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Title: Discussion on the motion for consideration of the Carriage By Air (Amendment) Bill, 2015. (Discussion Concluded and Bill Passed).

HON. DEPUTY SPEAKER: Now, we may now take the Carriage by Air (Amendment) Bill, 2015.

THE MINISTER OF CIVIL AVIATION (SHRI ASHOK GAJAPATHI RAJU): I beg to move:

"That the Bill further to amend the Carriage by Air Act, 1972, be taken into consideration."

HON. DEPUTY SPEAKER: Motion moved:

"That the Bill further to amend the Carriage by Air Act, 1972, be taken into consideration."

**16.34 hours** (Shri K.H. Muniyappa *in the Chair*)

SHRI ASHOK GAJAPATHI RAJU: This is a small amendment regarding compensation on international flights. So, from time to time, these things do get revised and we have to take an amendment of Parliament. Since it has to be amended from time to time, in future as and when the thing is revised internationally, these things the Government may notify and bring to the information of this House. This is the small amendment in this Act. That is what it is.

SHRI ANTO ANTONY (PATHANAMTHITTA): Thank you very much for allowing me to participate in this important discussion.

The Carriage by Air (Amendment) Bill, 2015 has been introduced to upgrade the standard of domestic services of airlines into international benchmark.

As we know, there are important international conventions, commencing from Warsaw Convention of 1929, for compensating the victims of air crash and damages to their baggage. Montreal Convention, in which India is a signatory, held in 1991 set unified rules for compensation. Therefore, it is our utmost duty to extend the coverage of the provisions of these international conventions to the air travelers.

In accordance with the spirit of the Convention the amendment seeks to enhance the limits of Special Drawing Rights for damage sustained in each case of death or bodily injury for each person from SDRs 100000 to SDRs 113100. Enhanced rate in Indian rupee will be 1,03,27,161. Damage caused by delay in carriage for each person has increased from SDRs 4150 to SDRs 4694. Enhanced rate is equal to Rs.4,28,609. Destruction, loss, damage or delay with respect to baggage for each person has been increased from SDRs 1000 to SDRs 1131. It will be equal to Rs.1,03,271 as on date. Destruction, loss, damage or delay in relation to the carriage of cargo has increased from SDRs 17 to SDRs 19. The increased rate will be Rs.1,738.

As we know, the number of flyers in the country has been steadily increasing for the last several years. Therefore, it is very important to augment the safety and convenience of the air travelers as well as to provide them better service. At this juncture, I may submit a few requests to the Government for favourable action.

Safety should be the first priority of the Government. This Bill is to enhance the amount of compensation to the victims. Almost all the developed countries use an aircraft for 8-10 years. The maximum life span of an aircraft to be used safely is estimated to be 20 years. Thereafter, the wear and tear of the aircraft is unsafe. It is learnt that several of the aircrafts in service in our country have been in service for more than 25 years and in some cases they are even 35 years. It is risky and never out of danger to use these aircrafts. Not only Air India, other private airline companies in India also lease old aircrafts from other countries for service here to load passengers. Therefore, I request the Government to remove such age-old aircrafts from service.

The insurance coverage of the passengers, who travel in age-old aircrafts, should be enhanced ten times. Who can rate a human life? Being a people's representative, I encounter deaths in several families because of different kinds of accidents. Each and every accident death destroys their family. I request the Government not to hesitate to increase the insurance coverage of the passengers who travel by air in the age-old aircrafts.

The next issue that I would like to point out is about the User Development Fee charged in airports across the country. Today, the airports are the most successful marketplace as good as any hyper-malls. Delhi airport itself has showrooms of more than 500 branded international as well as Indian companies in the domestic and international terminals. All airports in our country are functioning profitably. Then, why should airports collect User Development Fee from the passengers? At present, Delhi airport charges Rs.311 from each passenger as User Development Fee. It is estimated that nearly 6.5 crore passengers travelled through the Delhi airport last year and it is estimated that this year itself around 8 crore passengers have travelled through it. Last year the Delhi airport collected Rs.221 crore as User Development Fee. The construction cost of airport was nearly Rs.1290 crore only. So, the Government should take stringent action to stop this looting.

It would be a great injustice to the passengers of the Gulf-Sector if I do not mention their plight at this instance. The hours of travel from my State, Kerala to Gulf is the same as it takes to travel to Delhi. Air India's most profit making route is Gulf-Sector compared to the Europe, America or any

other sectors. Two times traffic fare is collected from Gulf passengers. So, in spite of double charges collected from this sector, the services provided are very horrible.

It is calculated that at least 70 lakh Indians work in Gulf countries and majority of them are from Kerala, of which 90 per cent are ordinary manual labourers who stay in labour camps and travel to their homeland only once in three or four years. Our Prime Minister during his visit to the Gulf had visited these labour camps and understood the difficulties of these fellow citizens. I request the Government to kindly introduce a fair airfare for NRIs who belong to low-income group. If services of the jumbo aeroplanes are ensured in Gulf-Sector, the airfare will be slashed to a great extent. I also request to ease duty-free baggage allowance rules for NRIs who visit the country once in two-three years.

It is learnt that services and quality of food served in the Gulf-bound flights are not satisfactory. Therefore, I request the Government to do the needful in ensuring safe and convenient journey to the air travellers in the country.

The vacation season, especially the school closing and festival seasons, when the middle class families travel, is the time when the airline companies impose their exorbitant charges by increasing the fare to three-fold. As a result half of the savings of these people are spent in air tickets. Hence, I request the Government to issue a comprehensive guideline to ensure reasonable pricing of air tickets during vacations.

Sir, the NRI passengers coming from Singapore and Australia go to Europe and USA via Delhi-Kochi-Gulf Sector route. This sector will be more benefited if a Dreamliner is allotted in this sector.

The most profitable route for Air India for domestic flights in the country is the Delhi-Kochi route. But the Air India did not provide any good aircraft on this route. In all other sectors the Dreamliners have been provided. But Air India purposefully avoids this route. I conclude my speech with a request to the hon. Minister to consider this issue positively.

SHRI G. HARI (ARAKKONAM): I thank my beloved leader Hon. Chief Minister of Tamil Nadu, *Puratchithalaivi* Amma for this opportunity.

I am glad that the Carriage by Air (Amendment) Bill, 2015 introduced by hon. Civil Aviation Minister will enable the Government to revise the liability limits of air carriers in line with the Montreal Convention, which was acceded to by India in May 2009. I hope that this legislation will facilitate higher compensation and prevent Indian passengers from discrimination.

There is an international legal regime governing the liability of air carriers for injury or death of passengers, destruction or loss or damage to baggage and cargo and losses caused by delay in international carriage of passengers, baggage and cargo.

India had so far ratified the Warsaw Convention, 1929 and the Warsaw Convention as amended by The Hague Protocol, 1955 and effected by the Carriage by Air Act, 1972 and the Montreal Convention.

India adopted the Montreal Convention in order to make the passengers originating and terminating their journey in India, who are mostly Indian nationals, to get benefits of enhanced liability. It ensures an Indian to be able to file a claim in India even if the journey was undertaken outside India.

As per the revised compensation package, the bill intends to review the liability limit for damage in case of death or bodily injury for each person from 1,00,000 SDR (Special Drawing Rights) to 1,13,100 SDR. As per the latest exchange rate, the compensation limit rises to over rupees one crore from almost Rs. 88.71 lakh at present. Sir, the SDR, established by the International Monetary Fund, is based on market exchange rates of a basket of major currencies - US Dollar, Euro, Japanese Yen and Pound Sterling.

Where damages of more than 1,13,100 SDR are sought, the airline may avoid liability by proving that the accident which caused the injury or death was not due to their negligence or was attributable to the negligence of a third party. This defence is not available where damages of less than 1,13,100 SDR are sought.

The Convention also amended the jurisdictional provisions of Warsaw Convention and now allows the victim or their families to sue foreign carriers where they maintain their principal residence, and requires all air carriers to carry liability insurance.

As per the Bill, the liability for delay in carriage for each person is proposed to be raised from 4,150 SDR to 4,694 SDR while the liability in case of destruction, loss, damage or delay of baggage is proposed to be raised from 1,000 SDR to 1,131 SDR. Montreal Convention also requires airlines to fully compensate travellers the cost of replacement items purchased until the baggage is delivered, to a maximum of 1,131 SDR. After 21 days, any delayed baggage is considered lost, even if the airline delivers it after that period.

The limitation of compensation for damage to baggage to 1,131

SDRs means that the value of damaged mobility equipment may often significantly exceed available compensation under the Montreal Convention.

While the effect of the loss, even temporarily, of mobility equipment places disabled passengers at a substantially increased disadvantage in comparison to other passengers suffering damaged baggage. Moreover the Bill proposes to enhance the liability in case of destruction, loss or delay in relation to the carriage of cargo from 17 SDR to 19 SDR.

It is a fact that the liability limits are revised once in every five years by the UN body called International Civil Aviation Organisation (ICAO) on the basis of a determined inflation factor of 13.1 per cent, triggering an adjustment in the limits. The amendment would also enable the Government to revise the limits of liability as and when the revised limits are notified by the ICAO.

A passenger can benefit from a higher liability limit by making a special declaration at the time of check-in at the latest and paying a supplementary fee. Any action in court to claim damages must be brought within two years from the date of arrival of the aircraft or from the date on which the aircraft ought to have arrived.

The Montreal Convention was brought about mainly to amend liabilities to be paid to families for death or injury whilst on board an aircraft. As of July 2015, there are 113 parties to the Convention. India has also ratified the Convention.

It is to be noted that the Convention refuses to pay any compensation for psychiatric injury or damage unless inextricably linked to the physical injury. Purely psychiatric injury is not eligible for compensation which has been criticized by people injured in plane accidents, legal experts and their families.

Australia changed its law so as to fit with the Montreal Convention. It removed references to 'personal injury' and replaced it with 'bodily injury' under the CACL Act. It is learnt that a Private Member's Bill was also introduced in the Australian Parliament in May, 2015 to seek to protect the rights of plane crash survivors to be compensated for psychological trauma. What about India? Are we thinking of including psychiatric injury in the list of liabilities by the carrier? I request the hon. Minister to explain the stand of the Government on this issue.

It is a news item of recent past. While traveling to Australia to attend a meeting of G-20 nations, a Minister at the Union could not trace her checked-in luggage. I quote the tweet uploaded by that Minister, which came in newspapers. It said : "On board my connecting flight to Cairns. All my formal wear in the lost suitcase! Not sure I can buy Saris in Cairns! Situation precarious!". Later, the lost baggage was found by Air India saving the Minister from an emergency shopping trip. This incident exposes the claim that nobody can escape the fear of loss of baggage while on air travel. Another Air India passenger disappointed by his harrowing experience about lost baggage had even set up a website, with a view to coordinate passengers who suffered a similar fate and to file a joint action against Air India for their negligence in non-deliverance of baggage on time.

Safety of passengers at the airports should also be given utmost importance. There have been umpteen number of incidents of falling glass panels at Chennai Airport causing injury to several air passengers. Even, VIPs have had a narrow escape from accidental falling of glass panels at the Chennai Airport. It is learnt that the Airports Authority of India do not have quality equipment that can detect stress in glass panels. Poor air-conditioning inside the building and poor quality metal fixtures used on the glass doors cause the damage. As this relates to the safety concern of air passengers, I request the hon. Union Minister for Civil Aviation to look into this issue and order for prompt action. I also want to know about the outcome of any enquiry ordered by the Ministry in the past into such incidents of grave nature.

In Kolkata airport, a CISF Constable died after he stepped into a sheet that tried to cover a hole, created by a broken glass tile, on a glass-floored bridge. I earnestly appeal through the hon. Minister for urgent action so that such incidents do not recur.

I also want to bring to your kind notice the recent directive issued by the National Green Tribunal to the Union Government to ensure that no disinfectant fumigation is carried out in aircraft while passengers are on board. It was on a plea filed by a US-based Neurologist who contended that spraying such pesticides could have an adverse impact on health. Although, airlines of other countries have stopped spraying pesticides, the practice is still prevalent in all Indian airlines operating internationally. NGT's observation came down heavily on Indian airlines, which said and I quote : "You are supposed to kill mosquitoes and not human beings. You cannot take a risk with the health of the

people".

While facilitating higher compensation to Indian air passengers, it is the duty of the Government to ensure their safety as well. The Vision 2023 document released by our hon. Chief Minister, *Puratchi Thalaivi Amma*, calls for improving the standards and facilities at the airports in Tamil Nadu with a total capacity of handling eight crore passengers per annum with Chennai alone accounting world-class infrastructure for half the capacity.

It is claimed that the new terminals at the Chennai Airport will soon reach saturation point and cannot take the passenger load beyond 2021. As the project report on the viability has already been submitted, a Greenfield Airport in Sriperumbudur near Chennai with an annual capacity of handling at least five crore passengers is the need of the hour. I request the hon. Minister of Civil Aviation to allocate adequate funds for implementation of airport-related projects, especially, the proposed Greenfield Airport in Tamil Nadu.

With this, I conclude. Thank you, Sir. Once again, I thank our hon. Leader, *Puratchi Thalaivi Amma*.

**कौशल विकास और उद्यमिता मंत्रालय के राज्य मंत्री तथा संसदीय कार्य मंत्रालय में राज्य मंत्री (श्री राजीव प्रताप रूडी):** सर, कैरेज अमेंडमेंट बिल पर यह मेरा थोड़ा सा इंटरवेंशन है। मूल रूप से यह विधायक हम सबके जीवन में है, हवाई यात्रा सबके जीवन को छूती है और सामान्य रूप से हम देश के भीतर भी यात्रा करते हैं तथा अंतरराष्ट्रीय स्तर पर भी यात्रा करते हैं। लेकिन दुनिया में जब से हवाई यात्रा प्रारंभ हुई है, दुनिया को अनुमान नहीं था कि आखिर किस प्रकार के समझौते किए जाएंगे, जिससे हम देश के बाहर भी सुरक्षित हों और यह कौन सा कानून होगा, कौन सा समझौता होगा। इसकी शुरुआत वास्को पैवट से हुई, उसके बाद डेग कंवेन्शन हुआ, फिर मांट्रियल हुआ। ताकि जो अंतरराष्ट्रीय समझौते हैं, जिन पर हम हस्ताक्षर करते हैं, पूरी दुनिया, जो ICAO के सदस्य हैं, यह वह संस्था है, जो पूरी दुनिया के हवाई संस्थाओं को संचालित करती है, उसके साथ हम जोड़कर चलते हैं। उसी क्रम में यह समझौता हुआ, लेकिन यह समझौता उन लोगों के लिए हुआ, जो दुनिया भर में यात्रा करते हैं और यात्रा के दौरान यदि उनका सामान चोरी हुआ, यात्रा के दौरान उनको चोट लगी या यात्रा के दौरान दुर्भाग्य से यदि कोई दुर्घटना हो गई तो उसमें जो नुकसान हो गया, यह उसके लिए है। उसको एसडीआर राइट्स कहते हैं। एसडीआर इंडेन राइट्स के तहत, जिसमें दुनिया भर की करेसीज को, आखिर हमें कैसे पता चलेगा कि हमें जो मुआवजा मिलना है, वह मुआवजा अंतरराष्ट्रीय स्तर पर क्या होना चाहिए? दुनिया भर की जो करेसीज होती हैं, उसका बास्केट बनाकर, डॉलर्स में तय किया जाता है कि यह हमारा मुआवजा है और उसी मुआवजे के बारे में इसमें चर्चा की गई है। जैसे माननीय मंत्री जी ने यह बिल्कुल सही कहा कि यह अंतरराष्ट्रीय समझौता है और किसी भी अंतरराष्ट्रीय समझौते को देश में लागू करने के लिए अपने सदन के भीतर लाकर के, उस समझौते को अपने सदन में, अपने सांसदों के सामने रखना पड़ता है ताकि उसकी रेविटफिकेशन हो जाए। अगर हमारी असहमति हो कि जो मुआवजा देने की बात की जा रही है अंतरराष्ट्रीय दुर्घटना में मृत्यु पर, अंतरराष्ट्रीय दुर्घटना में चोट पर या अंतरराष्ट्रीय दुर्घटना में सामान चोरी हो जाने पर तो तीन महीने के भीतर अपने सदन से इस बात का हमें कि यह हमें स्वीकृत नहीं है, हम इसे स्वीकार नहीं करते हैं और बहुमत के साथ देशों को यह प्रस्ताव ICAO के पास भेजना पड़ेगा, उस कन्वेन्शन के लिए भेजना पड़ेगा। हमने ऐसा नहीं किया, क्योंकि हमारी मान्यता है कि जो इसमें सुधार किया गया है, जो वृद्धि की गई है, वह हमारे लिए स्वीकार्य है।

महोदय, यह अंतरराष्ट्रीय समझौता है और कोई भी साफेन स्टेट इस समझौते को रेविटफाई करता है। यह छोटा सा संशोधन है, लेकिन सबसे बड़ी बात यह है कि आगे यह तय हुआ है कि इस प्रकार का जो अंतरराष्ट्रीय संशोधन होगा, उसको पार्लियामेंट में लेकर नहीं आया जाए। अब मुझे तो लगता है कि ऐसे प्रस्ताव जब पार्लियामेंट के सामने आते हैं तो इस विधायक पर और एवीएशन पर चर्चा करने का एक आधार बनता है, क्योंकि हमारे माननीय संसद सदस्य एन्टोनी साहब और सब लोगों ने कहा है। But then if we have taken a call that in future all such ratifications need not be brought to Parliament and they can be done by an Executive Order, I think it is the wisdom of the Government to decide on that. But this whole provision of revising it and subscribing to the international protocol for Carriage Amendment is a big issue, which possibly brings advantage to the international travellers who are travelling, and this is a very small amendment which has to be ratified by the House.

महोदय, सिविल एवीएशन क्षेत्र एक ऐसा क्षेत्र है, जिस पर माननीय मंत्री जी और सरकार की सहमति हम लोगों की तरफ से हो जाए तो एक विस्तार से चर्चा करें ताकि सभी सदस्य इस पर चर्चा कर सकें। प्रतिपक्ष के माननीय नेता खड़गे साहब बैठे हैं, इस विधायक पर भी अगर कभी आपकी सहमति बने तो पूरे विस्तार से हम लोग सिविल एवीएशन सेक्टर पर माननीय मंत्री जी की उपस्थिति में चर्चा करना चाहेंगे। मैं इस प्रस्ताव का समर्थन करता हूँ।

**श्री मल्लिकार्जुन खड़गे (गुलाबर्गा):** आप अच्छे पायलट हैं, चेन्नई में जो हो रहा है, प्राइम मिनिस्टर और होम मिनिस्टर को आप लेकर जा सकते हैं और सफलतापूर्वक छोड़ सकते हैं। एसीअल सर्वे के लिए आप जा सकते हैं।

**SHRI BHARTRUHARI MAHTAB (CUTTACK):** He can just fly over the City and come back.

**श्री राजीव प्रताप रूडी:** हमारे नेताओं का मानना है कि हम हवाई नेतानिरी नहीं करते हैं, ऐसी स्थिति में हवा में जाकर के चेन्नई का दर्शन करके आएँ।

**श्री मल्लिकार्जुन खड़गे:** सिर्फ कश्मीर का करते हैं।

**श्री राजीव प्रताप रूडी:** कश्मीर में तो प्रधानमंत्री जी जाकर उतरे, उनसे बात करके आएँ। हवाई राजनीति पर हमारा भरोसा नहीं है। हम तो धरती पर उतरकर राजनीति करना चाहते हैं।

**DR. TAPAS MANDAL (RANAGHAT):** Sir, I am thankful to you for allowing me to speak on the Carriage by Air (Amendment) Bill, 2015. The amendment of the Bill is a reflection of the demands of the day. The Bill would enable the Government to revise the liability limits of air carriers in line with the Montreal Convention, which was acceded by India in 2009.

The amendment also enables the Government to revise the liability limits as per notification of the International Civil Aviation Organization. The International Civil Aviation Organization determined an inflation factor of 13.1 per cent which exceeded 10 per cent, the threshold stipulated for triggering an adjustment in the limit of liability.

Article 24 of the Montreal Convention provides for revision of liability limits of air carriers for damages in relation to carriage of passengers, baggage and cargo at a five year interval.

## **17.00 hours**

As per revised compensation package, the Bill intends to review the liability limit for damage in course of death or body injury for individual from 1,00,000 SDRs to 1.131 SDRs that is, more or less equivalent to 1.00 crore in Indian currency. The liability in case of destruction, loss or delay of baggage of individuals has been raised from 1000 SDRs to 1131 SDRs. The liability in case of destruction, loss or delay of carriage of cargo has been raised to 17 SDRs to 19 SDRs. Presently, one SDR is equivalent to around Rs.88 or Rs.89 of Indian currency. The currency value of SDR varies, as Shri Rudy pointed out, with the market rates of major currency like US dollar, Pound Sterling, Japanese Yen and Euro.

I support the Amendment which facilitates fair compensation and prevents Indian passengers from discrimination. I want to highlight some important issues for the Ministry of Civil Aviation.

The most important aspect of consideration for air travellers is safety, security and comfort. Is it addressed at all by the Ministry? The Government is often saying that India is a global player, a powerful tiger. Yes, India is a tiger. But if we see our safety and comfort in airports, India seems to be a sleeping tiger. Is there any unlawful nexus to promote private airlines by allotting the best departure time from different airports of this country? Why is the Air India not allocated prime times for its own flights? Why is the Air India only bridge to the North-Eastern States and why not the private airlines? Why is the Government not giving its look towards the common passengers of this country? What about the service aspect of the pilots of Air India? Why are the most efficient and best performing pilots leaving Air India? Are they joining private airlines and foreign airlines for better salary, for tax free income? If a pilot making expenditure from the Government's end is about Rs.30 lakh, what is the amount of the service bond? What is the Government status to increase the amount of the service bond? I would urge upon the Minister to please look into the matter very seriously.

The Bill is dealing with liability. But what is the duty of the Government to intervene? We know that prevention is always better than cure. Try to improve security, safety and comfort level for the common passengers. Try to ensure and maintain schedule time of departure and arrival, apologise timely, if not, let the passengers know the up-dates, serve better foods, issue boarding pass carefully, then you may not be worried about the amount of liability increase. The Government may not spend much amount of money for liability because the money ultimately comes from the pocket of the common people.

With these few words, I conclude my speech.

DR. KULMANI SAMAL (JAGATSINGHPUR): Hon. Chairman, Sir, thank you very much for giving me this opportunity to speak on the Carriage by Air (Amendment) Bill, 2015.

The Carriage by Air Act is a special statute which deals with many provisions relating to airlines and passengers on the platform of various international conventions such as Warsaw, The Hague and Montreal. These conventions are intended to maintain uniformity in processing of flights operated by various airlines across different countries in the world thereby dealing uniformly with the passengers from all the corners of the world. When the airlines carry passengers between different countries, in the event of casualties the victims have to be treated equally as regards compensation both in the case of death, injury to persons, and damage to property.

As per the prevailing situation, the provisions in the conventions are revised time to time. Hence, the Carriage by Air (Amendment) Bill, 2015 has been proposed to amend the Carriage by Air Act, 1972. The Bill under consideration, if passed, would enable the Government to revise the liability limits of air carriers in line with the Montreal Convention which was acceded to by India in May 2009. As per this convention, under Rule 24, Chapter 3 of the Third Schedule to the Carriage by Air Act, 1972, the liability of the airline carrier in case of destruction, loss, damage or delay has been proposed to be increased.

There are four tiers of compensation proposed in this Bill. As per Article 21 of the Act, the proposal in view of the first tier, compensation pertaining to damage sustained in case of death or bodily injury for each passenger would go up from one lakh Special Drawing Rights (SDRs) to 1,13,100 SDRs, which is around Rs.1 crore in Indian currency since the currency value of SDRs is based on inclusive market exchange rates of a number of a major currencies namely US dollar, Euro, Japanese Yen and Pound Sterling.

As per the Bill, the liability for delay in carriage for each person is proposed to be raised from 4,150 SDRs to 4,694 SDRs. Here I would like to mention that by amending the Act of 1972, the compensation provided as per the Montreal Convention could be increased in the interest of the passengers.

In this regard I would like to say that the Bill, if passed, would empower the Central Government to revise the limits of liability in respect of airlines to provide compensation as per the Montreal Convention and also to make rules to carry out the provisions of the Act. This is a welcome step. I, on behalf of my party Biju Janata Dal, wholeheartedly support the Bill.

Sir, I would like to make another point related to air travel in the country. When I was travelling from Delhi to Bhubaneswar sometime ago, I witnessed an emergency situation wherein a passenger on board suffered chest pain. I am a doctor by profession. When it was announced if there was any doctor travelling in the flight, I stood up and checked the patient up and stayed with him. The patient was hospitalised upon reaching Bhubaneswar. The air travel time between Delhi and Bhubaneswar is about two hours. I would suggest that it would be good if a doctor is posted on the flight from the Government's side.

Thank you, Sir.

SHRI THOTA NARASIMHAM (KAKINADA): First of all, I congratulate the Minister of Civil Aviation Shri Ashok Gajapathi Raju for introducing this Bill which was neglected by the previous Government. I feel that it is because of the initiative of the hon. Minister that this Bill came here. I appreciate

his initiative which benefits the victims of the air travel.

There are specific limits prescribed by international conventions for damages in international air carriages. The Carriage by Air Act, 1972 acceded to the Montreal Convention, 1999. The rules governing the liability of air carriers and the extent of compensation for damages in international carriage were prescribed in the Act. The Carriage by Air Act was amended in 2009 to incorporate the provisions of Montreal Convention under the third Schedule to the Act.

Article 24 of the Montreal Convention which corresponds to Rule 24 of the third Schedule of the Carriage Act provides for a review of the limits of liability of their carriers for damages in relation to the passengers, baggage and cargo at five years interval. The International Civil Aviation Organization depository conducted first such review of the limits of liability and issued a notification on 30<sup>th</sup> June, 2009.

As the five years period is already elapsed, our Minister for Civil Aviation brought this Amendment Bill for approval of the Parliament. I wholeheartedly welcome this Bill and extend our Telugu Desam Party's support to this Bill. After bifurcation, on behalf of the people of Andhra Pradesh, I request all the Union Ministers, especially the Minister for Civil Aviation to give special emphasis on the State of Andhra Pradesh. Our airports at Vijayawada, Tirupati, Vizag, Rajahmundry, and Shirdi have to be developed to the level of facilitating international passengers to arrive and depart from these airports. I also request him to provide flight service from Vizag to Tirupati and from Rajahmundry to

Delhi. Thousands of people travel every day from these places. Nowadays, air fare has become cheaper. Most of the people prefer air travel to save their time. I request the Minister for Civil Aviation to develop airports in every district headquarters in Andhra Pradesh.

With these words, I sincerely thank the hon. Speaker for giving me the opportunity. Thank you.

SHRI MD. BADARUDDOZA KHAN (MURSHIDABAD): Hon.Chairman Sir, with your kind permission, I rise to speak on the Carriage by Air (Amendment) Bill, 2015 which was introduced in Lok Sabha on 7<sup>th</sup> August 2015 by the Minister of Civil Aviation.

Actually this Bill is placed in this House to amend the carriage by Air Act 1972. This Act regulates carriage by air and gives effect to the Warsaw Convention as amended by the Hague Protocol 1955 and the Montreal Convention 1999. The Act also provides for application of the international rules to domestic travel, subject to exception and adaptations.

Sir, so far as I know, the Carriage by Air (Amendment) Bill, 2008 was passed by Lok Sabha in the year 2008. After considering some observations made by the Standing Committee on Transport, Tourism and Culture, the Bill was passed by Rajya Sabha also. At that time, the main objective of the proposed amendment in the parent Act was to accede to the Montreal Convention for the International Carriage by Air. Now the Montreal Convention has already been ratified by 86 countries out of which 25 have direct air link with India. India also acceded to Montreal Convention in May 2009.

In Article 24 of the Montreal convention, there is a provision of revision of liability limits for air carriers for damages in relation to passengers' baggage and cargo at five years interval.

There is also a provision in article 24, para 2 that the state parties may register their disapproval with the International Civil Aviation Organization within a fixed time limit. The current Amendment Bill seeks to empower the Central Government to revise the limits of liability of airlines and compensation as per Montreal Convention. My question is, where there is a provision of revision of liability limits for air carriers in Montreal Convention at a five-year interval and also a provision for registering disapproval by the majority state parties, why is an amendment necessary to empower the Central Government?

Apart from the Montreal Convention, is there any space to revise the limits of liabilities in the case of international air carriers? After the passage of the Air Carriage (Amendment) Bill, 2008, India acceded to the Montreal Convention in May, 2009. As per article 24 of this Convention, our Central Government has every right to intervene in this question.

I have no objection against this Amendment Bill but I would like to request the Government through you to clarify these points and then proceed.

Apart from this Bill, I would like to draw the attention of the Minister concerned that some Air India flights get delayed – particularly AI-020 gets delayed every time – very much without any serious reason. It is due to shortage of crew, pilots, due to late clearance of customs, etc. I want to know why such delays should not be compensated. This should also be taken under the purview of this Amendment Bill so that some Air India passengers could be benefited.

Thank you.

DR. BOORA NARSAIAH GOUD (BHONGIR): Thank you for giving me the opportunity.

At the outset, I congratulate the Minister Shri Ashok Gajapathi Raju for bringing the Carriage by Air (Amendment) Bill, 2015. My party fully supports it. I feel it is better late than never though it should have been introduced a long time ago. Maybe at least now our Minister has taken the initiative to give adequate relief to the people who have suffered by death or damage or loss of baggage by delay during international travel. It may not compensate at the time of death or disability but at least it will give some relief matching international standards to our international air carrier passengers.

## **17.18 hours** (Hon. Deputy-Speaker in the Chair)

Though we cannot compensate life, life is same whether it is international or national carrier. I take this opportunity to request the Minister to introduce the same kind of relief to the national carrier passengers also in the case of same kind of damage, death, delay of the baggage.

At the same time, I wish to say something. Now, there are more number of passengers travelling by air. There are a lot of grievances of the people who travel by air whether it is delay, over-booking, improper maintenance or improper service. So, I request the Minister to introduce an early grievance redressal system which shall have more teeth than the present system.

We are only talking about physical discomfort, damage and death. Many times, passengers are subjected to mental agony also due to acts of omissions and commissions of airlines staff or due to delay, damage or poor service. I request him to bring a further amendment or introduce some sections to compensate in the case of improper service also.

I wish to quote a specific instance. Recently a Seven-member Parliamentary Group has traveled from Delhi to air. In the entire stretch of eight hours, the air-conditioner was not working. The funny part was that the staff on the Air India aircraft were not even able to say whether it would be repaired or not. They were also not coming forward to shift the passengers where air-conditioner was working in spite of the fact that seven hon. Members of Parliament were there. The funniest part was when one of the Members of Parliament requested the service personnel for food because she was feeling hungry.

The reply of the cabin crew was that they will not serve the food till the wine serving section is over. That means to say that a passenger, whether it is an MP or other ordinary person, has to wait till the crew serves alcohol or wine. Such improper service in Air India also needs to be immediately addressed.

I may also tell another instance. On one occasion I had to change my seat thrice because one seat did not have belt the other did not stretch and the third one did not move. When I requested the cabin crew humbly, nowadays we are very much afraid of the TV and we are more courteous, the reply was that this would be like that only.

Before I conclude I wish to bring to the notice of the hon. Minister, that Telangana State has got only one airport, Begumpet Airport, which was there even before Independence. Unfortunately, there was a move to hand over that airport to the Defence. I would request the hon. Minister not to take such a measure.

Secondly, my brother State like Andhra Pradesh has got four airports whereas we have got only one airport. Just like one child policy of China, we have adopted one-airport policy for Telangana. Warrangal city is the heritage city which has a lot of potential in terms of international tourism. There was an airport earlier but because of some MoU with the existing airport the Government is not extending approval to an airport at Warrangal city which is almost 150 kms. from Hyderabad. I take this opportunity to humbly urge him not to follow one-airport policy only for Telangana State. It is not China. Kindly have more airports there as this is the need of the hour. I take this opportunity to support the Bill on behalf of TRS Party. Thank you.

**श्री कौशलेन्द्र कुमार (नालंदा) :** उपाध्यक्ष महोदय, आपने मुझे विमान वहन (संशोधन) विधेयक, 2015 पर बोलने का मौका दिया है, उसके लिए मैं आपको धन्यवाद देता हूँ। सरकार ने अपने अध्यादेश को कानून का रूप देने के लिए यह विधेयक प्रस्तुत किया है। यह अंतर्राष्ट्रीय कानून एवं प्रोटोकॉल को ध्यान में रख कर बनाया गया है। यह अच्छी बात है। बदलते समय के अनुसार ही हमारी कानून और व्यवस्था होनी चाहिए। विमान वहन विधेयक के द्वारा खासकर किसी भी प्रकार की क्षति में मुआवजा को सिर्फ बढ़ाया जा रहा है, लेकिन मेरा मानना है कि देश में प्राइवेट एयरलाइंस की सेवाएँ बड़ी हैं, तो उनकी मनमानी पर भी अंकुश लगाना चाहिए। उन्हें मनमाने ढंग से किराया बढ़ाने का अवसर नहीं मिलना चाहिए। उनकी इस मनमानी पर अंकुश लगे और यह सुनिश्चित होना चाहिए कि चाहे सामान का भाड़ा, किराये में अनाप-शनाप बढ़ोतरी, समय पर पैसेजर्स के सामानों का न मिलना, आदि को भी ध्यान में रखा जाये। यात्रियों के साथ दुर्व्यवहार की भी घटनाएँ सामने आती हैं। समय पर प्लाइट नहीं मिलने पर यात्रियों को काफी परेशानी होती है। इस एवज में भी क्षतिपूर्ति की व्यवस्था होनी चाहिए।

**श्री शरद त्रिपाठी (संत कबीर नगर):** उपाध्यक्ष महोदय, आपने हमें विमान वहन (संशोधन) विधेयक, 2015 पर चर्चा में बोलने का अवसर प्रदान किया है। हमारी वर्तमान सरकार विशेषकर हमारे माननीय मंत्री जी अशोक गजपति राजू जी यह संशोधन इसलिए लाये हैं कि प्रायः अंतर्राष्ट्रीय उड़ानों के दौरान जो सामानों की क्षतिपूर्ति होती थी, उसमें अपने यहां तो हम बहुत त्वरित गति से निर्णय कर लेते थे लेकिन अंतर्राष्ट्रीय उड़ानों में उनके देश की मुद्रा के हिसाब से व्यावहारिक कठिनाइयाँ आ रही थीं।

माननीय मंत्री जी इस पर विशेष ध्यान देकर संशोधन लाए हैं। मैं इसके समर्थन में बोलने के लिए खड़ा हुआ हूँ। साथ ही मैं मंत्री जी से एक और अनुरोध करना चाहूँगा कि निश्चित ही वर्तमान सरकार के मुखिया श्रद्धेय नरेन्द्र भाई मोदी जी के नेतृत्व में माननीय मंत्री अशोक गजपति राजू जी अंतर्राष्ट्रीय उड़ानों में यात्रियों के सामान की क्षतिपूर्ति के लिए संवेदनशील निर्णय लेते हुए उसे कानून देने का विधेयक सदन में लाए हैं। हमारे यहां से एक प्रतिनिधिमंडल माननीय लोक सभा अध्यक्ष के नेतृत्व में बेल्टिजम गया हुआ था। यह संयोग की बात थी कि भारतीय जनता पार्टी के वीफ विष्णु आदरणीय मेघवाल जी यहां बैठे हुए हैं, वे भी उसमें थे। विभिन्न पार्टियों के नौ सदस्य थे। हमें जानकर आश्चर्य हुआ कि जब भी कोई विदेशी प्रतिनिधिमंडल हमारे देश में आते हैं तो हम भारतीय मान्यताओं, परम्पराओं के अनुसार उन्हें एयरपोर्ट पर अपने लाउंज का उपयोग करने का पूरा अधिकार देते हैं। सामान्य शिष्टाचार का भी पालन करते हैं और उन्हें सम्मान सहित वह लाउंज निशुल्क उपलब्ध भी करवाते हैं। लेकिन ब्रिटेन में जिस अति विशिष्ट लाउंज में हमारी माननीय अध्यक्ष जी रुकी थीं, हमारे देश के समस्त पार्टियों के माननीय सांसदगण भी रुके थे, यह बताया गया कि हम अति विशिष्ट लाउंज का पर आवर के हिसाब से आपकी सरकार से चार्ज लेते हैं। मैं इस विधेयक में यह संशोधन करने का आग्रह मंत्री जी से करूँगा कि जब हम विदेशी प्रतिनिधिमंडलों को अपने देश के अति विशिष्ट लाउंज में पूरी सुविधा शिष्टाचार के अनुसार दे रहे हैं, अतिथि देवो भवः की परिकल्पना को साकार करते हुए दे रहे हैं, तो उन्हें भी कम से कम इतनी मर्यादा जरूर निभानी चाहिए कि जब हमारे देश में उन्हें वह सम्मान मिल रहा है तो उसके आधार पर वे अपने वीवीआईपी लाउंज में हमारे देश के प्रतिनिधियों को भी निशुल्क रुकने का अधिकार प्रदान करें।

मैं उत्तर प्रदेश के संत कबीर नगर जनपद से आता हूँ। वहीं से सटा हुआ गोरखपुर है जो गोरखनाथ, संत कबीर और बुद्ध की धरती को जोड़ने का एकमात्र एयर स्टेशन है। वहां वर्तमान समय में जैट का सिर्फ एक ही हवाई जहाज चल रहा है। वह मनमाने तरीके से किराया ले रहे हैं। जब यात्री फुल हो जाते हैं तो किराया दो हजार रुपये से सीधे तेरह हजार रुपये और तेरह हजार रुपये से सीधे पच्चीस हजार रुपये पहुंच जाता है जबकि बुद्ध परिपथ जो पूरे विश्व में जाना जाता है, वहां जापान, कोलंबिया, चीन और श्रीलंका के पर्यटक कुशी नगर जाने के लिए आते हैं। मैं मंत्री जी से यह भी अनुरोध करना चाहूँगा कि एयर इंडिया की नियमित उड़ान गोरखपुर में चलाने का कानून करें और किराया पर विशेष प्रकार से लगाम लगाने का भी काम करें। बहुत-बहुत धन्यवाद।

**SHRI N.K. PREMACHANDRAN (KOLLAM):** Sir, first of all, I would like to support the intervention made by the hon. Minister of Parliamentary Affairs that an in depth discussion in respect of civil aviation sector is required. That is very essential and we fully support it. I hope that the Government

will take the initiative in having a discussion on the civil aviation sector – the present scenario in our country.

I fully support the Carriage by Air (Amendment) Bill, 2015. This Bill, as most of our learned friends have already elaborated in their intervention, is in order to fulfil the commitment made in the Montreal Convention of 1999. But the very interesting fact to be noted is that in 1999 itself the Act was amended. The Carriage Act of 1972 was amended in 1999 so as to fulfil commitment made in the Montreal Convention. But unfortunately, at that time, we were not able to foresee the consequences. It is because at the Montreal Convention itself, there was a provision in the Convention Document that during the course of five years the liability will be revised by the International Civil Aviation Organisation or the Depository. So the Depository is having the right to revise the rate of liability or the limits of liability during the course of five years. But that was not kept in the amendment which we had made in the year 1999 which is why this House is compelled to make the revision.

Anyway, now I fully support the two amendments which are being proposed by the hon. Minister. The first amendment is regarding limit of liability has to be revised in accordance with the revision made by the International Civil Aviation Organisation. In that case, I have only one suggestion to make to the hon. Minister and to the Government for consideration. This is for revision of the rates and revision of the liability. That shall never be decreasing the liability because in future course also if the liability instead of it being enhanced if it is being reduced, it would definitely be adversely affecting the international air passengers. Therefore, I have moved an amendment and I can speak on this at that time. In order to give effect to all these commitments and conventions, special rules have to be formulated by means of the second amendment. I fully support that but still I have some reservations in that also.

The second point is about the damages. It is because we know the safety of the passengers is the main issue, or the main concern as far as we are concerned. In case of damage sustained in case of death or bodily injury and also baggage which is being stated is revised. I fully support that. At the same time I would like to say that the Government has to be more cautious in respect of the safety of the passengers.

Sir, I know that Air India is the national carrier of our country. It is a prestigious organisation of our country. But unfortunately now Air India is deliberately being destroyed so as to protect the interest of the private carriers. That is happening in our country. I can cite a very typical example. In Thiruvananthapuram Airport I know that there is a financial restructuring plan of Air India and a turn around plan by Air India. That was accepted in the year 2010. As per the turn around plan and the financial restructuring plan this Air India ground handling service was to be devolved or transferred to Air India Air Transport Service Limited which is a subsidiary of Air India Limited. That is the commitment in the turn around plan. But unfortunately the Air India officials have allotted it to a joint partnership. The ground handling service has been given to a joint partnership violating the commitments made, violating the provisions of the turn around plan and the financial restructuring plan. Further, this has been done without signing any agreement, without signing any Memorandum of Understanding.

Sir, I would like to highlight one point here. This matter was challenged by a Trade Union leader. He approached the High Court and he has submitted the petition. Crores and Crores of rupees are being looted. It was to be given to Air India. It is to be availed by Air India but it is being looted by this private partnership. What has happened is that the Trade Union leader has been transferred on a false case of sex assault to Hyderabad. He is a protected worker. He is the State Secretary of a recognised and registered Trade Union. I would like to approach the hon. Minister in this matter. I have submitted three letters to him. Unfortunately he has not cared to hear me and unfortunately the response was very poor saying that it was on the grounds of sex assault case this man has been transferred. The CBI has conducted an enquiry and it has come to light that the petition was frivolous, false and fabricated and that the signature of the Air hostess was fabricated and was submitted. A very interesting fact that I would like to bring before the House is that three days back the CBI has conducted a raid in Thiruvananthapuram Airport and the Indian Express wrote, 'CBI finds misappropriation of Rs. 14 crore in Airport raid on the basis of the petition'. Unfortunately the person has been transferred. This is the way the matters are being handled. So, I would like to urge upon the hon. Minister to kindly look into the matter. We the Members of Parliament are submitting petitions not for any personal reason. We fully support the cause of the Public Sector Undertakings. We want to protect them. It is our duty and responsibility to protect Air India, the national carrier. I would like to request the hon. Minister that when we submit petitions, go through them in depth and see if there is merit in the petition or not. I would like to record my grievance as an Member of Parliament.

Sir, I fully support the two amendments and I hope the hon. Minister will have a personal look into the matter I mentioned and redress his grievance. A person who has stood for Air India has been victimised without any reason on false grounds.

Sir, with these words, I fully support the Bill.

**SHRI MEKAPATI RAJA MOHAN REDDY (NELLORE):** Hon. Deputy-Speaker, I thank you for giving me an opportunity to speak on the Carriage by Air (Amendment) Bill, 2015 moved by Shri Ashok Gajapathi Raju, hon. Minister for Civil Aviation.

I fully support this Bill on behalf of the YSR Congress Party.

I almost endorse and concur with the views expressed by the hon. Members who spoke till now. I think it is not out of place if I mention regarding the new airports in residuary Andhra Pradesh. There is a proposal to have airports at Nellore, Kurnool, Nagarjunasagar and Donakonda, particularly at Nellore which is my parliamentary constituency. The Government of Andhra Pradesh has already acquired 1500 acres of land and it is ready for further action. This proposal is pending since a long time and it is a long pending desire of the people of Nellore.

Nellore is a very potential coastal area where many thermal plants have come up. It is not only that. There are many other industrial units situated there. In that way, it is a very potential area. Krishnapatnam Port is also there. It is likely to be a Smart City also. Definitely, there is a potentiality for a new airport there.

I request the hon. Minister to look into this proposal. On the part of Central Government, the hon. Minister was also time and again saying that it is going to be materialized. I request the hon. Minister to look into these proposals and develop Nellore, Kurnool, Nagarjunasagar and Donakonda airports.

THE MINISTER OF CIVIL AVIATION (SHRI ASHOK GAJAPATHI RAJU): Hon. Deputy-Speaker, I am grateful to all the hon. Members for supporting this Bill.

As understood and expressed by everyone, it is for basically enhancing the rates which are done internationally. For every five years, they meet and enhance it. On 30<sup>th</sup> December, 2009 was the Montreal Convention when this was revised and we are on 2<sup>nd</sup> December, 2015. There is a time lag. Of course, India is a signatory and if anything happens, the commitment goes through but when it has the sanction of this House, it has a particular value. Unfortunately, as mentioned earlier, in 2009, when that Act was amended, this was somehow overlooked. There is no need for blame and there is no need for any such thing. But when things do come to notice, they ought to be corrected.

Hon. Member, Shri Premachandran has given a notice for amendment. He says that the amount should not be reduced. He has mentioned it in his speech also. Generally, trendwise, inflation is everywhere and even the basket of currency has never shown a downward reduction but again, when we go with an international organization, it is probably necessary not to have any conditions. It is because if there is a conflict, there will be a problem. I think, things do not reduce that way.

The other thing is taking the power within the Government so that we do not have to come every fifth year to the House with an amendment to the Bill. This is simple as far as the Bill is concerned and I am grateful to all the hon. Members who have supported the Bill.

I request the hon. Member to withdraw his amendment because that will allow it to go smoothly. Of course, there are a lot of aberrations everywhere. Civil aviation requires more discussion and attention, and there are problems. It is not free of problems. A lot of Members have talked about airlines service quality. Of course, safety and security are two things on which our Government is never going to compromise. One hon. Member talked of comfort also. I feel that is also an important aspect. So, the scope for improvement is tremendous. I would take all these things as suggestions to work on. The Government has recently released the draft Aviation Policy. It has gone into the public domain. 30<sup>th</sup> November was the last day for public suggestions. We were fortunate to have the advice of the Parliamentary Consultative Committee on Civil Aviation. Most of these suggestions and those suggestions are more or less similar. We will have to look at it and work at it. The ultimate aim is to improve this service sector. It has to improve, has to serve the people and serve them better.

Hon. Members have talked about international pay lounges vis-à-vis India not having pay lounges. Every country develops according to its culture. We have nothing to say there. We are Indians and we have our own way of going about things. Every country has its own way of going about things. We cannot compel other countries to behave like us.

I take all these suggestions. Our idea is to improve on a consistent basis and go ahead. I do not think I will be able to answer everything because they deal with wide range of issues, from airports to airlines to grievances to public sector to private sector. So, all types of things are there. But all these suggestions are well taken and we will work on them. We will work on them for the betterment of our country. This is what I want to submit.

I would request all of you to pass this Bill without amendments. This is my request.

HON. DEPUTY-SPEAKER: The question is:

"That the Bill further to amend the Carriage by Air Act, 1972, be taken into consideration."

*The motion was adopted.*

#### **Clause 2 Amendment of Section 4A**

HON. DEPUTY-SPEAKER: The House will now take up clause by clause consideration of the Bill.

Shri N.K. Premachandran, are you moving your amendment?

SHRI N.K. PREMACHANDRAN (KOLLAM): Yes.

I beg to move:

Page 1, line 9,--

*after* "damages"

*insert*", not less than the existing rate of compensation". (1)

The amendment is a harmless one. It says, "not less than the existing rate of compensation". It is a harmless amendment. It shall never be in contradiction to the Montreal Convention provisions of article 24. It is not against article 24 of the Montreal Convention. It is totally in consonance with article 24 of the Montreal Convention. So, it is better to have this. It is a safety measure. I am moving the amendment.

HON. DEPUTY-SPEAKER: I shall now put Amendment No. 1 to Clause 2 moved by Shri N.K. Premachandran to the vote of the House.

*The amendment was put and negatived.*

HON. DEPUTY-SPEAKER: The question is:

"That clause 2 stand part of the Bill".

*The motion was adopted.*

*Clause 2 was added to the Bill.*

### **Clause 3 Insertion of new Section 8A**

HON. DEPUTY-SPEAKER: Shri N.K. Premachandran, are you moving your amendment?

SHRI N.K. PREMACHANDRAN (KOLLAM): Yes.

I beg to move:

Page 2, line 3,--

*after* "this Act"

*insert* "for implementation the terms and conditions as per the international conventions". (2)

The next amendment is, that is 8A, the Central Government may, by notification in the Official Gazette, make rules for carrying out the provisions of this Act. Any legislation, whatever it may be, this particular provision will be there. How is it being omitted in the original Act? There is no clarification and nothing is being mentioned in the Statement of Reasons and Objects also. Whatever be the Act, in order to make the provisions of the Act operative, this provision is there. I am sorry.

The proposal of amendment is for implementing the terms and conditions as per the international conventions if it is squarely applicable for this alone. Otherwise, it will be applicable for the entire Act, for the Carriage Act of 1972 in total. I am only seeking the clarification from the hon. Minister regarding the rule making provision.

HON. DEPUTY-SPEAKER: I shall now put Amendment No. 2 to Clause 3 moved by Shri N.K. Premachandran to the vote of the House.

*The amendment was put and negatived.*

HON. DEPUTY-SPEAKER: The question is:

"That clause 3 stand part of the Bill."

*The motion was adopted.*

*Clause 3 was added to the Bill.*

*Clause 1, the Enacting Formula and the Long Title were added to the Bill.*

SHRI ASHOK GAJAPATHI RAJU: I beg to move:

"That the Bill be passed."

HON. DEPUTY-SPEAKER: Motion moved:

"That the Bill be passed."

SHRI P.P. CHAUDHARY (PALI): Sir, I have given notice to speak now.

HON. DEPUTY-SPEAKER: Yes.

SHRI P.P. CHAUDHARY : Sir, I would thank you very much for affording me an opportunity to speak at this stage.

I would like to know whether air carriers are providing only minimal amounts of compensation to the passengers and are short-charging them for their losses and not providing compensatory amounts of requisite amounts and up to the maximum permissible levels as defined by the Act and the Government. I would also like to know about the measures to be taken or rules and regulations made and their enforcement for the protection of consumer rights and provision of adequate and /or proportional compensation for their loss. My request to the hon. Minister is to clarify this issue.

SHRI ASHOK GAJAPATHI RAJU: Basically, this amendment is on international travel. Regarding international travel, we all go according to the International Civil Aviation Organization's guidelines. A lot of countries are signatories to that. We go according to that. Within our country, the things are different. The scales are different; everything else is different. There is a difference between international travel and a domestic travel.

HON. DEPUTY-SPEAKER: The question is:

"That the Bill be passed."

*The motion was adopted.*

HON. DEPUTY-SPEAKER: The motion is adopted and the Bill is passed.

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