these non-metro airports. After handing over Delhi and Mumbai airports to JVC, the Authority is expected to continue to remain a profitable organization.

While considering the functions to be allocated to the Joint Venture Company it has been decided not to entrust the JVC with any of the sovereign functions like security, Air Traffic control, communication Navigation and Surveillance Services, customs, Immigration etc. Further AAI is also planning to improve Air Traffic Management (ATM) and Communication Navigation and Surveillance (CNS) services at the Airports.

I would like to inform this House that there has been continuous dialogue with the staff and employees of AAI. To safeguard the interest of existing AAI Employees it has been made mandatory for the JVC to absorb a minimum of 40% of the employees posted at Mumbai and Delhi airports. However, it is understood that almost all the bidders have expressed their intention to absorb much higher percentage and a weightage is being given to this factor in the evaluation of bids. Moreover, the period of deputation of existing employees to JVC has also been increased to 3 years. In view of the fact that during next 3 years AAI shall be expanding its activities at various other airports and would therefore need additional manpower, the employees who are not absorbed by the JVC shall be deployed by AAI at such other airports.

The employees of AAI have submitted an alternative plan for development of Delhi and Mumbai airports. The plan has been examined by AAI and also the Consultants. The recommendations of AAI in this regard would also be considered by the EGOM.

It is necessary that appropriate airport infrastructure is created to support and accelerate the economic development of the country. Considering huge investment required in the airport infrastructure development, it is inevitable to invite Foreign Investment, but to keep the management control in the Indian hands it has been decided to cap the Foreign Investment at 49% in this particular transaction.

The process of restructuring and modernization of Delhi and Mumbai airports is based on transparent procedures. It has also gone through considerable consultations process. The best professional consultants were appointed by AAI after inviting bids for this purpose. Expressions of Interest (EOI) were solicited from interested parties to acquire 74% equity stake in the JVC and the complete documentation, in this regard, was uploaded in the websites of AAI and Ministry of Civil Aviation (MCA) on 17.2.2004 after obtaining the approval of EGOM. The last date for submission of EOI was 4.6.2004 which was later extended to 20th July, 2004.

The extension was given because Government approved the 49% cap on FDI, restriction of equity participation by Indian scheduled airlines up to 10% increasing the deputation period of employees in the JVCs from 2 to 3 years and also decided to give weightage to bidders who would induct more number of employees over and above the mandatory induction of 40%.

Ten entities had lodged their EOIs by 20th July 2004 (i.e. last date of the receipt of EOIs). Of these nine entities were short-listed. The draft Transaction Documents were issued to the nine short-listed bidders on 30th August 2005. Six pre-Qualified Bidders (PQBs) submitted their binding Offers (both Technical and Financial bids) for Mumbai Airport and five PQBs submitted their binding Offers for Delhi Airport on 14th September 2005. The evaluation of Technical Bids was entrusted to a composite team of consultants who were authorized to evaluate as per their scope of work. A Government Review Committee (GRC) was constituted for an independent review of the evaluation exercise undertaken by the consultants. The report of the consultants and the report of the GRC are currently being reviewed by the IMG. The Empowered Group of Ministers would take a decision regarding the technical pre

qualification of bidders based on the report of the IMG after which the concerned financial bids would be opened to select the successful bidders.

MD. SALIM : As you have rightly pointed out, it is a long and informative piece of statement. I would appreciate that.

MR. SPEAKER: That is what you want. You must have wanted informative statement.

MD. SALIM : I agree with most parts of the statement of the hon. Minister. As far as Mumbai and Delhi Airports are concerned, time and again, we have also expressed our concern. We have to roam around before landing as there is congestion. Hon. Minister also appreciates that. Civil Aviation Ministry as well as the Tourism industry are growing at a rapid pace. After a long time, we have now come into the picture. We are boosting the entire economy - eight per cent or 10 per cent growth. It is all related and being the lopsided development, Mumbai and Delhi Airports are important because Civil Aviation industry and the economy are going to grow. For several years, it depended on these two Airports. ... (*Interruptions*)

MR. SPEAKER: No whisperings, please.

MD. SALIM : So, there is a need. It is not that all of a sudden the Minister is emphasising on modernization and expansion. I happened to be, in my earlier incarnation, as a Member of Rajya Sabha and Chairman of the Parliamentary Standing Committee on Tourism and Transport. Since 1990, a Member of the Consultative Committee of Civil Aviation. As in the airlines, similarly in the case of airports, the Government could not take decisions at the appropriate time and cripple the public sector airlines and airport authority so that no expansion takes place[\[R18\]](#).

Please do not spend. It takes time. Now you are talking about the fast track and rapid expansion. I do appreciate that. What was the position of the Government till now? In 1998, the then Prime Minister told – it is in your statement – that modernisation is needed. The Parliament has given this authority, through its Act, to the Airports Authority of India. In January 2003, they had prepared a proposal and given it to the previous Government. What happened to that? It was a fast track project. They cited the example of DMRC, the National Highways Authority of India to say how the Government agencies are capable of doing big things if autonomy is given to them and funds are made available.

The Airports Authority of India is a debt free company and it has a reserve. The aviation industry generates the major part of its income and profit from these two airports. What the Minister is now proposing is privatisation of the profits and nationalisation of the losses. They are trying to hand over the lucrative business to the private companies. The NDA Government – Shri Ananth Kumar is here – had taken the decision to adopt the joint venture route. As far as the second para is concerned, the Minister himself has accepted the decision of 11th September, 2003 of the NDA Government. They have buried the expansion plan of the Airports Authority of India. There is no response. The NDA Government, true to its nature, decided to hand over these two airports to the private company through a joint venture route. Now there is a change. My first question to the Minister is this. In the changed circumstances, the UPA Government and Mr. Minister who is the Minister of the UPA Government, is going by the Common Minimum Programme and going by the thrust given to the public sector. The Standing Committee is demanding the ‘mini ratna’ status to the Airports Authority of India. I would like to know whether they are picking up from the Cabinet decision of the then Government or whether they have applied their mind to it afresh.

एक जैनरेशन के बाद दूसरी जैनरेशन में बेटा अपने पिताजी से सवाल पूछता है कि आपने जो फैसला लिया है, क्या वह फैसला ठीक लिया या नहीं? एक सरकार गई, दूसरी सरकार आई, क्या आपने वह कैबिनेट डिसिजन रिव्यू किया? नहीं किया। आप उसी तरह चल रहे हैं। संसद में स्टैंडिंग कमेटी किस लिए बनाते हैं? मैं आपको धन्यवाद दूंगा कि एक्शन टेकन के बारे में मंत्री महोदय खड़े होकर बताते हैं। स्टैंडिंग कमेटी ने अगस्त 2005 में मॉडर्नाइजेशन ऑफ एअरपोर्ट्स के बारे में कहा था। मैं इसका जिक्र नहीं करूंगा क्योंकि यह उपलब्ध है। इसमें यह बात कही गई है कि बेंगलोर और हैदराबाद में क्या हुआ और उसका उदाहरण भी दिया गया। आप जिस मॉडर्नाइजेशन की बात करते हैं उसका असर क्या होगा? मंत्री महोदय ने स्टैंडिंग कमेटी की रिपोर्ट देखी होगी। मैं मॉडर्नाइजेशन के खिलाफ नहीं हूँ। 1998-99 में प्रधान मंत्री जी ने जिस समय इसकी घोषणा की थी, मैं उस समय टूरिज्म और ट्रांसपोर्ट की स्टैंडिंग कमेटी का चेयरमैन था। हम उस समय से मॉडर्नाइज, एक्सपैंड की बात कह रहे हैं। आप जानते हैं कि 9 /11 के बाद ऐसी स्थिति बनी है कि दिल्ली एअरपोर्ट में एअर स्पेस, बिल्डिंग बनाने से काम नहीं होगा। आपको 70 परसेंट एअर स्पेस नहीं मिलता है जो फ्लाइट इनफॉर्मेशन लेता है। यहां पर रीअल ईस्टेट डेवलप करने से नहीं होगा। इसी वजह से स्टैंडिंग कमेटी ने यह कहा कि एक ग्रीन फील्ड एअरपोर्ट दिल्ली और मुंबई के लिए चाहिए। अगर मैं आपकी स्टेटमेंट के थ्रू जाऊं तो जो आपने स्वयं कहा है और वह पैरा थ्री में दिया है। मैं उसे रीपिट नहीं करूंगा। मैं एग्री करता हूँ। जो प्रोजेक्शन है जिस तरह से हमारे फ्रेट बढ़ेंगे, पैसेजर्स बढ़ेंगे, फ्लाइट्स बढ़ेंगी, उनके लिए मॉडर्नाइजेशन का जो प्लान अभी कर रहे हैं क्या वह काफी है? इन एअरपोर्ट्स को मॉडर्नाइज करके आप मुंबई में अलग से रन-वे नहीं बना पाएंगे। आप रीअल इस्टेट डेवलप कर रहे हैं। अगर एअरपोर्ट्स डेवलप करना है तो जो आपने आंकड़ा दिया है, जिस तरह से 23 प्रतिशत की ग्रोथ है, वह 2010 तक सैच्यूरेंट हो जाएगी। आप 60 साल की प्लानिंग कर रहे हो। जब हैंड ओवर करने की बात कर रहे हैं तो 60 साल की बात कर रहे हैं। प्रोजेक्शन दिखा रहे हो और जिस तरह से बिजनेस बढ़ने वाला है वह काफी नहीं है। इसलिए मंत्री महोदय दिल्ली और मुंबई दोनों के लिए प्राइवेट टैक्सी चलाएं तो मुझे कोई आपत्ति नहीं है। **Let them come and let them invest.** अगर आपके पास पैसे नहीं हैं। ग्रीन फील्ड एअरपोर्ट बनाने की प्रपोजल एअरपोर्ट अथॉरटी की है [\[R19\]](#)।

यह सिविल मिनिस्ट्री का प्रपोजल था कि यह दिल्ली से थोड़ा दूर हों। यहां सिक्योरिटी भी है, वी.वी.आई.पी. मूवमेंट भी है और एयरफोर्स के सैंटर्स भी हैं इसलिए आप इसे अलग से जाकर बना सकते हैं और वर्ष 2050 तक के लिए एक प्रोजेक्शन लेकर काम कर सकते हैं। अगर लोग इतना पैसा डालने के लिए तैयार हैं, इंटर्स्टिड हैं तो आप उन्हें मौका क्यों नहीं देते हैं? **Why do you want to hand over your assets? These two airports are the prime assets of the Government of India and the people of India. Why do you want to hand it over?** मैं इस विषय पर बाद में आऊंगा कि इसे किस तरह से करें और अच्छे ढंग से कैसे करें।

अब मैं तीसरे प्वाइंट के बारे में कहना चाहता हूँ कि अगर आप देते हैं तो थोड़ा ट्रांसपेरेंटली अप्लाई होना चाहिए। **You may apply your mind.** इसमें थोड़ी फेयरनेस होनी चाहिए ताकि हम दुनिया में सर ऊंचा कर

सकें और दिखा सकें कि हम प्राइवेटाइजेशन के बारे में क्या समझते हैं और कैसे कर सकते हैं। It is improper. मैं एक के बाद एक सवाल मंत्री महोदय से पूछूंगा कि आप किस तरह से कर रहे हैं और किस तरह से यह इम्प्रापर है। मंत्री महोदय... (व्यवधान) एयरपोर्ट्स एयरपोर्ट इंडिया ऑथोरिटी के अधीन हैं। जहां तक एयरपोर्ट के संबंध में पार्लियामेंट का ताल्लुक है According to the Act, it is Airports Authority of India. लेकिन नाम सिर्फ एयरपोर्ट ऑथोरिटी का है और मिनिस्ट्री ऑफ सिविल एविएशन काम कर रही है। It was hijacked. यह सुपरवाइजरी मिनिस्ट्री है लेकिन टोटल प्रॉसेस को पास्ट फेस में मिनिस्ट्री ऑफ सिविल एविएशन कर रही है। मिनिस्ट्री ऑफ सिविल एविएशन ने ट्रांसपेरेंसी दिखाने के लिए कन्सलटेन्ट रखे गए हैं। इसमें तीन कन्सलटेन्ट्स हैं- लीगल, फाइनेंशियल और टेक्नीकल। कन्सलटेन्ट इवैल्यूएशन कमेटी ई.सी. बनाई गई है। इसे जी.आर.सी (गवर्नमेंट रिव्यू कमेटी) रिव्यू करेगी। इसके बिहॉफ पर इंटरमिनिस्ट्रीरियल ग्रुप होगा, इसके बाद एमपावर मिनिस्टर ऑफ ग्रुप आएंगे। इसमें इतने मल्टी टायर्स हैं इसलिए मैं कह रहा हूं कि यह बहुत गंभीर है, बहुत जटिल है। यह आसान नहीं है। आपने कन्सलटेन्ट्स के बारे में जो इसमें दिया है, इस संबंध में हमारा प्रश्न है कि आपने किस तरह से कन्सलटेन्ट्स का चयन किया? यह ट्रांसपेरेंट होना चाहिए। आपने एग्रीमेंट में दिखाया है कि मिनिस्ट्री ऑफ सिविल एविएशन को यह दिया गया है और इसमें कन्फ्लिक्ट ऑफ इंटरस्ट नहीं है। मेरे पास टूडे बिजनेस, का 4 दिसंबर का ए.बी.एन एम्रो का विज्ञापन है। मैंने इसका नाम क्यों लिया? इस पर आप आपत्ति कर सकते हैं। मैंने यह नाम इसलिए लिया क्योंकि जो बिग डॉक्यूमेंट है उसमें लिखा गया है कि “ABN AMRO is the Financial Advisor to the Airports Authority of India on this transaction, and is managing the transaction process.” वे कन्सलटेन्ट भी हैं और ट्रांजैक्शन प्रॉसेस में भी कन्सल्ट कर रहे हैं। 4 दिसंबर के विज्ञापन में कहा गया है और यह बहुत रुचिकर है। It says that we believe in focussing on our clients, ABN AMRO. यह पब्लिकली बोल रहे हैं। अभी प्रॉसेस चल रहा है।

MR. SPEAKER: You do not have to show it. It is not permitted.

मोहम्मद सलीम : मैं मैगजीन नहीं दिखा रहा हूं। मैं अपने डॉक्यूमेंट दिखा रहा हूं। इसमें नंबर एक क्लाइंट है रिलाएंस इंडस्ट्रीज लिमिटेड और नंबर पांच जी.एम.आर है, यह दोनों बीडिंग प्रॉसेस में हैं। मैं इस प्वाइंट पर बाद में आऊंगा। क्या इसमें कोई कन्फ्लिक्ट इंटरस्ट हुआ।... (व्यवधान)

बाकी लोगों पर भी आऊंगा, मैं एक-एक करके आ रहा हूं।

MR. SPEAKER: He will speak; you need not get exhausted.

MD. SALIM : All the consultants have given an affidavit to the Ministry of Civil Aviation that they do not have any conflict of interest with any bidder. You know the famous cases of Enron and Anderson. एंडर्सन चार्टर्ड एकाउंटेड भी थे और कन्सलटेन्ट भी थे। इन दोनों का क्या हुआ?

एनरॉन का क्या हुआ और एंडर्सन का क्या हुआ यह पूरे विश्व को सामने है। हमारे वित्त मंत्री श्री चिदंबरम जी एनरॉन के वकील थे। जब सुप्रीम कोर्ट में एनरॉन का केस फंस गया, बहुत झमेला हुआ। जब वे दोनों बार मिनिस्टर बने तो उन्होंने खुलेआम कहा कि हम यह मामला नहीं देखेंगे, यह फाइल नहीं देखेंगे क्योंकि मैं एनरॉन का वकील था। यह ठीक बात है, यही स्टैंडर्ड है क्योंकि कन्फ्लिक्ट का विटनेस नहीं होना चाहिए। आपके यहां कन्फ्लिक्ट इंटरस्ट है। बैंक के बारे में नहीं है लेकिन लीगल कन्सलटेन्ट के बारे में है। Amar Chand Mangaldas, Managing Director of the Company is your Legal Advisor of this process[MSOffice20].

He also happens to be one of the members of the Board of Directors of one of the bidder companies. इकोनोमिक्स टाइम्स में बड़े विस्तार से दिया हुआ है कि जब इनकी एक बड़ी कंपनी डीमर्जर हो रही थी, तो यह जिम्मेदारी मंगलदास को दी जा रही थी? They are very close to that company. They know everything. यह फेयर होना चाहिये था, यह ट्रांसपैरेंस होना चाहिये था। अब कम्पीटीशन हो रहा है, मगर आप कम्पीटीशन की बात करते हैं? आप कुछ नहीं कर रहे हैं, आप कह रहे हैं कि टैक्नीकल इवैल्युएशन नहीं करेंगे, कम्पनी करेगी, एडवाइजर्स करेंगे लेकिन उनके अंदर कनफ्लिक्ट ऑफ इंटरैस्ट है। इसलिये आप देखेंगे कि जब इंटर मिनिस्ट्रियल ग्रुप बैठी, वह फैसला नहीं कर पायी। यह मालूम होते हुये कि 13 दिसम्बर बांड्स की लास्ट डेट थी लेकिन कोई फैसला नहीं कर पायी। इसलिये इसकी जिम्मेदारी कौन लेगा? हम यही कोट कर रहे हैं कि क्या जी.ओ.एम. या इंटर-मिनिस्ट्रियल ग्रुप इसकी जिम्मेदारी नहीं लेगी, वैलिड करेगी? कंसल्टेंस कर दिये है। कमेटी खुद कह रही कि हमारी जिम्मेदारी नहीं है। अगर बाद में मामला फंस गया, डूब गया तो तुम समझो। अभी बिना कोई जिम्मेदारी लिये हुये आप प्राइम असैट्स देने के लिये तैयार हैं। अगर आप चाहेंतो मेरे पास पूरे डाक्यूमेंट्स हैं, मैं एक-एक कोट कर सकता हूं

MR. SPEAKER: I do not know what it is.

SHRI PRAFUL PATEL : Sir, is the hon. Member authenticating what he is reading because I have not seen any document in this regard? He should at least authenticate what he is reading. It is only a request

.... (Interruptions)

MR. SPEAKER: Of course, you are entitled to raise question about transparency. You are reading from a document but you have not given any notice to me. After all, it is an important question. Dust cannot be thrown on the face. Therefore, you may try to say or refer to whatever is there in the document but do not read from a document which is not before us. You can refer whatever you want to.

SHRI PRAFUL PATEL: I just wanted you to give us the papers.... (*Interruptions*)

MR. SPEAKER: You have been permitted by Shri Sathpathy to continue.

मोहम्मद सलीम : रिलायांस म्युचुअल फंड के लिये विज्ञापन देते हैं जिसमें 5-6 ट्रस्टीज हैं जिनमें पांच रिलायांस कम्पनी के और एक एबीएन-एमरो का है, इसे कौन औथेंटीकेट करना चाहेगा? वे कस्टोडियन घोषित कर देते हैं। Since the Minister is provoking me to refer to the document, I will try to just switch over to the document.

SHRI PRAFUL PATEL: I am not provoking you.

MR. SPEAKER: You can mention what is there in the document. Reading out means problem. You can give a gist of it.

MD. SALIM : I am not going to sensitise. I am not emotional. लेकिन जो गवर्नमेंट रिव्यु कमेटी है मेरा यह कहना है कि हम इवैल्युएशन नहीं कर रहे हैं। एक हिसाब बनता है कि कम्पनी ने बता दिया है। ऐसा एअरप्लैन के बारे में दिया है। वह कम्प्लेंट टेक ओवर हो गई है ग्लोबल टैक्नीकल असिस्टेंस है और आपके जो बिडिंग एसोसिएट करके मैक्सिकन से लेकर आये हैं, उसके बारे में एक आर्टिकल है जो स्पैनिश में है जिसे मैं कोट नहीं कर रहा हूँ। फिर भी मैक्सिकन एअरपोर्ट गवर्नमेंट रन है जो अच्छी नहीं होने के कारण उसका प्राइवेटाइजेशन किया जा रहा है। उसकी 15 परसेंट से ज्यादा इक्विटी नहीं है। आप दिल्ली और मुंबई एअरपोर्ट किस लिये उसे दे रहे हैं। उसे पार्टनर करके ला रहे हैं? यह किसके हाथ से किसे दे रहे हैं? पिछले साल मुंबई का 120वां रैंक था और जिसे दे रहे हैं, उनका 119वां रैंक है। इस प्रकार दोनों 19-20 हैं। Subjectivity is inherent in the evaluation process.

MR. SPEAKER: There are four other hon. Members to speak.

MD. SALIM : This report has been prepared at the instance of the Airports Authority and the Ministry of Civil Aviation. No independent search of any kind has been undertaken or conducted to ascertain whether any document or information submitted by the PQB is authentic, truthful and reliable.

MR. SPEAKER: What are you reading from?

MD. SALIM : I am reading from the disclaimer attached to the evaluation report prepared by the Evaluation Committee, constituted by the Civil Aviation Ministry comprising of

three members. I have already told about the characters of the Committee. They are ABN Amro, Airplan and Mangal Das[R21].

जिनके ऊपर यह डिपैन्ड कर रहे हैं कि हमने कोई इवैलुएशन नहीं किया है। I am completing the sentence.

It is said:

“ABN AMRO and Airplan have assumed that the bid documents are authentic, truthful and reliable in all respects. Accordingly, we have placed reliance -- this reliance is not capital R -- on the same in the preparation of this Report. Representatives of ABN AMRO and Airplan have not verified the veracity of any documents or information furnished to us by the PQBs. This Report, markings and its conclusions are based on a subjective analysis of the bid documents by the Evaluation Team.”

MR. SPEAKER: You have to authenticate them. Otherwise, it will not go on record.

MD. SALIM: I will authenticate them. ... (*Interruptions*)

MR. SPEAKER: But that is not the general system. You have to give it to the Chair. You have to inform the Chair. You just cannot throw something and say that I am authenticating it. I have been telling you to mention it.

MD. SALIM : It is available in the market place.

A representative of the Planning Commission has given a note saying that it will not stand the scrutiny of the judicial process and it will stand the scrutiny of the Parliament.

MR. SPEAKER: All right. I am not stopping you from referring to it. I only objected to your reading it.

MD. SALIM : It is very serious. It is said:

“... neither ABN AMRO/Airplan nor their employees or advisors make any representation or warranty, express or implied, or accept any responsibility or

liability, whatsoever, in respect of any statements or omissions herein, or the accuracy, completeness or reliability of this Report, and shall incur no liability under any law, statute, rules or regulations as to the accuracy, reliability or completeness of this Report. ”

यह एंडरसन की यूनियन कार्बाइड, भोपाल में हुई गैस ट्रेजेडी की तरह होता जा रहा है, कोई जिम्मेदारी लेने वाला नहीं है। आप कहां से पकड़ कर ले आये, पता नहीं है। मैं इसके साथ आगे नहीं बढ़ना चाहता, लेकिन मेरा सवाल स्पष्ट है कि हम एक प्राइम असेट को हैन्ड ओवर कर रहे हैं, जिसका प्रोसेस ट्रान्सपेरेन्ट और फेयर नहीं हैं। आप जो कम्पिटीशन की बात करते हैं, कम्पिटीशन कहां है। आपने शॉर्टलिस्ट करके दो या तीन को चुन लिया। उसके बाद कहते हैं कि हम डिटेल्स में नहीं जायेंगे। कन्सल्टैन्ट्स की बात ही सुन लेंगे। विश्व के सात बड़े-बड़े एयरपोर्ट्स में से छः एयरपोर्ट्स हमारे एशिया में हैं। इसलिए मैं एशियन होने के नाते गर्वित हूँ। हमें एक भी ऐसा इंटरनेशनल स्टैंडर्ड का एयरपोर्ट नहीं मिला, जिससे हम मशविरा ले सकें, कन्सल्टेन्सी कर सकें और यहां काम कर सकें। आप वर्ष 2050 तक एयरपोर्ट्स के बारे में आप सोच रहे हो, आप ढूँढकर निकालो, कम्पिटीशन ऐसा करो कि विश्व में जितने अच्छे-अच्छे एयरपोर्ट्स हुए हैं, एयरपोर्ट अथॉरिटी या गवर्नमेंट डिजाइन का कम्पिटीशन करके ग्लोबल टैन्डर मंगवाती है और उसके बाद सबसे बेहतरीन एयरपोर्ट बनता है। चूंकि यह एयरपोर्ट कोई कल के लिए नहीं बन रहा है। मंत्री जी शायद एक-दो साल रहेंगे, यह सरकार चार-पांच साल रहेगी, लेकिन एयरपोर्ट हमारे मुल्क में 60-70 या 100 सालों तक रहेगा। इसलिए आपको उस तरह की बात सोचकर काम करना पड़ेगा, यह आज के टैम्पोरेरी गेन्स के लिए नहीं है।

It is a scam unfolding. I am asking the UPA Government to mind it. There should not be any stink. That is why I would like to ask the Minister whether he is going to scuttle the entire process, take a fresh view and ask the Airports Authority of India to go to the world, start it again and build the airport. Thank you.

SHRI BASU DEB ACHARIA (BANKURA): Sir, I am puzzled to know the dubious way in which all these things, right from the bidding process to evaluation to short-listing was done. The only purpose was to hand over these two airports, where the Government is earning sixty per cent of its revenue. These two airports are now being handed over to the private parties. When I found from the statement of the hon. Minister that the decision to modernise and upgrade these two airports was taken in 1998, I wonder whether the earlier Government, the NDA Government, was competent enough to take such a decision. It is because this decision was taken prior to 2003 when the Airports Authority of India Act

was amended[r22]. Before amending the Act, how the Government took a decision to hand over, to modernize and upgrade these two Airports, and for that, in a joint venture route?

Sir, prior to that, the Act at that point of time did not permit you for joint venture. ... (*Interruptions*) The Airports Authority of India Act did not permit you to adopt joint venture route... (*Interruptions*)

MR. SPEAKER: He is only putting a question.

... (*Interruptions*)

MR. SPEAKER: Please sit down.

... (*Interruptions*)

MR. SPEAKER: Put your question, Mr. Acharia. Already, we have taken a lot of time on this.

SHRI BASU DEB ACHARIA I would like to know from the Minister when in 2003, the Airports Authority of India... (*Interruptions*) Before 2003, only the Airports Authority of India had the authority to modernize and upgrade the Airports. ... (*Interruptions*)

MR. SPEAKER: You have already mentioned that.

SHRI BASU DEB ACHARIA : When did that organization submit a proposal for modernization of these Airports? Why was any positive action not taken at that point of time? An alternative proposal was submitted. He has admitted and he has stated that proposal. ... (*Interruptions*)

MR. SPEAKER: It is not so easy to control!

SHRI BASU DEB ACHARIA : The alternative proposal was submitted by the Joint Forum of the unions of Airports Authority of India. He has stated in his statement that their proposal would be considered along with the others'. When was the alternative

proposal submitted to the Government? Why was that not considered before the Expression of Interest (EOI) was invited? He has stated that it has not yet been finalized.

I would like to know whether on the 5 December, the proposal was sent to the Empowered Group of Ministers. Is it a fact that the Empowered Group of Ministers has returned back the proposal for reconsideration? ... (*Interruptions*)

MR. SPEAKER: You do not want information; you are giving information.

SHRI BASU DEB ACHARIA : Everything has been done, the bidding, evaluation, etc. Doubts have been expressed by this House and everybody. It has not been done in a transparent manner. Rather, it has been done in a dubious manner. ... (*Interruptions*)

PROF. VIJAY KUMAR MALHOTRA (SOUTH DELHI): Such a dubious thing and you are still supporting this.

SHRI BASU DEB ACHARIA : I would like to know whether the Government would review it and desist from handing over these two Airports to private companies.... (*Interruptions*)

MR. SPEAKER: I thought the Opposition's objection was to the method.

SHRI ANANTH KUMAR (BANGALORE SOUTH): The earlier Member said that it is a scam. ... (*Interruptions*) Now, he is saying it has been done in a dubious way.... (*Interruptions*)

MR. SPEAKER: Please do not complicate further.

SHRI SUNIL KHAN Sir, will the hon. Minister ignore the critical issues just by virtue of some recommendations of a Consultant of Foreign Origin (GTA)? Sir, I would like to submit... (*Interruptions*)

MR. SPEAKER: No submission. Only question, please.

SHRI SUNIL KHAN : I want a clarification and there is also one question. How is this bidding process going on as a result of which our country loses Rs.62,784 crore?

MR. SPEAKER: It is the same thing.

SHRI SUNIL KHAN : This is just a hypothetical loss. It could be more in case the competition is eliminated. Sir, I am just going to the point how it is going to be...
(Interruptions)

MR. SPEAKER: No 'How'. 'How is it' has already been stated. Put question only.

... (Interruptions)

MR. SPEAKER: No, I will not allow it.

SHRI SUNIL KHAN : If the gross revenue is considered as Rs.1200 crore against the present figure of Rs.600 crore only, it would mean receivable to AAI as OMDA fees nearly Rs.60 crore [[mks23](#)]. Please compare it with the present day net profit to AAI. Out of the 84 operational and 42 non-operational Airports, 11 Airports make profit of Rs.796 crore per year at its present level of operation. Delhi and Mumbai Airports' net profit is Rs.272 crore and Rs.345 crore. They contributed 34 per cent and 43 per cent respectively.

MR. SPEAKER: You have said that it has not yet been finally decided. What do you all speak?

... (Interruptions)

SHRI SUNIL KHAN : It is going to be a loss of the order of - Rs.272 crore minus Rs.60 crore - Rs.212 crore.... (Interruptions) How our public sector units, the funds of the general masses go to the hands of the private and the foreign sector, especially to ASA which has no personal idea, no expertise in the world, as a world class. So, we have to consider how the Government is losing money and how and from where it comes.

MR. SPEAKER: Shri Ajoy Chakraborty. Only you have to put the question because a lot of elaboration has already taken place.

... (Interruptions)

SHRI AJOY CHAKRABORTY I am putting the questions only. I am coming to that. The first question is this.

Is it a fact that M/s. ABN Amro, who have been selected as the main consultant and financial advisor for the Delhi and Mumbai modernisation process, have also been the main financial advisor and arranged huge funds for M/s Reliance and M/s. GMR Group in various projects?... (*Interruptions*)

MR. SPEAKER: You can club it with Shri Salim's question. Shri Salim has put an identical question. It is the same question. He has put the same question as you have done. Therefore, you say that you put the same question.

... (*Interruptions*)

SHRI AJOY CHAKRABORTY : No, Sir. That is the main point. Secondly, is it a fact that the Managing Partner of M/s Amarchand and Mangaldas, Mr. Cyril Shroff was one of the Directors of Reliance Energy Limited and closely associated with the demerger process of the Reliance Group which is supposed to be done by a person of confidence?

MR. SPEAKER: No insinuation is to be recorded. You can make a statement.

... (*Interruptions*)

MR. SPEAKER: Without notice, you cannot make any insinuation.

SHRI AJOY CHAKRABORTY : I would like to know whether the said Director resigned from the REL Board and subsequently M/s Amarchand and Mangaldas was appointed by the Airports Authority of India as the legal consultants for this project.

MR. SPEAKER: You should have sat together and decided who should put which question.

SHRI AJOY CHAKRABORTY : Though six parties were pre-qualified for technical and financial evaluation and also accepted various terms and conditions of the tender document, then, how only two bidders, M/s Reliance and M/s GMR have been made eligible for the financial bid?... (*Interruptions*)

Is it a fact that the consultants for the Delhi and Mumbai Airports modernisation process have refused to take any accountability or responsibility for the outcome of the project?... (*Interruptions*)

Sir, please permit me one minute. I shall complete it.

Is it also a fact that the consortium with partnership of ASA Mexico in the world airports ranking 119 has been selected for the financial bid whereas the other ranking airports groups have been ignored? If so, the reason thereof be mentioned.

MR. SPEAKER: Shri Chakraborty, you have heard the similar questions that have been already put. You also reiterate those questions.

SHRI AJOY CHAKRABORTY : I am putting the same question. We are not opposing the modernisation of the Airports.

MR. SPEAKER: Good.

SHRI AJOY CHAKRABORTY : We say that the AAI is earning a profit with a capital of Rs.2500 crore. The Standing Committee of the Department concerned has submitted the report against the privatisation of the Delhi and the Mumbai Airports on 26th August, 2005. Even the technical experts, the engineers have made an alternative proposal before the Department, to the Ministry against the privatisation of the Airport on 18th June, 2004. That was not accepted by the Department concerned.

MR. SPEAKER: I hope you also want the Kolkata Airport to be modernised.

SHRI AJOY CHAKRABORTY : I would only remind the hon. Minister that he is the Minister of the UPA Government. He is not the Minister of the NDA Government. This Government is functioning on the basis of the Common Minimum Programme[R24].

It [r25]was incorporated in the Common Minimum Programme that profit making PSUs should not be privatised. But they are going beyond the Common Minimum Programme.

श्रीमती सुमित्रा महाजन अध्यक्ष महोदय, अपना प्रश्न रखने से पहले मैं आपसे एक निवेदन करना चाहती हूँ कि मैंने जो कॉलिंग अटेंशन दिया था, उसमें छोटे शहरों के एयरपोर्ट्स के डेवलपमेंट और अपग्रेडेशन की महत्वपूर्ण बात मैंने कही थी। मेरी आपसे विनती है कि उस पर भी चर्चा का अवसर मुझे दीजिएगा।...(व्यवधान)

अध्यक्ष महोदय : उसे आप मल्हौत्रा जी पर छोड़ दीजिए। उस पर मल्हौत्रा जी कहना चाहते हैं।

श्रीमती सुमित्रा महाजन : अध्यक्ष महोदय, आपके माध्यम से मैं माननीय मंत्री जी से दो-तीन छोटे-छोटे प्रश्न पूछना चाहती हूँ...(व्यवधान)

MR. SPEAKER: As you have demanded, we can have a proper discussion on this.

श्रीमती सुमित्रा महाजन : अध्यक्ष जी, मेरी जानकारी के अनुसार यदि कहीं 120-125 हवाई अड्डे हैं और उनमें से 50-60 अच्छी तरह से फंक्शनल होंगे...(व्यवधान)

MR. SPEAKER: It is only for Delhi and Mumbai.

श्रीमती सुमित्रा महाजन : दिल्ली और मुम्बई ऐसे एयरपोर्ट्स ऐसे हैं, जहां से 60 प्रतिशत प्रॉफिट आता है। मैं पूछना चाहती हूँ कि यदि आप ये दोनों एयरपोर्ट्स जेवीसी में दे देंगे तो नॉन-प्रॉफिटिंग एयरपोर्ट्स की देखभाल आप कैसे करेंगे? आपकी उसके लिए क्या योजना है? नॉन-मैट्रोज़ सिटीज़ के एयरपोर्ट्स जैसे कि अहमदाबाद, आगरा और विशाखापट्टनम इत्यादि के प्राइवटाइजेशन के लिए भी क्या आपने कुछ ऑफर देने की सोची है।

आपने अपनी स्टेटमेंट में एक बात कही है कि यदि हम ये दोनों हवाईअड्डे दे देते हैं तो करीब पांच हजार करोड़ रुपये 35 नॉन-मैट्रोज़ सिटीज़ के लिए आवश्यक हैं, वह आप रख सकोगे या दे सकोगे, क्योंकि इसमें इन्वेस्ट नहीं करना पड़ेगा। यह आपने एक वाक्य लिखा है। मैं आपसे जानना चाहती हूँ कि पिछले दस साल में इन दो एयरपोर्ट्स पर कितना खर्च या इन्वेस्ट किया है और कितना प्रॉफिट हुआ है? इसका रेशो भी बताएं, ताकि हमें यह तसल्ली जो जाए कि वास्तविकता में कुछ बेच करके आप नॉन-मैट्रोज के लिए पैसा दे सकेंगे...(व्यवधान)

अध्यक्ष महोदय : इसमें नॉन-मैट्रोज़ की बात नहीं है। It is engaging private companies to modernise.

श्रीमती सुमित्रा महाजन : तीसरी बात मैं पूछना चाहती हूँ कि आपने कहा है कि आप प्रॉफिट मैकिंग कमिश्नियल एक्टिविटीज़ का प्राइवटाइजेशन कर रहे हैं, सौवेनियर एक्टिविटीज़ का प्राइवटाइजेशन नहीं कर रहे हैं। ऐसा आपने अपनी स्टेटमेंट में कहा है। अगर आप ऐसा नहीं कर रहे हैं तो सौवेनियर एक्टिविटीज़ के लिए पैसा कहां से आएगा, क्योंकि उनके ज्यादा से ज्यादा डेवलपमेंट की आवश्यकता है। आज कंजेशन की बात भी हो रही है। उसमें ज्यादा से ज्यादा इन्वेस्ट करने की आवश्यकता है तो आप कहां से पैसा लाएंगे? क्या आपने इस बारे में कोई योजना बनायी है?

चौथी बात मैं पूछना चाहती हूँ कि इक्विटी वाइडली डिस्ट्रिब्यूट करने के लिए आपने क्या योजना बनायी है?...(व्यवधान)

अध्यक्ष महोदय : सुमित्रा जी, ठीक है, अब हो गया।

...(व्यवधान)

श्रीमती सुमित्रा महाजन : अध्यक्ष जी, मैं तो केवल प्रश्न पूछ रही हूँ, कोई बात नहीं कह रही हूँ।...(व्यवधान)

अध्यक्ष महोदय : नॉन-मैट्रो ज़ एयरपोर्ट्स के ऊपर नहीं, Specific to airports जिनका प्राइवटाइजेशन हो गया है। आपको फिर से मौका दिया जाएगा।

...(व्यवधान)

श्रीमती सुमित्रा महाजन : अध्यक्ष जी, मेरी पांचवीं बात तो पूरी होनी चाहिए थी।...(व्यवधान)

अध्यक्ष महोदय : श्री विजय कुमार मल्होत्रा। Just one question because your name has not come unfortunately.

... *(Interruptions)*

PROF. VIJAY KUMAR MALHOTRA : Sir, in that case, I cannot speak. Such a scandal, such a dubious thing is being heard... *(Interruptions)*

MR. SPEAKER: What can I do? According to rules, only five Members are permitted to speak on a Call Attention. Even then I am considering your request.

... *(Interruptions)*

PROF. VIJAY KUMAR MALHOTRA All right Sir, I will ask just one question then. क्या मंत्री महोदय यह बताएंगे कि इनके अपने मंत्री श्री कमलनाथ ने एक बयान दिया था। क्या वह ठीक है, वह सही है? उन्होंने कहा है कि इसमें पारदर्शिता नहीं है। यह मामला गड़बड़ तरीके से किया जा रहा है, खराब तरीके से किया जा रहा है। क्या यह बात सही है? मुम्बई और दिल्ली एयरपोर्ट्स, ये दोनों बनने चाहिए और जल्दी से जल्दी बनाइए, लेकिन क्या उसका तरीका यह है कि दो-चार बड़े ग्रुप्स, कैपटलिस्ट मिलकर के उसको इस तरह से मैनेज कर लें। मैं इनसे जानना चाहता हूँ कि क्या यह ठीक है कि एबीएन एमरो, जिसको कि आपने सिलैक्ट किया है, इनके भी

वही लोग काम कर रहे हैं, जो लोग सारे स्कैण्डल को बना रहे हैं, सारे स्कैम बना रहे हैं। उन्होंने कहा है कि डूबियस तरीके से किया जा रहा है। उसके बारे में सारी बातें स्पष्ट करें। आगे चलकर के इस बारे में आपके क्या प्रिकॉशन्स हैं और इस बारे में आप क्या करने जा रहे cé[MSOffice26]?

... (*Interruptions*)

MR. SPEAKER: Nothing will be recorded.

(*Interruptions*)

MR. SPEAKER: Please do not interrupt the Minister. आप लोग बैठ जाइए। आप शान्त रहिए।

... (ब्यवधान)

MR. SPEAKER: Shri Ajoy Chakraborty, will you please take your seat?

... (*Interruptions*)

MR. SPEAKER: He is answering now your important questions.

... (*Interruptions*)

MR. SPEAKER: If you do that, I will ask the Minister not to reply.

... (*Interruptions*)

MR. SPEAKER: Nothing is being recorded.

(*Interruptions*) ... *

MR. SPEAKER: Shri Kharabela Swain, please sit down. Shri Ajoy Chakraborty, please sit down, otherwise I will request the hon. Minister not to reply.

... (*Interruptions*)

MR. SPEAKER: You just cannot take the House to ransom.

... (*Interruptions*)

Not Recorded.

अध्यक्ष महोदय : सब कार्य अच्छी तरह चल रहा है, फिर भी गड़बड़ करते हैं।

... (व्यवधान)

MR. SPEAKER: Do not record anything which he says.

*(Interruptions) ... **

MR. SPEAKER: Will you please sit down? Why are you competing with him and disturbing the proceedings? Please sit down.

... *(Interruptions)*

MR. SPEAKER: We are all men of soil.

... *(Interruptions)*

MR. SPEAKER: Mr. Nandy, do not compete with him. Please sit down. It is very unfair. There is no charm in this.

It is a very important subject and I have allowed him. Naturally, this matter is of great importance. Everybody is talking of modernisation but you have no patience.

... *(Interruptions)*

* Not Recorded.

SHRI PRAFUL PATEL Mr. Speaker, Sir, at the outset, let me assure all my senior colleagues here that we are running this UPA Government with a lot of help, support and encouragement from your side. There is a NCMP which we are all committed to, and we stand by that.

The question here is this. What is the fate of Airports Authority of India? The first answer to that is that the Airports Authority of India is neither being sold off, nor privatised. The Airports Authority of India, as an entity, continues and shall remain to continue, as the torch-bearer of running Airports in our country. That is an issue which I would like to be very clear about. Without the Airports Authority of India being the torch-bearer, you cannot see all-round development of air connectivity and running of Airports in our country. I would be very clear on that that we respect the position of the NCMP in terms of making sure that Airports Authority remains a premier organisation.

The issue that here has come is about Mumbai and Delhi Airports. As all of us know, aviation in India for all these last 58 years – so also our Independence – has been largely driven through Mumbai and Delhi Airports. But that is not a very healthy situation if you look at the overall development of the country. As I have been experiencing through the Question Hour and during other times when I have been in the House, and through your goodself also, that air connectivity is becoming an area of increasing concern, and all the Members of the House are very keen that we should expand our activities.

The background to this exercise came from the fact that as the Airports Authority of India, shall we keep on investing money in Mumbai and Delhi for which large amounts of investments were required, or should we use our resources and try to develop all the other Airports across the length and breadth of our country? That was, I think, the genesis on which this issue started taking shape and this went forward.[\[r27\]](#)

Sir, Mumbai and Delhi airports, I do admit, have been the flagship of the Airports Authority. Therefore, a lot of concerns were raised by our hon. Members as to what happens to the Airports Authority, if Mumbai and Delhi airports go out of the system. But let me tell you that we have taken into account a lot of other things, which were originally envisaged in this process by the previous Government. Now, after we came, especially keeping in view the NCMP as well as the Employees' Unions who are party to the entire process for whom we are equally concerned that they should have a good and secure future, we took certain decisions in the best interest of both the Airports Authority, its long-term health and the future of the employees of the Airports Authority.

Just to give you a little background, originally this concept was mooted by the previous Government to go in for a joint venture exercise in Mumbai and Delhi airports. First let me assure you that there is no question of selling of these airports. What we are envisaging is a joint venture for 'X' number of years, and that is not a sale of asset or transfer of asset to any 'A', 'B', or 'C' party who will eventually be in the joint venture exercise.

Secondly, when we came in, legitimate concerns were raised by many Members of Parliament, many political parties which are supporting us and by our own employees. Therefore, we said that let us not go into this process as was originally envisaged. The Government, in its wisdom, also took a step to have an empowered Group of Ministers so that we have a wider consultation, more expertise available, and also we will see that this process goes meaningfully forward addressing a lot of concerns which were raised then.

After we came, the first effort which we made was that we talked to the employees. In the earlier process, each and every employee was only to be on deputation to the joint venture company for two years. After that, his fate was unknown. In fact, it could be that he could continue in that organisation or he could be losing his job. What we first did was that we wanted to see that our employees are 100 per cent protected. So, as a measure of abundant caution, in this exercise we made sure that all the employees would go into the joint venture for three years on a mandatory deputation. After that, the joint venture will ensure, at least, 40 per cent of the employees of the existing airports shall be retained by the joint venture company.

I can also tell you that at least 10 to 15 per cent of the employees will continue to remain with the Airports Authority in that same airport for the reasons I will spell out a little later, and the balance employees, if any, if not absorbed by the joint venture company, will be absorbed by the Airports Authority. It is because fortunately, as I have been saying, Airports Authority is a growing organisation. There is more and more demand for new airports or more services at other airports across the length and breadth of the country. Therefore, we made sure that each and every employee of the Airports Authority would be given his due respect, and his position would not be compromised. In the joint venture, we also made it a point that weightage will be given to the joint venture bidders who give higher absorption of the employees within the existing airport over and above the minimum mandatory 40 per cent.

So, as far as the employees are concerned, I can assure you that the Airports Authority in this exercise completely protects the future of the employees who are working, which earlier was not the case. Earlier there was no protection available to them. I can give you this as a commitment and it is an assurance given by the Government of India to her own employees.

On the issue of what will happen to the Airports Authority in the future, there is one thing which we must factor, that is, the profits came to the Airports Authority only from Mumbai and Delhi because the traffic was high only in Mumbai and Delhi. As you are seeing now, in the last year-and-a-half, the trends are changing. There are many airports

which are handling many more flights. The losses of loss-making airports have reduced or many loss-making airports have become profitable airports. ... (*Interruptions*)

MR. SPEAKER: Do not interrupt him [[m28](#)].

SHRI PRAFUL PATELI would also like to point out that in this revised document and in the revised process which we have adopted, we have ensured that the Air Traffic Control and the CAN, CTM or whatever, the income arising in Mumbai and Delhi, they continue to remain with the Airports Authority of India. That itself is a substantial chunk of the overall income. As a result of that, a part of that income can be preserved, I do not want to give you the exact percentage because otherwise you may say something but it is in the high 40s. Therefore, if that kind of income remains with us and that does not go away in this joint venture exercise, the profitability of Mumbai and Delhi is not going to be adversely affected. I have moved one step further. Besides ensuring this income, we have also ensured that there is a revenue share; a minimum five per cent revenue share has been mandated. When the bids will be opened, we do not know what they will be, but it has to be a minimum of five per cent and it could be more. Factoring all this income which is going to continue to accrue, there is no reason for anybody to have any apprehension as to whether the Airports Authority of India will remain a profitable organization or not. We went one step further. The original transaction was envisaged to have 74 per cent FDI and only 26 per cent to be held by the Airports Authority of India. After wider consultations with our employees, we took a call, that we should have a special policy for Mumbai and Delhi Airports.

There were issues raised about security, safety and overall process. We have stated that yes, we will take a special call. We have reduced the FDI from 74 per cent to 49 per cent in the case of the Delhi and Mumbai restructuring. As a result, we have ensured that at least five per cent of the equity remained in Indian hands. There were issues about security. I can assure you that the security concerns will remain to be addressed by the Government of India. They will not be handed over to any joint venture partner. There will be no loss of jobs to the employees of Airports Authority of India and there will be no question of Airports Authority of India not being able to make money. I also go a step further, Sir, that the Government, in its wisdom, took a conscious decision that we will

have at least 35 other non-metro airports to be developed and scaled up to the standards, as Mahajanji was mentioning, which will make those airports of a high quality. They will be of international standards. They will also, over a period of time with the increase in the volume of traffic, start making more and more money for the Airports Authority of India.

Sir, we have to raise money for this exercise. It is not that when I say that when the Standing Committee or our friends raised issues that there are reserves with the Airports Authority of India; I still dispute that figure. Still having said so, there is a substantial reserve. If we have to put all that reserve in Mumbai and Delhi then as to what is going to happen to other airports. We are really going to be able to do it. I am sure that the aspirations of the Members across the House and which has been voiced many a time will never be fulfilled if we are again going to look – even after 58 years of Independence- that Mumbai and Delhi are the only premier Airports. There are demands for airports; whether it is Jaipur, Trivandrum, Lucknow, Guwahati, Kolkata, – with due obedience – Chennai, Bhuvaneshwar and all that. So, I go to a large question. That is as to how we respond to these situations. However, I would take one step further and say that the process has been envisaged. There were some issues raised regarding global and technical advisors, financial advisors and all the legal advisors. ... (*Interruptions*) Please listen to me... (*Interruptions*) I would like to assure all of you that all the people who have been appointed, have been appointed through due process. There has been no arbitrariness that A, B or C shall be so and so advisor. They have gone through a process. Now, the entire process I would like to mention. This entire bidding is in two parts. There is technical bidding and financial bidding. The technical and the financial bidding have come in together. There is sufficient competition at the time when both the financial bidding along with the technical bidding has come. As of now, no process is complete. The issue is to be resolved. First the technical advisor gives the report. After that, there is Government Reviewing Committee. Then there is an inter-Ministerial Group and then it goes to the Empowered Group of Ministers. It is not that the process is being short-circuited at any level[[t29](#)].

Many [[r30](#)]doubts have been raised by hon. Members. Many letters and representations have also been received by us; many of them have been written by name and many others have been anonymous. We have forwarded all of them to the appropriate

quarters to see and examine what the complaints are. What has been mentioned here also would definitely be given its due consideration. All the points made by hon. Members are being taken note of. So, there is no short circuit in the process. As of now, the process is not complete.

I am sorry to say, since no report is final, whatever has been read out or attributed cannot be something which could rely upon to make a statement or give a clarification but by way of abundant caution, I can assure hon. Members that we would like to ensure full transparency in the process. We would see that all the other issues would be resolved in the best interests of Airports Authority of India, in the interests of the country and of overall development of air traffic all across the world. ... (*Interruptions*)

प्रो. विजय कुमार मल्होत्रा : अध्यक्ष जी, जो प्रश्न पूछा गया था उसका कोई जवाब नहीं दिया गया है।... (ब्यवधान) हम इस उत्तर से संतुष्ट नहीं हैं, इसलिए हम सदन से वाकआउट करते हैं।

(Prof. Vijay Kumar Malhotra and some other Hon'ble Members then left the House)

MR. SPEAKER: The hon. Minister has assured full transparency.

... (*Interruptions*)

MD. SALIM : Sir, he has avoided answering the questions I have raised. ... (*Interruptions*)

13.06 ½ hrs.

(*At this stage, Shri Md. Salim and some other*

hon. Members left the House.)

MR. SPEAKER: He has said this body would look into it.

... (*Interruptions*)

SHRI AJOY CHAKRABORTY : Sir, we are totally dissatisfied with the manner in which the hon. Minister has given his reply. ... (*Interruptions*)

13.06 ¾ hrs.

*(At this stage, Shri Ajoy Chakraborty and some other
hon. Members left the House.)*

MR. SPEAKER: I cannot walk out. So, I am going to my room!

... (*Interruptions*)

MR. SPEAKER: The House stands adjourned to meet again at 2 p.m.

13.07 hrs.

**The Lok Sabha then adjourned for Lunch till
Fourteen of the Clock[\[r31\]](#).**

*The Lok Sabha re-assembled after Lunch at
four minutes past Fourteen of the Clock*

(Mr. Deputy-Speaker in the Chair)

MR. DEPUTY-SPEAKER : We will now take up item no. 15, introduction of the Bill.