

MR. DEPUTY-SPEAKER : The result* of the division is :

Ayes: 99 ; Noes: 22.

The motion was adopted.

15.56 hrs.

STATUTORY RESOLUTION RE : INLAND
AIR TRAVEL TAX ORDINANCE, 1971
AND INLAND AIR TRAVEL
TAX BILL

SHRI P. K. DEO (Kalahandi) : I beg to move :

"This House disapproves of the Inland Air Travel Tax Ordinance, 1971 (Ordinance No. 19 of 1971) promulgated by the President on the 30th October, 1971."

[SHRI K. N. TIWARY in the Chair]

With the advancement of science and technology, distance has been shrieking and air travel is no longer a luxury. It is a public utility service. There has been a trend throughout the world to reduce the air tariff. If you look at the air flight rates of the different airlines, you will see that they have been slashed down to a great extent. The whole purpose is to make it more useful, so that this amenity may be more easily available to the people at large.

We are not satisfied with the present functioning of the Indian Airlines. It cannot cater to the needs of the passengers who would like to go about inside the country. Many important towns have been left. We want a closer link of the various outlying areas by the extension of the IA Services. At the same time, we expect it should not pinch the pocket of the poor man or of the middle-class. It should not be an item of luxury only to a privileged few. So, there is a very strong case to reduce the air tariff in this country. On the other hand, we find that this utility service, instead of being made available more easily to the travelling public, is becoming more difficult. The air rates have been revised

only a few years ago and now to add insult to injury, under the pretext of refugees, another 5 per cent levy has been put through this ordinance.

There have been many speeches here on the promulgation of ordinances during the inter-session period. Heavens would not have fallen if the Government had waited for Parliament to meet and then brought forward these measures. There is no justification absolutely for this parliamentary perversity resorted to by Government in the shape of ordinances. Though it is a privilege of the Government, it should be scarcely used. This extraordinary power is not to be used as and when Government desires. As pointed out by the Supreme Court a few months ago, the Government is not the Grand Moghul that it has inherited the powers of the so-called paramountcy and it can behave as the Grand Moghuls used to behave.

Of course, we have got sympathy for the refugees. But when we talk of refugees, I am reminded of the guilty men who have been sitting in the treasury benches who were responsible for the vivisection of the Motherland. This refugee problem is a creation of their own. From the very beginning, I have been associated with the constitutional development in the country. The entire panorama of the holocaust and transfer of population is just in front of my eyes. I cannot forget those ghastly days when in broad daylight people used to be murdered. A geographical absurdity has been created out of the hunger for power. They wanted to usurp power at any cost, even at the cost of dividing this country. Pakistan, with its two wings at a distance of nearly 1100 miles, is a geographical absurdity. It cannot function and it cannot preserve its integrity. It must disintegrate one day.

Now the military regime, a minority clique, is trying to suppress the aspirations of the Bengali majority, trying to crush their culture, trying to put up their own puppet government. When they failed in their attempt, they tried to crush it with all their might. It could have been foreseen even in 1947 that these things would happen. There is nothing new about it.

*The following Members also recorded their votes :

AYES : Sarvashri Pattabhi Rama Rao, Paripoornan and Pagnuli, Raja Kulkarni, Dalip Singh, Anant Prasad Dhusia, M. M. Hashim, M. Bheeshmadev, and Mallikarjun ;
NOES : Shrimati M. Godfrey and Teja Singh Swatantra.

[Shri P. K. Deo]

16 00 hrs.

The influx of refugees is also there ever since partition. The only difference is that previously they were trickling down, now they are coming in big floods. So, there is absolutely no justification for taking recourse to this Ordinance on the pretext of providing relief to refugees.

What would be the amount that would be raised by this levy? It will bring a revenue of Rs 94 lakhs this year and a revenue of Rs. 25 crores next year if this levy is continued on account of the refugee problem still not being solved. When we consider that there are arrears of tax revenue of nearly Rs. 500 crores, a loss of nearly Rs. 400 crores to the government on account of under-invoicing and over-invoicing of imports and exports, loss on account of loopholes in tax collection and so much of wasteful expenditure, we feel that this levy could easily have been avoided. If only all the loopholes are plugged, they could have easily collected much more than Rs. 2.5 crores and done away with this measure.

Instead of tightening their belts and streamlining the administration, the Finance Ministry have put a further headache on IAC. At a time when they are all anxious to expand their activities, this extra levy will put all sorts of impediments on both IAC and the travelling public. Instead of making this utility service more easily available to the travelling public, and more so to the middle class and poorer sections of the society, this levy makes air travel beyond the reach of many people. That is why I oppose this measure.

THE MINISTER OF STATE IN THE
MINISTRY OF FINANCE (SHRI K. R.
GANESH) : Sir, I beg to move* :

"That the Bill to provide for the levy of a tax on inland air travel, be taken into consideration."

Hon. Members are aware that the question of raising additional resources to meet the expenditure for relief of Bangla Desh refugees was discussed at the last meeting of the Governors and Chief Ministers of States held on the 12th October, 1971. It was agreed that both the Centre and the States should raise additional resources from their respective spheres of taxation

for being utilised exclusively for the relief of Bangla Desh refugees.

Levy of a tax on railway passenger fares was one of the proposals which we have adopted. However, in order simultaneously to levy a burden on the more expensive means of individual travel, it was also decided to levy a tax of five per cent of the fares paid by passengers for inland air journeys commencing on or after the 15th November, 1971. The tax will be collected by the carriers as an addition to the fares payable by passengers and shall be paid to the Central Government. The authority for administering the tax in pursuance of the rules made by the Central Government, is the Central Board of Excise and customs. The tax is expected to yield to the Central Government an additional revenue of about Rs. 2.5 crores in a full year and of about Rs. 94 lakhs in the current year.

It has been necessary to impose this levy through an Ordinance (No. 19 of 1971) for the following reasons :

- (a) Parliament was not in session ;
- (b) Action had to be taken immediately to raise maximum resources, as delays would have impeded our efforts in this direction. Further, steps were required to be taken to collect the tax where advance reservation for journeys commencing on or after the 15th November, 1971 were made ; and
- (c) The date of effect of the levy had to be kept as 15th November, 1971 as preparatory steps were necessary (i) to keep the collection machinery in readiness and (ii) to avoid inconvenience to the travelling public.

The present Bill seeks to replace this Ordinance.

Sir, I move that the Bill be taken up by the House for consideration.

MR. CHAIRMAN : Motion moved :

"This House disapproves of the Inland Air Travel Tax Ordinance, 1971. (Ordinance No. 19 of 1971) promulgated by the President on the 30th October, 1971." ;

"That the Bill to provide for the levy of a tax on inland air travel, be taken into consideration."

*Moved with the recommendation of the President,

*SHRI M. K. KRISHNAN (Ponnani) : Mr. Chairman, Sir, I would like to speak in my own mother tongue—Malayalam.

Sir, this Bill seeks to replace the Ordinance promulgated by the President. Myself and my Party are not totally against promulgation of ordinances. But regarding the Ordinance that is under consideration I have to point out one or two things. It is said that this Ordinance was promulgated due to some extraordinary circumstances facing the country. It is quite true that our people and our Government are definitely bound to protect the refugees who have come to our soil from Bangla Desh. We should protect them properly and we have taken up that duty on ourselves. It is said that these taxes are being imposed to find out the resources to meet the expenditure on the refugees.

I do not agree with the argument that the promulgation of the ordinance to levy tax has been necessitated because of the extraordinary situation prevailing in the country. It is not a situation that arose yesterday or today. This situation has been there for the last eight or nine months. When this situation has been in existence for the last eight or nine months I cannot agree that there was need for promulgation of an Ordinance to levy this tax. I do not know whether in our parliamentary history such an extraordinary action promulgating Ordinance to levy tax has been taken before.

Another reason given by the Government for promulgation of this Ordinance is that it will take time to streamline the administration and create more funds. Sir, when was this Ordinance promulgated? The date of this Session was decided and summons were issued to all hon. Members for assembling on the 15th of this month. It was after this that this Ordinance was promulgated. I should say that this is something not only very extraordinary but something by which this Government has brought down the dignity of this House.

In the statement of Objects and Reasons it is said that this levy has been imposed based on the recommendations of the Conference of Governors and Chief Ministers. If they had recommended only this tax on air tickets I would not have objected. We have already passed two Bills, one seeking to levy a tax on railway passenger fares

and another seeking to tax the postal articles. In addition to this, Sir, the States have been asked to levy their own taxes and raise more money to help the Bangla Desh refugees. Madhya Pradesh is going to levy additional taxes to raise Rs. 4 crores, Punjab is going to raise Rs. 1.25 crores by additional taxes, Himachal Pradesh is going to levy additional taxes to the tune of Rs. 22 lakhs and so on. Bihar is also going to levy additional taxes. In Kerala they are going to raise Rs. 12 crores by additional taxation. In Mysore an Ordinance will be issued and that will be discussed in this House. Similarly, Sir, the Ordinances issued in Bengal and Gujarat also will have to be discussed by this House. Ordinances promulgated in those States seeking to impose a heavy burden on the people will be discussed in this hon House. That is the extraordinary situation which we are going to face.

Sir, nobody says that we need not find the money for helping the refugees. But is it necessary to tax the 66 lakhs poor railway passengers? Instead of doing that why should not the Government impose more taxes on some 66 big-moneyed people? It is estimated that Rs. 94 lakhs will be collected from those who travel by air during this current year. Who are the people who travel by air in our country? It is mostly the bureaucrats who do not spend from their pockets. For their travel the Government pays and therefore it is only a question of book adjustment. The Government need not hope to get anything by the levy of this tax because from one account the money will be transferred to another account in the books of the Government and they will not get much extra money.

Therefore, Sir, I oppose the manner in which levies have been imposed by promulgating Ordinances.

SHRI S. N. MISRA (Kannauj) : At the very outset I must say that I am supporting this Bill because it is a tax on those who can afford to pay it.

There are two important factors which must be brought before the House by the hon Minister. He did not reply in spite of my earlier question. There was, according to him, a conference of the Chief Ministers of the States and then these ordinances were
Malayalam.

*The original speech was delivered in

[Shri S. N. Misra]

promulgated. If there was a conference, why was this matter not put before the Chief Minister of Jammu and Kashmir so that there could no exclusion...

SHRI. K. R. GANESH : He was there.

SHRI S N. MISRA : so that there might not have been any exclusion of the taxation in respect of Jammu and Kashmir. If he was there, then the burden of the refugees should have been equally borne by Jammu & Kashmir and not only by the rest of India because Jammu & Kashmir forms part of India. I remember that in this very House a statement was made by the State Minister for Law and Justice on 18th November 1971. It was said :

"There was no doubt that Shri Nehru had given the assurance that Art. 370 will be gradually eroded. The position was that the Entries in the Union and Concurrent Lists can be extended to Jammu & Kashmir after consultation and with the concurrence of the Government of Jammu and Kashmir. The various Presidential Orders issued under Art. 370 have extended various laws passed by this august House to the State of Jammu & Kashmir."

My submission before the House is that it is now nearly 25 years that we have not yet been able to attain the in fact and factual integration of Kashmir. It is necessary that in respect of this burden which we are bearing in respect of the Bangla Desh refugees, the Central Government should have insisted upon the Chief Minister of Jammu and Kashmir to agree that this tax should have been leviable in respect of those who are in Jammu and Kashmir also.

There is another aspect which has not been made clear. Though an assurance was given by Shrimati Sushila Rohatgi that it was a temporary measure, I understand that if it is intended to be a temporary measure, in spite of there being a temporary tax, it should have been mentioned that it was initially for a period of one year and it may be extended further for a period of one year and not exceeding one year. Then the position would have been clear that the intention of

the Government is to keep it as a temporary measure and that they do not want to extend it for all time to come, and that they will come with a Resolution or a Bill to delete these provisions. These are the two matters which are necessary, and the hon. Minister, I respectfully pray, should make it absolutely clear that the Bill is for a temporary purpose initially for one year, extendable to a maximum period of 2 years. This should have been extended to the State of Jammu and Kashmir and the Chief Minister of Jammu and Kashmir should have been prevailed upon that this taxation should be co-extensive in that State also. With these words I support the Bill still.

DR. RANEN SEN (Barasat) : Mr. Chairman, Sir, we support this Bill which has been brought before the House for approval.

The first reason is this, that for the first time, people who can pay taxes, moneyed people, are being asked to pay some taxes. But, having said this, I want to know as to how much the Government will get as money. After all, what we have been noticing is this, and as far as our information goes, more than 60 per cent of the people who travel by air do travel only at the expense of the Government. So, what does it actually amount to ? It is simply a question of book-keeping or book-adjustment. This is our point number one.

My second point is this. Quite a large number of people who are employed in the business houses and business executives travel and they cheat the public exchequer from payment of income-tax. Only those sections of people will be taxed. So, I doubt very much whether Rs. 2.50 crores will be realised. I do not know how this calculation has been made.

Therefore, what I say is this, that though it is a correct move for taxing richer people, who are in a position to pay, the Government should have gone in for getting money from certain other sources, like getting the black money that exists in the country today to the tune of thousands of crores of rupees, taxing richer people, taxing business houses and taxing the monopolies which have sprung up in this country, thanks to the policy of the Congress Government pursued during the

last 24 years. This is just a p'ccemeal attempt of taxation, just in order to help the Bangla Desh refugees and the total amount of money that will be realised will be about Rs. 70 crores or Rs. 80 crores.

I want to know what is the purpose. If daily about Rs. 2 crores or Rs. 3 crores are being spent, for meeting the barest necessities of these hapless people of East Bengal, then this amount of Rs. 70 crores or Rs. 80 crores will last for how long? Is there any proposal in the offing to bring in certain other tax proposals also? Generally, the people want to know this because, due to the taxation on the railway fares and also higher postal charges, the common people are affected. Therefore, people are a little apprehensive of the Government's taxation measures as to whether any more taxes are coming after a month or so. May be in the next budget there will be heavier taxation measures. Therefore, Government should explain clearly as to what was the necessity for this sum of Rs. 70 crores or is it just an augury of new taxation on old lines in the name of providing relief to Bangla Desh refugees.

The third point that I would like to make and to which I would like to draw the attention of the hon. Minister Dr. Karan Singh also is this. There are passengers who travel in the norther-eastern side of India. They have no other means of communication. Assam, Tripura, Cachar, Manipur etc. have no other means of communication with the outer world. So, it has to be realised that this tax measure will effect even the poorer people. I do not know whether Government have gone into this question or not.

In the Calcutta airport we find that very poor people who somehow or other find some money want to go to Tripura or Cachar by air. The fares have increased very rapidly these days and they are finding it difficult to travel. Therefore I would like to know whether Government would be prepared to grant some exemption to these people. There are people in Bihar or in Calcutta who have to go to these places by air. For instance, there are people from Ranchi and other places in Bihar who have got to go to Assam to Mohanbari or Tezpur. They cannot travel by train; even if they want to travel by train, it would take about seven days to go to Cachar or Manipur or Tripura from

Ranchi or Hazaribagh and other places in Bihar. So, in the interests of justice to these people, I would beg of Government to think over this matter. If they impose the tax in the present form, then it would mean taxing very poor people. I hope our hon Minister Dr. Karan Singh knows it. And I think he must have seen these poor people and these ordinary people who have to travel by air because they cannot travel for seven days by train. Since there is power to exempt given in clause 5, I hope Government will consider this point and try to exempt this type of passengers travelling in that particular area from this tax, by special notification or otherwise. Otherwise, these people will be put to a lot of harassment. We had been to Meghalaya recently, and we had been sent there by the Rehabilitation Ministry, and we saw people from Calcutta going to meet their relatives who had come from Bangla Desh and who were staying in Myla or Balat just across the border. They had taken the trouble of seeing their parents and other relatives who had come very recently from Bangla Desh. They had to take the whole family there and bring them back to Calcutta or Bihar or elsewhere. If this tax is there, it will put those people to a lot of hardship. Therefore, I would request Government to consider this point and give exemption to such passengers.

Then, I would like to say a word about the improvement of the Dum Dum airport, although I know that it is not connected with this Bill. A number of foreign planes are coming there for the last few months, carrying all sorts of materials for the relief of the refugees. But the Dum Dum domestic airport is absolutely dark in the night. There are very few flashlights there. I have seen passengers coming from outside, from Delhi, Bombay and other places; if there is rain, there is splashing of water on them, because there is very little light there...

THE MINISTER OF TOURISM AND CIVIL AVIATION (DR. KARAN SINGH) : The hon. Member was mentioning about the foreign planes. But do they not use the international airport?

DR. RANEN SEN : They do use the international airport and that is well-lit. But I am talking about the domestic side. The passengers who are travelling in the domestic area find the domestic area

[Dr. Ranen Sen]

absolutely dark. If only four or five flashlights could be installed there, it would help the passengers very much and the people will appreciate this little generosity shown to them.

Therefore, with these words, I extend my party's support to this Bill and I hope all other sections of the House will do likewise. As I have stated earlier, this is a little attempt to tax the people who can pay and therefore deserves our support.

***SHRI C. CHITTIBABU (Chingleput) :** Mr. Chairman, Sir, the Minister of State for Finance has brought before this House the Inland Air Travel Tax Bill to replace the Ordinance issued by the President during the inter-session period. To my point raised during the Debate on the Railway Passenger Fare Bill, the Deputy Minister of Finance replied that this tax was only a temporary measure to give relief to the suffering millions of Bangla Desh refugees. I welcome her statement. While I opposed the Railway Passenger Fare Tax and also the tax on postal* articles, I welcome the inland air travel tax. It is common knowledge that only rich people, who are engaged in the business of making money, travel by air to fulfil their engagements. As this tax on inland air travel will not affect the poor people of the country, this Bill has been unanimously welcomed by the members of the Ruling Party as also by the Members belonging to the Opposition parties in this House.

While I extend my support to this Bill, I would like to say a few words. It has been acknowledged by different sections of the society that one-third of the total national income is consumed by the high officials in the Government, who day in and day out undertake rail and air journeys on one pretext or the other while they could easily discharge that kind of urgent functions by talking over the telephone. This way one third of the national income is availed of by them in the form of Travelling Allowance and Daily Allowance for the journeys performed by them on Government duty. I am sure that the country's economy will go to dogs if this is permitted for long. I don't think any Minister can refute this point.

So far as the Indian Airlines is concerned, of late it is showing losses. During the year 1969-70 a sum of Rs. 30.54 crores was given to the Government by the I. A. C. as excise duty. But, to my dismay, I find that the Government have advanced in this year itself a sum of Rs. 3.50 crores to the I. A. C. in the form of equity capital and loan. I do not understand why the excise duty should be taken from the I. A. C. and as a result of which when the finances of the I. A. C. were in a bad shape why the Government should pay back a sum equivalent to that of excise duty to the I. A. C. To my mind, these two issues are interconnected.

Then, the I. A. C. represented to the Government that it should be exempted from the excise duty if it has to stand on its own legs, but the Government in their wisdom turned down the request of I. A. C. but continue to replenish the diminishing finances of the I. A. C.

All of us are aware that 90% of the seats in the Boeing service of I. A. C. is going empty. I do not know whether it is due to the increase in the air fare or it is due to the fact that the Boeing does not touch all the important cities in the country. I would request the hon. Minister, Dr. Karan Singh to appoint a Committee to go into this question.

I would like to point out to certain regional issues now. In the Meenambakkam Airport, the arrival and departure of the planes are announced only in English and Hindi. There is no announcement about the arrival and departure of the planes in the regional language, and in consequence the air travelling public from the region are greatly handicapped.

As is done in the northern region where Hindi announcements are given about the arrival and departure of the planes, in Meenambakkam also the announcements should be made in Tamil.

MR. CHAIRMAN : This is about the levy on inland air travel, which has nothing to do with language.

SHRI C. CHITTIBABU : My submission to the hon. Minister, Dr. Karan Singh,

*The original speech was delivered in Tamil.

is in connection with the anxiety of the Tamilians in the Madras State. That is why I wish to bring it to the notice of the hon. Minister, in this connection. I hope he will agree that the language of the State should be employed in the announcement about the take-off and touch-down of the planes. It is the ideal of the people of the Madras State. I request that the hon. Minister should consider this matter.

I also request him to provide water facilities at the Meenambakkam airport as is done in Delhi.

AN HON. MEMBER : Other languages also.

SHRI C. CHITTIBABU : You can have it in Telugu at the Hyderabad airport in Andhra Pradesh. You can have it at Nagpur airport in Marathi. I have no objection.

AN HON. MEMBER : Why not all the languages ?

SHRI C. CHITTIBABU : How is it possible ? You can have it at Delhi. Now, we want to have it done in Tamil in Madras. I request the hon. Minister of Civil Aviation to consider my request.

I support the Government in this measure.

SHRI K. R. GANESH : Mr. Chairman, Sir, the mover of the motion disapproving this measure, has laid great stress that the Government has brought this tax through an ordinance and that the Government is by-passing the Parliament. In my submission earlier, while speaking on the Tax on Postal Articles Bill, I had made it clear that we are in a very extraordinary situation and it is in this situation that the resources have got to be mobilised. As a result of the discussion and consultations between the Chief Ministers, the Governors and the Central Government, it was agreed to raise resources both at the Centre and in the States.

In relation to this particular tax, the administrative requirements are so large that it was necessary to give a time-lag before these taxes were coming into effect. I will just give a few details about the requirements that were necessary because action had to be taken earlier on all those points. Air journeys are normally booked in advance

and often a few weeks before the actual commencement of the journey. It was necessary to give the airlines time to collect the tax in respect of journeys which may have already been booked. Administrative and staffing arrangements both at the headquarters and in the air-fields had to be made. Rules had to be framed and the notification for assessment and collection of taxes and other matters had to be synchronised also with the railway fares ; because the air fare being of a more expensive type, it had to be implemented along with the railway fares. These are some of the administrative requirements which necessitated that a time-lag should be there between the date of promulgation of the ordinance and the date on which it comes into effect. For every day, there could be a loss of Rs. 1 lakh if there is delay in implementing the proposals that are contained in this Bill.

There is another point which I would like to submit. It has been argued that has been no precedent as far as taxation through ordinance is concerned.

I would submit for the benefit of the House that the Mineral Products Additional Duties Ordinance was introduced in 1958. There are one or two other examples such as the U. P. Passenger Fares Ordinance and certain other things. My contention in making this statement is that it is wrong to say that there has been no precedent and there were situations in which taxation had to be resorted to through Ordinances.

SHRI R. V. BADE (Khargoae) : The objection is for the flood of Ordinances.

SHRI K. R. GANESH : You were not here when I explained with reference to earlier Bills that we were in an extraordinary situation. It will be necessary to take note of that situation and the Government has to do its duty by raising resources.

The point about Jammu and Kashmir was raised by Mr. Misra. He is aware that under article 370 it will not be possible to extend this Bill automatically to Jammu and Kashmir. The Home Ministry has approached the Kashmir Government and as soon as their concurrence comes in, this will be made applicable to them.

SHRI SHIVNATH SINGH (Jhunjhunu) : Does not Government want to apply this Bill to Jammu and Kashmir or not ? What is in its mind ?

SHRI K. R. GANESH : The Home Ministry has already written to the Jammu and Kashmir Government. As the hon. Member knows, the Constitutional requirements under article 370 have to be met.

The hon. Member has also mentioned that this was a temporary measure. The Government had levied the taxes to meet the requirements of the Bangla Desh refugees. He suggests that it should be valid for one year or for two years. To do so it will create a lot of complications. Besides the Government can always repeal the Act when there is no need for it. It can be less than one year also, it may be solved within a couple of days. We do not know.

Some hon. Members have asked why other steps have not been taken, namely, economy in expenditure, recovery of arrear taxes and black money, checking smuggling etc. As I submitted earlier these measures had already been taken right from the time the Bangla Desh crisis has been on our hands. Various steps for economy in non-planned expenditure, collection of arrears on income tax and other measures have already been placed before the House from time to time; those steps have already been initiated. These taxation measures are additional efforts of Government at resource mobilisation. Since this tax affects only the more affluent and better placed people in society the House has given its support and I commend this Bill.

DR. RANEN SEN : I referred to the exemption of passengers travelling in the north-eastern area of India.

SHRI K. R. GANESH : The hon. Minister is also here. He has taken note of the point made by hon. Members. There is already provision in the Act to remove any hardships that may arise. That provision is already there.

MR. CHAIRMAN : The question is :

"This House disapproves of the Inland Air Travel Tax Ordinance, 1971 (Ordinance No. 19 of 1971) promulgated by the President on the 30th October, 1971."

The Resolution was negatived,

MR. CHAIRMAN : The question is :

"That the Bill to provide for the levy

of a tax on inland air travel, be taken into consideration."

The motion was adopted.

MR. CHAIRMAN : Clause 2. Amendment Nos. 3 and 4.

SHRI S. N. MISRA : I am not moving.

MR. CHAIRMAN : The question is :

"That Clause 2 stand part of the Bill."

The motion was adopted.

Clause 2 was added to the Bill.

MR. CHAIRMAN : The question is :

"That Clauses 3 to 9 stand part of the Bill."

The motion was adopted.

Clauses 3 to 9 were added to the Bill.

MR. CHAIRMAN : Clause 1. Amendment Nos. 1 and 2.

SHRI S. N. MISRA : I am not moving.

MR. CHAIRMAN : The question is :

"That Clause 1 stand part of the Bill."

The motion was adopted.

Clause 1 was added to the Bill.

MR. CHAIRMAN : The question is :

"That the Enacting Formula and the Title stand part of the Bill."

The motion was adopted.

The Enacting Formula and the Title were added to the Bill.

SHRI K. R. GANESH : I beg to move :

"That the Bill be passed."

MR. CHAIRMAN : The question is :

"That the Bill be passed."

The motion was adopted.

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