

श्री राम विलास पासवान : श्री कंवर राम के मामले पर सदन में विचार हुआ और प्रिविलेज कमिटी ने भी रिपोर्ट दी कि सदस्य के साथ व्यवहार ठीक नहीं हुआ तो अधिकारी को बुलाकर प्रताड़ित कर दिया, उसके बाद कुछ नहीं हुआ।

अध्यक्ष महोदय: कौन करेगा। क्या मैं हाउस को ओवर-रूल कर सकता हूँ।

श्री मनीराम बागड़ी: यह बात आपकी सही है कि आप हाउस को ओवर-रूल नहीं कर सकते हैं। लेकिन हाउस में ऐसा कौन आदमी हो सकता है जो इस सदन के सदस्य के अपमान को बर्दाश्त करे।

अध्यक्ष महोदय: हाउस किसी बेवकूफ आदमी को फांसी लगाये, किसी को कूछ करे, इसमें मुझे क्या एतराज है।

I am open to suggestion. I am open to correction.

SHRI G.M. BANATWALLA: What happened to my notice about communal riots in Baroda?

MR. SPEAKER: I am asking you about the Calling Attention.

Your name is first.

श्री राजनाथ सोनेकर शास्त्री: जगपाल जी वाले मामले में आपने क्या किया है।

अध्यक्ष महोदय : मुझे अभी-अभी कागज मिला है।

SHRI G.M. BANATWALLA: I am making a submission.

MR. SPEAKER: I have already disallowed it.

12.30 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

REPORTED COLLISION BETWEEN A GOODS TRAIN AND A DTC BUS AND A JEEP AT THE ZAKHIRA RAILWAY CROSSING IN DELHI ON OCTOBER 29, 1982.

SHRI G.M. BANATWALLA (Ponnani): I call the attention of the Minister of Railways, who is absent, to the following matter of urgent public.....

MR. SPEAKER: He is ill. He is not absent. He is ill.

SHRI G. M. BANATWALLA: Importance and I request that he may make a statement thereon.

“Reported collision between a goods train and a DTC bus and a jeep at the Zakhira railway crossing in Delhi on October 29, 1982, resulting in the death of three persons and injuries to several others and the steps being taken to prevent such accidents in future.”

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMETARY AFFAIRS (SHRI MALLIKARJUN): On 29.10.1982, an unfortunate level crossing accident between a goods train and a DTC but took place at about 9.45 hours at manned level crossing gate No. 4-B situated on Rohtak Road between Patel Nagar and Dayabasti stations. The B.G. goods train was going to Shakurbasti and the Delhi Transport Corporation bus No. DLP 162 was travelling from Sultanpuri to Paharganj.

As a result of this accident, 3 occupants of the bus were killed and another 3 injured. Two of the injured received grievous injuries. The driver and Assistant Driver of the goods train were assaulted by the public and were also injured. The Driver was injured grievously.

The injured were removed to Dr. Ram Manohar Lohia Hospital. Later the Driver and Assistant Driver were shifted to the Railway Hospital. One of the injured bus passengers was discharged from the Hospital on 30.12.1982. Railway's medical van and relief train initially ordered were cancelled as not required. Traffic at the level crossing was fully restored at 11.30 hours on 29.10.1982. The Divisional Railway Manager with other officers of the Delhi Division reached the site.

Additional General Manager, Northern Railway accompanied by Chief Traffic Safety Superintendent and other senior officers also reached the site immediately. Myself, accompanied by Chairman, Railway Board, and Member Engineering also visited the site of accident and Ram Manohar Lohia Hospital where the injured were hospitalised.

Ex-gratia relief at the rate of Rs. 2,000, Rs. 1,500 and Rs. 500 respectively in respect of the dead, grievously injured and other injured has been arranged.

Prima facie, the level crossing gate was left open at the time of the accident. The Gateman and Assistant Station Master on duty at Patel Nagar have been placed under suspension. The Gateman was taken into custody by the Police.

The Commissioner of Railway Safety, Northern Circle, Lucknow, who functions under the Ministry of Civil Aviation, will commence a statutory enquiry into the accident on 2.11.82.

12.35 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

SHRI G. M. BANATWALLA: Mr. Deputy-Speaker, Sir, this train accident is a gruesome tragedy which is a sad indication of the failure of Railways. The railway level-crossing near Zakhira is a manned level-crossing and all the circumstances in which this accident took place reveal clearly and categorically that the blame lies fully and squarely with the Railways. The hon. Deputy Minister has just made a statement which is nothing but a mere narration of the incident which took place without giving us any idea whatsoever of the steps being taken or contemplated to see that such railway accidents are averted. I must say that this statement hides more than what it reveals.

With respect to this unfortunate incident, I may enumerate some important points that have to be borne in mind. Number one, we have been told that there was a

traffic jam on the level-crossing and the Attendant could not close the gate, the gate had remained open. It is a serious thing to be taken into consideration. Number two, the Minister will enlighten us whether it is not a fact that both the signals preceding the crossing were defective and have been defective for some time past; they were not attended to despite all we have been told about the concern that the Railways have for the safety of the passengers and the people. Number three, the goods train was overloaded with cement. I would like the hon. Deputy Minister to enlighten us on this aspect of the matter also. Number four, because the signals were defective, the Station Master at Patel Nagar issued a 'Proceed Memo' to the driver, and this 'Proceed Memo' was issued to the driver of this train without any regard, whatsoever being paid to the fact that the level-crossing which was just a few furlongs away from the Patel Nagar Station was still open and that there was a traffic jam there. The fifth point that comes up and which speaks volumes about the callous attitude of the Railways with respect to safety measures is the faulty planning of the level-crossing. We understand that there is a bend at a little distance before the crossing and it was because of this particular bend that the driver of the train also could not see the traffic jam ahead.

The sixth point is that the site of the present level crossing near Zakhira railway station is one of the worst bottlenecks in the city. Still it failed to receive due attention of the Railway authorities. There is an urgent necessity for a flyover but while flyovers are being constructed with great haste and hurry everywhere in Delhi, the need for the flyover here, which is one of the worst bottlenecks in the city, has been neglected.

I further understand and the hon. Minister can enlighten us on this point that there is a provision made for a flyover at this particular juncture but there is an uncalled for delay in the whole thing. However, if no such provision exists, will the hon.

[Shri G. M. Banatwalla]

Deputy Minister assure this House that in view of the circumstances and the site and everything of the level crossing, the provision of the flyover will receive immediate attention?

My seventh point is that the section of the road before and after the level crossing was also in a deplorable state which has also the result of accidents.

I hope that the hon. Deputy Minister will enlighten this House on all these points that I have listed.

Now, a few general remarks and that is that it is unfortunate that the train accidents are on the increase. Between 1979 and 1982 there were 3,043 train accidents—of them 1,873 railway accidents were caused by the failure of railwaymen.

Sir, while the railway accidents, I say, are on the increase, the background must also be considered. The former hon. Minister for Railways Mr. P.C. Sethi, while inaugurating a flyover at Seva Nagar in South Delhi, had said to the effect that the Railways were keen on ensuring safety at level crossings. He specifically mentioned level crossings and said that the Railways were keen. He has further said to the effect that the Railways were keen that very busy level crossings located on important roads should be replaced by road bridges.

Mr. Deputy Speaker, Sir, when we were discussing supplementary demands in August, 1982 in this House, then replying to our discussion, the then Railway Minister Shri P.C. Sethi had said to the effect that high level composite groups of officials had been regularly making intensive inspections and monitoring the work of safety measures. What I want to ask is that while the entire nation is being told that the question of accidents at railway crossings is receiving the serious attention of the Government and while this House has also been told that intensive inspections, etc. are going on, still such gruesome tragedies that could have been avoided, have taken place due to utter negligence on the

counts which I have already enumerated before you. Therefore, will the hon. Minister tell us as to what steps are really being taken specially in the matter of railway level crossings, to avoid such accidents. Sir, we were all these years saying that it is the unmanned level crossings which are the death traps. The situation is now so deteriorated that there is no safety with respect to even manned railway crossings....

Just bear with me, Sir, for a few minutes and I will conclude....

MR. DEPUTY SPEAKER: A few seconds or few minutes?

SHRI G.M. BANATWALLA: Let us take the question of trains running into road traffic at level crossings. We find that in 1978-79 we had 86 such incidents. In 1979-80 there were 115 such incidents and again in 1980-81 there were 90 such incidents. The point I am making is that accidents on account of trains running into road traffic at level crossings are the highest among all accidents, next only to derailments. The major cause of accidents on Indian Railways is derailments and the second in figure comes trains running into road traffic at level crossings. Therefore....

MR. DEPUTY SPEAKER: Therefore, you have got to conclude now.

SHRI G.M. BANATWALLA: Therefore I ask—how is it that even in spite of this fact, callousness prevails?

In the case of number of accidents inquired into by the Commissioner for Railway Safety, we find that in 1978-79 only two such accidents were inquired into and in 1979-80, again two such accidents were inquired into and again in 1980-81 only 2 such accidents and now an inquiry has been ordered. But then with respect to these inquiries, I must say in the first instance that as I understand, the railway inquiry ought to have commenced within 3 days of the occurrence. That is the general procedure, I think, which has been laid down also and how is it that while the accident took place on 29th, it is now on the 2nd after a delay of so many days

that the inquiry has commenced? Why is this delay?

Another thing is that the railway inquiries are generally not open to the public and the Press. It is necessary that the nation should be taken into confidence. It is necessary that everybody should know that nothing is going on in a hush-hush manner. There is a great suspicion with respect to it. Therefore, will the hon. Deputy Minister assure this House that this inquiry will be an open inquiry—open to the public and also open to the Press?

Finally, I beg to say that while Rs. 50,000 is paid to those who die in railway accidents, no compensation, as different from *ex gratia* payment, is given to those who die while crossing the railway lines. Why is this distinction? Why is this discrimination? Life is the same and here in the case of manned railway crossings, the blame entirely lies on the railway administration. Therefore, will these provisions also be made applicable to accidents that take place on the railway level crossings? Will the Minister tell the House what steps are being taken to avert these railway accidents?

SHRI MALLIKARJUN: Mr. Deputy Speaker, Sir. . . .

SHRI AJOY BISWAS (Tripura West): He is the Narrow Gauge Minister, Sir, Where is the Broad Gauge Minister?

SHRI MALLIKARJUN: In answer to the first point raised by the hon. Member why the Minister of Railways is absent, unfortunately in a public meeting, ankle has been hit and he is not in a position to come. That is why he has not come and there is no other reason. . . . (*Interruptions*) In a public meeting when one of his followers was garlanding him,—he was standing on a table, he slipped—he got hurt and therefore, he could not come.

Coming to certain vital points raised by the hon. Member so far as the occurrences of the accidents in general and at the level crossings in particular are concerned, it is true that Government is quite aware and is concerned with these. It is for that

reason only the Government has been taking preventive measures from time to time. That is how the then Minister for Railways, Mr. Sethi had also informed the House.

Sir, coming to certain points raised by the hon. Member, he said that the signals were defective. I say it is not a defective signalling. It is an interlocking system. It is made non-interlocking system since 20th October, because of the construction of a yard at Patel Nagar Station, now a question arises as to how this has happened. The station master who is on duty and the gateman exchanged the private number. Then only from any station the train is allowed to pass through. That is how the signals are cleared. The private number is thus exchanged between the Assistant Station Master and the gateman. That means they speak to each other. The clearance is done like this. When the private number is exchanged, the gate is closed. That is how the Station Master comes to know that everything is all right and he is allowing the train to move further. When he exchanges the private number, he puts it off record. That is how here the goods train was cleared to move further.

SHRI G.M. BANATWALLA: What happens if the gateman has not closed it?

SHRI MALLIKARJUN: For example, the system which has been evolved is like this. The Assistant Station Master or the Station Master is on duty. Suppose a train has to move from that station. But, there is a level crossing which is manned by a gateman. There will then be a communication between that gateman and the Assistant Station Master or the Station Master on duty that the train is going to pass through it. He asks him to close the gate. When he closes it, he comes back and tells to the Assistant Station Master that now everything is allright. He closes the gate and then that is entered in the register. That is how the private number is exchanged between the gateman and the Station Master on duty. The gate was opened

[Shri Mallikarjun]

after the train was allowed to pass. So far as this particular thing is concerned, I cannot go further into details because this is a matter of enquiry. That enquiry is being conducted to find out the guilty. After that is established, action will be taken against the guilty person. So far as the overbridge which the hon. Member has pleaded for is concerned, it is now in the proposal stage. It will be included in 83-84 Works Programme. It is already under negotiation stage. The Delhi Administration and the railways together have to contribute their share in order to construct the overbridge. We have been feeling the seriousness of it. We are going to include it in 1983-84 Works Programme. It has also been cleared by the Planning Commission. That means it will be done by the Delhi Administration and railways. It will be constructed in any case. The cost on our part is nearly Rs. 2 crores. This was the sequence of events which have taken place.

So far as the past history of accidents is concerned, in this august House, we have discussed them several times. Now, the Minister has called a meeting of the General Managers again on the 4th of this Month to discuss only about safety and punctuality of trains about which not only we, the Members inside Parliament but also others outside the Parliament as also Government are much more concerned. A Committee will be formed. This highlevel Committee which is going to be formed will be headed by the Minister himself. Government has great concern to avoid such occurrence of accidents. We have been taking a lot of preventive measures off and on and in this particular case this is the position and the fly-over bridge will be constructed also soon.

SHRI SATYENDRA NARAYAN SINHA (Aurangabad): Mr. Deputy Speaker, Sir, I have heard the reply of the Deputy Minister. Mr. Banatwalla has eloquently put the blame on the Railway

administration and I share his view that it is a lamentable commentary on the efficiency of the working of the railways. From the reply that the Deputy Minister has given it is clear that the inter-locking system was not functioning since 20th October and it is known to them that this level crossing was subject to heavy traffic and at 9.45 A.M. when the accident took place it was the peak hour. When the inter-locking system was not working due to re-modelling work how is it that no special care was taken to ensure that the gates were closed? Secondly, it is not clear to us as to how the green signal was on when the advance starter was not working, thus giving clear line to the goods train driver to proceed on. This has not been explained by the Deputy Minister and I would like him to explain this position to us.

Sir, it appears from the reply that has been given to us that the demand for a fly-over was made by the people of the locality a long time back. The Deputy Minister has not given us the date on which they received this demand from the people; when they considered it in their Ministry and when it was sent to the Planning Commission and when it was approved because during Asiad a large number of fly-overs have been constructed. How is it that such an important fly-over has not been constructed which has resulted in the death of three persons and injuries to many others? That shows the Railways have no concern for the lives of the people or the risk that is involved in this kind of heavy traffic going on without special care being taken by them. The Station Master is supposed to have issued the proceed on Memo's and the Minister says that they had exchanged their private number. It is not clear to us that the gates were not closed and the goods train was running at a speed of 15 km. per hour and in this situation the Railway gate-man is supposed to have gone ahead with a red flag asking the Railway train to stop. So, it is not clear when the goods train was running at a slow speed, why it was not possible to stop the train by application of emergency and normal brakes.

Sir, now the Railways have asked the traffic police to control the traffic on that point. It is quite clear that this level crossing is a busy crossing and a large volume of traffic passes through it and particularly at that peak hour, and when the inter-locking system was not working, was it not the duty of the Railway administration, when they knew it was working, to take the help of the traffic police then.

13.00 hrs

Why have they woken up to this danger only now—after 3 persons have been killed and another 3 persons have been injured? Now they are seeking the help of the Traffic police. Why could they not have taken the help of the Traffic police much earlier to control the traffic? This is my question.

So, these are my questions and I request the hon. Deputy Minister to answer these questions which I have put to him.

SHRI MALLIKARJUN: So far as the inclusion of construction of this over-bridge in the ASIAD programme is concerned, at the earlier stage they thought over this matter. The matter was thought of by the ASIAD Organising Committee, also by the Municipal Administration side and so on, but somehow or other, it has been skipped off. Now, this project has been cleared. Clearance has been obtained from the Planning Commission.

MR. DEPUTY SPEAKER: You left this opportunity; in the name of ASIAD you could have done it.

SHRI MALLIKARJUN: They have given lot of thinking. But in any case, this over-bridge is going to be constructed. There is absolutely no hindrance in that process at all.

So far as the other matters like showing the red flag and stopping the train etc. are concerned, it was too near. Even such an attempt was made; but it was futile and in the meanwhile the rear portion of the bus had collided with the train...

SHRI SATYENDRA NARAYAN SINHA: I had put a specific question.

Their railway inter-locking system was not working. There was also heavy traffic at the level-crossing. No they have asked the Traffic Police to regulate the traffic there. Why should they not have asked the Traffic Police earlier and taken their help? This was my question. He has not replied to all my questions, Sir.

SHRI MALLIKARJUN: So far as conscious measures are concerned, I would like to say this: Regarding the failure of the inter-locking system and so on, this is taken as part of the enquiry of the Railway Administration; it is a lapse which will certainly be looked into so far the Police posting is concerned.

MR. DEPUTY-SPEAKER: Shri Mohd. Asrar Ahmad—absent.

Shri Ravindra Varma—absent.

Shri M Ram Gopal Reddy.

SHRI M. RAM GOPAL REDDY (Nizamabad): Mr. Deputy Speaker, Sir, it is not correct to say that accidents are increasing. As a matter of fact we have forgotten about accidents....

MR. DEPUTY SPEAKER: What about the figures supplied by Mr. Bantawalla?

SHRI M. RAM GOPAL REDDY: For the last so many months we have not had any accident. People have been feeling that they are secure while travelling by the train. But unfortunately this accidents has happened....

SHRI CHANDRAJIT YADAV (Azamgarh): What does he mean? Does he mean to say that every month there should be accident?

SHRI M. RAM GOPAL REDDY: I am only saying that there has been certain improvement. For the last 5 months or 6 months there have been no accidents. This is the first accident that has taken place after that. It is very unfortunate that a busman has died.

SHRI G. M. BANTWALLA: What about Taran-Taran accident which is concerning the Railways? He forgets about it. Sometimes memory is very short.

PROF. MADHU DANDAVATE: He remembers only sugar-cane prices.

SHRI M. RAM GOPAL REDDY: When the railway engine driver was driving the train and it was not possible for him to stop the train, at least the busman could have stopped the bus; but it is most unfortunate that he has not stopped the bus. When the engine driver and other people have been injured, may I know whether any payment on compassionate grounds has been announced and granted to them or not? This I want to know from the Minister. Also I would like to know whether the Municipal Corporation of Delhi would give their part of the contribution. It is Rs. 2 crore. Naturally they have to give Rs. 1 crore. That is also proper. Now, I want to know whether the Municipal Corporation of Delhi is in a position to give this amount of Rs. 1 crore. If it is not in a position to give it, may I know whether the Central Government will come to the help of the Municipal Corporation of Delhi? This I would like to know from the Minister.

Then, Sir, prompt action has been taken by the staff in the matter of giving medical aid to the people affected, those who have been injured and so on. I appreciate this. I congratulate the Minister that the Railway staff have taken immediate action for rendering quick medical aid.

PROF. MADHU DANDAVATE: Cremation was also completed in time.

SHRI M. RAM GOPAL REDDY: That is all right; that is the lock-out of the Janata party. We give only treatment, Sir, and the remaining things are being done by the Janata party, leaders. My question is this: May I know by what time this Over-bridge is going to be completed?

I want to know whether it will take one year or two years before the construction of the over-bridge is completed. During the interim period, what concrete steps the Government is going to take to prevent such accidents?

SHRI MALLIKARJUN: Sir, it is true I hope the House will not take it otherwise that the accidents at level crossing

have come down. In 1979-80, in both manned and unmanner level crossings, there were 115 accidents and now in 1981-82, they have come down to 84. When we take the figure for April-September 1981, there were 39 accidents. If we compare it with the figure from April to September 1982, it is 33. So, it is coming down. But it does not mean that we should appreciate it. But the fact is that it is coming down. Inherently the effort on the part of the Railway Administration is to take all these measures in the overall interest of the people's safety. That reality cannot be ignored and must more improvement on and often are made. The Railway Administration, on its part, is endeavouring to do the maximum for the safety of the people.

MR. DEPUTY-SPEAKER: Mr. Ram Gopal Reddy should have given all these figures.

SHRI M. RAM GOPAL REDDY: He is furnishing all those figures.

SHRI MALLIKARJUN. So far as the other part of the Hon. Member's question, that is, construction of over-bridge at this level-crossing is concerned, I may inform the House that it will be constructed. Since the Railways have included it in their Works Programme for 1983-84 on our part, we will contribute nearly two crores of rupees and the Delhi Administration would contribute more than Rs. 2 crores. May be approximately, it may cost Rs. 5 or Rs. 6 crores. But it will be completed in the overall interest of the traffic and the safety of the people.

MR. DEPUTY-SPEAKER: He wanted to know when it will be completed.

SHRI MALLIKARJUN: We have included it in 1983-84 Works Programme and it will be completed depending upon the availability of funds. It may be completed within three or four years. I cannot say exactly when it will be completed.

SHRI M. RAM GOPAL REDDY: I want to know whether the Municipal Corporation is in a position to contribute their share of Rs. 2 crores.

SHRI MALLIKARJUN: Since this has been cleared by the Planning Commission, there is also an intense feeling on the part of the Delhi Administration. I am fully confident that the Delhi Administration will come forward to invest their share and I am hopeful that it will be completed within three or four years.

The Lok Sabha adjourned for Lunch till Ten minutes past fourteen of the Clock.

The Lok Sabha re-assembled after Lunch at Sixteen Minutes past Fourteen of the Clock.

[MR. DEPUTY-SPEAKER in the Chair]

SALARY, ALLOWANCES AND PENSION OF MEMBERS OF PARLIAMENT (SECOND AMENDMENT) BILL*

THE MINISTER OF PARLIAMENTARY AFFAIRS AND WORKS AND HOUSING (SHRI BHISHMA NARAIN SINGH): I beg to move for leave to introduce a Bill further to amend the Salary, Allowances and Pension of Members of Parliament Act, 1954.

MR. DEPUTY SPEAKER: Motion moved:

"That leave be granted to introduce a Bill further to amend the Salary, Allowances and Pension of Members of Parliament Act, 1954."

श्री अटल बिहारी वाजपेयी (नई दिल्ली) : उपाध्यक्ष महोदय, सामान्य तौर पर जब विधेयक को पेश करने की अनुमति मांगी जाती है तो उसका विरोध नहीं किया जाता है। फिर यह विधेयक तो संसद सदस्यों के वेतन, पेंशन और भत्तों से सम्बन्धित है। इसलिए मेरे विरोध आपको खल रहा होगा।

उपाध्यक्ष महोदय, देश में यह धारणा है कि संसद सदस्य और विधान मंडलों के सदस्य अपने वेतन में, भत्तों में और अपनी सुवि-

धाओं में अनाप-शनाप विस्तार करते जाते हैं। मुझे कुछ विधान मण्डलों के सदस्यों के वेतन और भत्तों का विवरण देखने को मिला है। उनमें एकरूपता नहीं है। संसद में जो यह विधेयक लाया जा रहा है इसमें कहा गया है कि इस से 17 लाख रुपये का खर्च बढ़ेगा। हो सकता है कि सलाह-मशविरा करके किया जा रहा हो।

मगर, उपाध्यक्ष महोदय, आप विधेयक को देखिए। इसमें लिखा है कि तीसरे दर्जे के स्थान पर दूसरे दर्जे शब्द लिख दिए जाएं। बहुत दिन हो गए, देश में रेल गाड़ियों में तीसरा दर्जा खत्म हुये। आजकल तीसरा दर्जा है ही नहीं। क्या इसके लिए यह विधेयक लाना जरूरी था? क्या यह काम नियमों में संशोधन कर के नहीं किया जा सकता था? तीसरे दर्जे के स्थान पर दूसरे दर्जा शब्द रख दिए जाएं, इस संशोधन का क्या मतलब है? तीसरा दर्जा आज कहाँ है? इसी तरह से इसमें कहा गया है कि तीसरे दर्जे के स्थान पर प्रथम दर्जे शब्द रख दिये जाए। क्या इतने छोटे से संशोधन को करने के लिए हमें संसद के कानून में परिवर्तन करना होगा? जैसे रेलवे में तीसरा दर्जा खत्म हो गया, और उसके स्थान पर केवल दूसरा दर्जा रह गया। यह परिवर्तन भी आपने किया था।

एक बात मैं कहना चाहता हूँ कि आपने सुविधाओं की दृष्टि से हवाई जहाज से यात्रा करने की कुछ सुविधा दी है। लेकिन अगर कोई संसद सदस्य डिफ्रेंस पे कर के हवाई जहाज से सफर करना चाहे तो वह अनुमति नहीं दी। मुझे संसद सदस्य के नाते और एक पार्टी के प्रतिनिधि के नाते सारे देश में घूमना पड़ता है। मैं डिफ्रेंस पे कर के एयरकन्डीशन में तो जा सकता हूँ लेकिन हवाई जहाज दोनों ही सरकार चलाती है। हवाई जहाज दोनों ही सरकार चलाती है। मुझे डिफ्रेंस पे कर के हवाई जहाज से यात्रा करने की सुविधा क्यों नहीं होनी चाहिए। मेरे पास फर्स्ट क्लास का पास है। उसको डिफ्रेंस पे कर के मुझे हवाई जहाज से यात्रा करने की भी सुविधा होनी चाहिए। इसके बारे में यह सोचना कि इससे हवाई जहाज में भीड़ बढ़ जाएगी क्योंकि संसद के सदस्य