

COMMITTEE ON ABSENCE OF
MEMBERS FROM SITTING
OF THE HOUSE

Minutes

SHRI THIRUMALA RAO (Kakinada):
Sir, I beg to lay on the table Minutes of
the Fourth and Fifth Sitting of the com-
mittee on Absence of Members from the
Sittings of the House held during the
current Session.

ESTIMATES COMMITTEE

Minutes

श्री विभूति मिश्र (मोतीहारी): अध्यक्ष
महोदय, मैं गृह-कार्य मन्त्रालय संघ लोक सेवा
आयोग—के बारे में प्राक्कलन समिति के 47 वें
प्रतिवेदन से सम्बन्धित बैठकों के कार्यवाही-
सारांश सभा पटल पर रखता हूँ।

12.05 hrs.

LEAVE OF ABSENCE FROM THE
SITTINGS OF THE HOUSE

MR. SPEAKER: The Committee on
Absence of Members from the Sittings of
the house in their Fifth Report have re-
commended that leave of absence be
granted to the following Members for the
periods indicated against each:—

- (1) Shri V. Y. Tamaskar—
11th April to 10th May, 1968
(Fourth Session).
- (2) H.H. Raja Yesvantrao
M. Mukne—
12th February to 19th March, 1968
(Fourth Session).
- (3) Shri A. Nesamony—
23rd December, 1967
(Third Session) and
12th February to 19th April, 1968
(Fourth Session)

(4) Shri Masuriya Din—
27th February to 4th April, 1968
(Fourth Session).

(5) Rani Lalita Rajya Laxmi—
14th February to 12th April, 1968
(Fourth Session).

I take it that the house agrees with the
recommendations of the Committee.

SOME HON. MEMBERS: Yes.

MR. SPEAKER: The Members will
be informed accordingly.

COMMITTEE ON PUBLIC
UNDERTAKINGS

Thirteenth Report

श्री डा० ना० तिवारी (गोपालगंज):
अध्यक्ष महोदय, मैं अशोक होटल लिमिटेड, नई
दिल्ली के बारे में सरकारी उपक्रमों सम्बन्धि
समिति का 12 वां प्रतिवेदन पेश करता हूँ।

12.05½ hrs

*DEMANDS FOR GRANTS
1968-69—Contd.

Ministry of Tourism and Civil Aviation

MR. SPEAKER: We are going
ahead with the Demands fairly well except
for one or two Demands that we have lost
because of the UP discussion.

The house will now take up discussion
and voting on Demand Nos. 75 to 78, 126
and 127 relating to the Ministry of Tourism
and Civil Aviation for which 3 hours have
been allotted.

Hon. Members present in the House
who are desirous of moving their cut
motions may send slips to the Table within
15 minutes indicating the serial numbers of
the cut motions they would like to move.

*Moved with the recommendation of the President.

श्री देवराव पाटिल (यवतमाल) : अध्यक्ष महोदय, मैं जानना चाहता हूँ कि सोशल वेल-फेअर की डिमांड कब आने वाली है ?

MR. SPEAKER : I do not know anything. I am not here to answer supplementaries. The Business Advisory Committee takes decisions and I enforce them here.

SHRI SHIVAJI RAO S. DESHMUKH (Parbhani) : Sir before you take up the Demands I have to draw your attention to the fact that the guillotining of particular ministries is a new invention. It started last year. Now, an important ministry like that of the social welfare which deals with ten crores of people.... (Interruption).

MR. SPEAKER : Order, order. This was brought to my notice yesterday by Shri Bhandare and some other hon. Members. I said, "There is a business Advisory Committee meeting today at 4 P.M. ; why do you not come and discuss it there ?" Even now I am saying that. I have no objection as to which Demand is taken up ; I am not interested. Let hon. Members come there. We shall discuss and if it is the will of the Business Advisory Committee, I have absolutely no objection.

Demand No. 75—Ministry of Tourism and Civil Aviation.

MR. SPEAKER : Motion moved :

"That a sum not exceeding Rs. 16,24,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969, in respect of 'Ministry of Tourism and Civil Aviation'."

Demand No. 76—Meteorology.

MR. SPEAKER : Motion moved :

"That a sum not exceeding Rs. 3,12,51,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969, in respect of 'Meteorology'."

Demand No. 77—Aviation.

MR. SPEAKER : Motion moved :

"That a sum not exceeding Rs. 10,10,83,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969, in respect of 'Aviation'."

Demand No. 78—Other Revenue Expenditure of the Ministry of Tourism and Civil Aviation.

MR. SPEAKER : Motion moved :

"That a sum not exceeding Rs. 1,82,76,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969, in respect of 'Other Revenue Expenditure of the Ministry of Tourism and Civil Aviation'."

Demand No. 126—Capital Outlay on Aviation.

MR. SPEAKER : Moved motion :

"That a sum not exceeding Rs. 6,72,55,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969, in respect of 'Capital Outlay on Aviation'."

Demand No. 127—Other Capital Outlay of the Ministry of Tourism and Civil Aviation.

MR. SPEAKER : Motion moved :

"That a sum not exceeding Rs. 4,88,15,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969, in respect of 'Other Capital Outlay of the Ministry of Tourism and Civil Aviation'."

These Demands are now before the House.

SHRI GADILINGANA GOWD (Kurnool) : Mr. Speaker, Sir, I am very glad to hear from my friends and from Members of this House, who have had very long flights in the Air-India and the Airlines Corporation Services, that our air services are running very efficiently and that our services are in no way inferior to that of any developed western country. These two organisations are business organisations and they should not be satisfied only with giving good services to the people but should also earn some profits.

You know, Sir the Government has invested about Rs. 53 crores in these two organisation while standing guarantee for about Rs. 40 crores. While the Air-India is running with a profit of about Rs. 3 crores within the course of the last seven months and is estimated to earn about another Rs. 2 crores; the Airlines Corporation, I am told, is running under a loss of about Rs. 2 crores within these seven months and is likely to lose about Rs. 2 crores more.

I have not been able to understand as to why the Airline Corporation is losing. Very recently they have increased the freight by about 15 per cent and this corporation has been receiving subsidy of about Rs. 12 lakhs to Rs. 13 lakhs from the Finance Ministry. In spite of that it has been losing. By extending its services throughout the country and by reducing the rates of freight, I am confident that the Airlines Corporation, while serving the people, may earn, some profits. Our country is a very vast country and, therefore, I request the Minister to examine the possibility of extending the air services to various places in the country so that no place in the country should be at a distance of not less than 100 miles.

In 1954-55 there was a proposal for an airstrip at Kurnool. Probably on the ground that the capital of Andhra Pradesh was shifted from Kurnool to Hyderabad, this has been dropped. Probably it is on account of not knowing the importance of Kurnool. Kurnool is an important place and one of the 12 *Jyotirlingams* of our country is situated in the Nallamalai forests of Kurnool District which people from every nook and corner of this country visit. This country is predominantly of Hindu

faith and they have got the belief in the ancient saying that *Sreesaitam sikharam drisyam punarjanmam na vidyate*, that is too say, people who go and have *darshan* of this deity will not have rebirth at all. Therefore I request the hon. Minister kindly to construct an airstrip at Kurnool and extend some air service either from Hyderabad or from Bangalore.

At Bellary there is an airstrip which is at a distance of about 35 miles from the Vijjanagaram Kingdom ruins. It is a very important historical place. There the Government also is spending some money on improving tourism but they have not made any effort to see that the Bellary airport is improved and an air service is given to that place.

Coming to tourism, that is being developed in the Western countries as one of the largest industries. I am told that everyone among 25 people is a tourist. They have been earning very huge amounts of foreign exchange. For instance, Spain, having a population of 31 millions is earning about Rs. 750 crores worth of foreign exchange; Greece, having a population of 8.5 millions, is earning foreign exchange worth about Rs. 75 crores; Yugoslavia, having a population of 20 millions, is earning about Rs. 112 crores worth of foreign exchange. In U. S. A. also, tourism is the second largest industry.

In our country, the Government have not taken any effort to attract more tourists from various other countries. I am told, last year, about 1,80,000 people visited our country. As a matter of fact, this having a large population and having so many important places of pilgrimages and important places of historic value has not been able to attract many tourists. I am told, it has earned only about Rs. 24 crores, last year, that is, only Rs. 1.4 crores more than what was earned in the year previous to that. Therefore, I request the hon. Minister to kindly examine the possibilities of attracting more tourists to our country.

The Government has not identified our tourists as "holiday men". They have to be given more facilities to visit our country and, to give more facilities, the Government should lay better routes, provide good hotels, provide proper lodging, provide good music, ease customs and immigration

formalities, provide more wayside rest houses and scrap prohibition.

I am sure the Government will be in a position to attract more tourists, by providing all these facilities, and will be in a position to earn more foreign exchange.

MR. SPEAKER : This Demand has been allotted only 3 hours. How much time will the Minister take? You will take about 45 minutes.

THE MINISTER OF TOURISM AND CIVIL AVIATION (DR. KARAN SINGH): My colleague, the Deputy Minister, will like to take about 10 minutes. I will take 35 minutes.

MR. SPEAKER : It is all right. So, the Minister will reply at 3-30 p. m. He will take half an hour only. In between, the Deputy Minister may intervene. We will finish it by 4 O'Clock. We will take up the next Demand at 4 O'Clock.

Some Members have sent me a list of half a dozen names of Independent Members who want to speak. Every Independent Member must send his name if he wants to speak. There is no point in sending me a list of half a dozen names. That will not be recognised. Any Independent Member who wants to speak may kindly send his name to me. Shri Chintamani Panigrahi.

SHRI CHINTAMANI PANIGRAHI (Bhubaneswar): Mr. Speaker, Sir, I just want to bring to the notice of the Government and the Minister concerned the natural beauty and attraction which Orissa possesses for the vast number of tourists not only from India but also from other countries. It is most unfortunate that the vast attraction of tourist centres in Orissa has not been fully utilised in all these years. The tourist traffic to Orissa is gradually falling down.

In this connection, I want to bring to the notice of the hon. Minister the beautiful Chilka lake which is one of the most beautiful lakes in our country and in the eastern region of our country also. It has got vast potentialities for attracting a large number of tourists and, most specially, during winter when millions of birds from Mansarovar come to Chilka Lake and go

back, after March, to Mansarovar. For that, a number of tourists even from eastern India, not being sponsored by the Government, also visit that Lake. I just want to mention here that near the Chilka Lake a number of recreational facilities can be provided at present without spending much money.

There was a scheme for the development of this Chilka Lake long before, even when I was a Member of the Lok Sabha in 1957. There, the aquatic sports can be developed and also fishing, bird-shooting and a fairly long, at least 10 miles, marine drive which will be unique in India because in no other place in the country you could have around the Lake a long stretch of 10 miles of marine drive with beautiful hills and greenery all the year round. I suggest let the Government examine an integrated scheme of tourist development for Chilka Lake which will include providing of aquatic sports fishing, bird-shooting and marine drive with at least 50 to 60 cottages which can afford the tourists facilities to stay there and to go in for boating.

I hope the Government will consider this and will also provide a number of small mechanised boats so that the tourists can go in for boating in the moonlit night. I know our Minister is very much fond of moonlit night because he has written some poems also on that. Chilka Lake in the moonlit night, is a very beautiful scenery to see. I invite Dr. Karan Singh and Mrs. Karan Singh also to visit Chilka Lake in the moonlit night.

Again, there is the place of Konarak. What a beautiful monument! It is a magnificent monument of the ancient art which stands today for the last 700 years. It is majestic in its ruins. The Government of India has spent some money on it but still it needs renovation. I appeal to the hon. Minister that more and more facilities should be provided at Konarak. Whenever people go there, they all return young. When they see Konarak, they become young. It is, therefore, necessary that Konarak should be provided with more tourist facilities. But today the facilities provided are too meagre.

Then, I bring to the notice of the hon. Minister the question about the development of the surrounding area of the beauty

[Shri Chintamani Panigrahi]

ful temples of Bhubaneshwar. The Prime Minister has also seen the beautiful temples of Bhubaneshwar. Bhubaneshwar is called a city of one thousand temples. Today, they are all completely destroyed. Even the famous temples of Lingaraj and Rajarani which are embodiments of human skill and art are languishing. Something should be done to such a beauty. We are searching for beauty elsewhere. Beauty is there lying unnoticed. I think, the hon. Minister will discover this beauty which lies in Orissa in such splendour and plenty.

There was also a proposal to beautify the surroundings of the temples. If you go to Bhubaneshwar Temple, you will find there is all dirt and filth. How can the tourists go there? It is better the surrounding of Bhubaneshwar Temple and the Khoudagiri and Udayri Caves are beautified. There was a programme for the last 10 years to beautify Gopalpur, Konarak and Puri sea beach. What happened to all those places? They remain as they are. It is only the fishermen who live there and pursue their age-old profession of fishing.

There is no improvement done there. I hope these things will receive urgent consideration at the hands of Government.

Then, there is the famous place Lalitgiri which is about two thousand years old, where Buddhist shrines and monasteries have been excavated due to the Government of India's efforts. But there is no road communication there, and there is no further development there. There is a scheme to develop this Lalitgiri complex. I was told in answer to one of my questions that the details were awaited from the State Government. I do not know how long it would take for these details to come here and how long it will take for the Minister to develop those areas.

I have personally invited the hon. Minister to visit one famous place of pilgrimage, namely Kantilo in Khandapara which is the ancient abode of Lord Jagannath. Lord Jagannath was not first at Puri but at Kantilo. I hope the hon. Minister would like to see this ancient abode of Lord Jagannath. This is a famous and ancient place of pilgrimage. But it

has no road communication and there are no proper facilities there. The pilgrims who go to Puri feel that their pilgrimage is not completed unless they have been to Kantilo also. Therefore, I would suggest that there should be road communications developed to that place. Only a minor bridge is required to complete the road communication from Khandapara to Kantilo on the river Kuanria.

If Rs. 3 to 4 lakhs could be provided, then this bridge can be completed, and the road communication can be established to that place.

Recently, a tourist survey has been made, but I am completely surprised at the report of the Tourist Survey Committee and I find that it is completely disappointing. They have said that the number of tourists coming to India from the Western countries has been gradually falling down. If that had been compensated by an increase in the number from the Eastern countries, I would not have minded it. But the report discloses that India was losing fast a very large number of tourists from the U. S. A. due to unfavourable conditions. I do not know what these unfavourable conditions are which this committee wants us to remedy. I would like to know from the hon. Minister what steps are being taken to see that those unfavourable conditions which do not attract tourists from the Western countries are remedied and whether any efforts have been made in that direction.

With regard to the India Tourism Development Corporation, I would like to submit in all earnestness that whatever efforts are being put forth by this corporation are not commensurate with the investment that the Government have put in. I would like to know from the hon. Minister the specific programmes that this corporation has undertaken and whether these programmes have been implemented in any part of the country, and if so, to what extent.

Now, I would like to bring to the notice of the hon. Minister the difficulties with regard to regular plane connection to Orissa, particularly from Delhi to Bhubaneshwar. There is no direct flight from Delhi to Bhubaneshwar, just as there is no

direct train from Delhi to Bhubaneshwar. All the State capitals have now been linked by direct train services like Dakshin Express or some other Express. But there is no direct connection at present to Bhubaneshwar. In the name of Lord Jagannath at least, there should be a direct train service from Delhi to Bhubaneshwar and Puri. There is no direct plane connection also now from Delhi to Bhubaneshwar, and we have to go to Calcutta and then catch the plane to Bhubaneshwar from there, the difference in timing between the two services being only about 25 minutes or so. But nowadays, due to the grace of the hon. Minister, the planes are also flying late. So, whenever we reach there, we can get about half an hour to one hour's time to catch the next plane.

In the Bhubaneshwar aerodrome itself some more facilities should be provided. Recently, about Rs. 3 to 4 lakhs has been spent in strengthening an existing runway. I would like to know from the hon. Minister whether this runway has been strengthened only for the landing of Dakotas. When Rs. 4 lakhs has been spent, we do not know why something more could not have been invested so that bigger planes could also land there. The Dakotas and the Viscounts are gradually becoming obsolete and are not very much in use and they may go out of use after three or four years. So, I would like to know why Government should not spend more for strengthening the runway so that bigger planes could land there. I would submit that the runway should be made suitable for landing of bigger planes, and more facilities should be provided at Bhubaneshwar.

SHRI BABURAO PATEL (Shajapur) : This is another Ministry with a bad past. The only silver lining to the present position is that it has a Minister who is not a professional politician. He is known for his honour and integrity, and I hope he will have the intellectual integrity to realise and appreciate the points put forward by the Opposition during this debate.

I come to one of the departments which is very notorious for its expenditure and extravagance; that is, Air India. I take only one instance. Air India organises what is called 'inaugural flights' during three months in a year.

What are these inaugural flights supposed to be? The word 'inaugural' means something new that is being initiated or introduced. But in this case, what happens is that the old flying birds keep on taking old flying racketeers to foreign countries during the three months.

Last year, there were 14 inaugural flights in which 586 guests were flown from India. They were all supposed to be VIPs. When I asked Dr. Karan Singh a question he named 306 people, but he did not name 280 people at all. These 280 were unknown and unnamed. These people are flown on eight grounds: persons of commercial importance, i.e., representatives of business houses, as a source of revenue, travel agency representatives and tour operators, representatives of the press for publicity, members of the Air India Board, officials connected with either the operation of air services or with governmental agencies, MPs. and Government of India officials. I have been given the names of 306 persons who were flown with their addresses, full names as well as how they were connected with business. I do not have much to say about them. But there is one person in this list called Kantilal Desai, Delhi. His father's name is not mentioned. His business is not mentioned. I would like to know under what category out of these 8 he comes. Is he a person of commercial importance? I do not think so, because he is not likely to get any business as a source of revenue for Air India. Is he a travel agency representative? Not so. He is not a representative of the press. He is not a member of the Air India Board. He is not an official connected with the operation of air services nor is he an MP. He is not a government official. Then under what category does he come?

श्री रवि राय (पुरी) : क्या माननीय सदस्य उन के पिता जी का नाम नहीं जानते ?

SHRI BABURAO PATEL : I do not know. I want to know the name of his father. I want to know the address of this person. I want to know the reason why he was taken all the way to London on an inaugural flight. When a person goes from here on such a flight, he is expected to return by the same flight because this is a courtesy and hospitality offered though I do not know for what

[Shri Baburao Patel]

purpose it was offered. He went as a guest and should have returned as a guest.

This man, Kantilal Desai, landed at London and never returned by the inaugural flight. He returned after three months. I would like to know where he went from London and why he was not brought back by the inaugural flight by Air India.

The second thing is that during these 14 inaugural flights, Government spent, that is, Air India spent, £ 37,750, at the rate of £ 20 per head, for entertainment and hospitality on these guests. When we are short of foreign exchange, where the hell do we get all these funds from? Why is this at all necessary when other air companies do not at all have such inaugural flights except when a new aeroplane is introduced on the line? They do not have inaugural flights merely to give some sort of a holiday or picnic to these big people.

Then I do not know why Members of Parliament should be taken on an inaugural flight. They do not in any manner help to sell tickets. Most of them cannot afford to fly. But they are taken, for one reason or other. If the Air India people think that by taking MPs on these flights they will not talk saucy, they are very much mistaken. Rather they might have these free flights, enjoy all the hospitality and then have free talk here.

Then we find that a number of smugglers are also being taken as guests in these flights. Smuggling is also done by members of the Air-India staff. One Mr. Chopra who was getting Rs. 400 as salary was arrested the other day for smuggling goods worth Rs. 71,000 and when I asked a question how many more smuggling cases were traced and caught, they asked for time and I have been waiting for a reply for the last two months. Another aspect of Air-India is that it is a concern which is dominated by Parsis. It was a Parsi gentleman who first flew into Bombay from Karachi, with the result that the domination of the Parsi still continues. We had a handsome Prime Minister wearing a red rose who decided matters on emotional basis and because of this emotional basis he appointed Mr. Tata as the Chairman of Air-India. I cannot understand, whatever competence a person may have, why there should be

private gentleman as Chairman of a Government-sponsored autonomous concern, and why he should manage its activities.

SHRI NARENDRA SINGH MAHIDA (Anand) : It is rather unfair.

MR. SPEAKER : Let him have his say now.

SHRI BABURAO PATEL : Another aspect which I am not able to understand is why the foreign companies like J. Walter Thompson and Clarion McCann are appointed as advertising agencies for Air-India and Indian Airlines when we have got over hundred competent Indian advertising agencies. When I asked a question over this the reply that was given by the hon. Minister was that Messrs. Walter Thompson have served Air-India for the last thirty years satisfactorily. What happens is this, that all the profits of these foreign companies go to foreign countries. We have over hundred Indian companies who are equally competent and they could have been given the business. But these people say that these foreign companies have served them satisfactorily. By the same logic can we say that the British people who have served us for the last 200 years should still continue and that we should not have freedom? The Government ought to have taken steps to encourage the Indian agencies since they went to nationalise all Indian activities. During the last three years, Messrs Walter Thompson have been paid a commission of Rs. 5,18,433, while the firm Messrs Clarion McCann have been paid Rs. 1,95,000 in 2 years. All this money goes to a foreign country. And all this could have been avoided if Indian agencies had been patronised. This has happened because the Managing Director of Walter Thompson's had married a Parsi woman and that is why the Air-India places business with this firm. So, we want to know how long this communal type of dealings are going to dominate our political scene. The same kind of communal dealings dominate all our administration.

So, I would like Dr. Karan Singh to look into the matter seriously and to see

whether we cannot stop this kind of business in which 80 per cent of the profits go to the foreign countries while we have our own hundred Indian advertising agencies waiting for business.

We have now got two autonomous Corporations, the Air-India and the Indian Airlines. The Indian Airlines is another snakepit of corruption. I have pointed out many instances to the hon. Minister about this. One of them was regarding air-sickness bags. I had asked a question about this. They have purchased bags worth Rs. 70,000 in a year.

Sir, a bag costs round about 15 paise. That means about 3 to 4 lakhs of bags are purchased every year. Does the hon. Minister mean to tell us that 33% of the people were air sick during the year? I have been travelling by air for quite some time and I have hardly come across a case of vomiting and nausea. Here, we are told that year in and year out 33% of the people have fallen air sick and air bags to the tune of Rs. 70,000 are being purchased every year. Sir, I have pointed out that the bags are not purchased every year but only new bills are submitted every year and somebody is swallowing the money. This is happening again and again and it is the duty of the Minister to look into this matter personally and see that this poor country and its poor people are not being robbed by some unscrupulous people.

One more suggestion I would make and I will finish. Sir, instead of having two autonomous corporations each working in different direction and practising corruption at different levels, let us have one autonomous corporation. Let them be combined into one so that it becomes easy to manage things and the Minister can have a unitary control of the whole thing. Otherwise, what is happening at the moment? These two corporations have a lot of competition only in increasing corruption. This should be avoided and if Dr. Karan Singh could manage to see these two corporations combined into one, I think a lot of administrative expenditure could be saved and corruption reduced.

SHRI N. K. SANGHI (Jodhpur) : Mr. Speaker, Sir, before I start I may say I have no flight regarding the inaugural flights. But I wish Sir, that only those

M.Ps. who have not got a chance to travel by the inaugural flight, should get a chance during the next few years.

Sir, coming to tourism, there is no denying the fact that all of us are very much interested in the development of tourism.

12.38 hrs.

[Mr. Deputy-Speaker in the Chair]

We have a Ministry and a separate corporation for this and we are spending a lot of money on the development of tourism. I am sorry to say that with all our experience and planning, we have been talking a lot but no substantial results have been achieved. Sir, there seems to be something basically wrong with our concept and administration of tourism.

India, as you know, Sir, is a very large sub-continent, has got various types of climate, many spots of scenic beauty, we have long beaches and beautiful monuments. We have a large wild life in the country and a variety of flora and fauna and yet we have failed in developing tourism. There is something radically wrong with the working of the Ministry. When we look at other countries like Spain, we find the whole economy of Spain has been built up on tourist trade. If you take Italy, they have developed tourist trade to such an extent that there is no parallel elsewhere. Look at some of the Pacific ocean countries—Japan, Thailand and other countries. They have all built up a flourishing tourist trade with their limited resources and enjoy a larger share of world tourist traffic than India. Sir, in a conference which was held a few days ago in Kashmir, our hon. Minister said that Yugoslavia, with a very small population, has developed tourism to a very large extent. May I know from him as to what is wrong in this country? We attract only $\frac{1}{2}$ per cent of the world tourist trade which is simply negligible. Sir, if this is the speed with which we are proceeding, I do not think we can do anything better. It has also been said that by the end of the Fourth Five Year Plan, we will be able to attract about a million tourists. Sir, the way this Corporation is functioning and the Ministry is working, I think, it is only a matter of dream-thinking.

[Shri N. K. Sanghi]

I would like to draw your attention to these old ideas, *laissez-faire* thinking, that it is only the rich people who travel for pleasure and we have created facilities for rich world trotters. But now the trends are changed. There is a large number of middle class tourists and we have to create facilities for them. They borrow money or they plan the holiday to-day and they pay later. It is this middle-class tourist we have to attract more and more and unless we can really do that and cater for the middle class tourists, I do not think much headway can be made.

I would like to draw your attention to the highest advisory body, *viz.*, the National Development Council. This Council is constituted both of Central and State officials and people who know the tourist business. What is happening? Whatever decisions the Council has taken, 50% of them are thrown into the waste paper basket.

Whatever resolutions are passed, in fact, they are hardly implemented. When we have such a council, I am sure that the resolution that this council passes should be taken care of and implemented.

Not only this. We have the India Tourism Development Corporation, one of the biggest corporations to look after the development of tourism in India. But if you will see the history of it during the last three years, five Boards of Directors have been changed till now. Whenever a new Board comes, it overlooks what the previous Board had done, and the policy it has laid down and all that is thrown away. If this is the way that the India Tourism Development Corporation is working, I do not know which way it will go. It is high time that a re-thinking was done regarding this Corporation so that our tourism could be really brought into effectiveness.

May I know from the hon. Minister, if there is any hotel today under construction under this Tourism Development Corporation? There is today not a single hotel under construction in this public sector. If we are not thinking of planning and construction...

SHRIMATI TARKESHWARI SINHA (Barh): Ramesh Thapar is himself a construction.

SHRI N. K. SANGHI: That is for you to say; but everyone knows that nothing is being done. Unless we sit down and do something things will not be done at all.

Today, this Corporation does not have a managing director. It is really a sad state of affairs. Such a big Corporation does not have a managing director! The Board meetings are held frequently but nothing is being done. No hotels are being developed. The basic purpose with which this Corporation was formed was for the development of hotels for promoting tourist traffic.

Another point is when compared to the tourist offices in different parts of the world, and the tourist offices in our country, I find that our tourist officers are not giving satisfactory service to the tourists in this country. Have these officers gone to the places of tourist interest themselves? If you will go into any one of these tourist offices, you will be really saddened. I have many times gone out of India and visited the foreign tourist offices. But here, I am sorry to say that the officers here in the tourist offices have no idea of the country; they have not been themselves to many places of tourist interest in this country. Not only should they have gone to important places of tourist interest but they should have gone to the holiday resorts, to places of scenic beauty, places which could really be of tourist interest and they should create interest in the tourists. But it is not so. If you just want a cushy job, then join the tourist department, and if you are lucky you will have a chance to visit one of the foreign countries and you may have a good time. This is really a sad affair. We will not be able to develop tourism on these lines.

SHRI J. B. KRIPALANI (Guna): Did you visit any embassy also?

SHRI N. K. SANGHI: Now, what does a tourist want? He wants good boarding and good lodging. Tourists travel by air, road and rail. They travel by Air-

India and they travel by the Indian Airlines Corporation. One of the biggest corporations is the Indian Airlines Corporation. Most of us who have been travelling by the planes in this Corporation know what it is. Travelling by the Indian Airlines Corporation is well-known that it is most inefficient and expensive. If you see the catering in these flights, the catering to the customers, what are the facilities that are available? The facilities that are available have very little in comparison to those available in the foreign internal airlines.

Tourists are put to many small difficulties. It does not matter if one is charged Rs. 100 in a hotel, or even Rs. 200. But what worries the tourist are small matters. For example, take the telephone services in Udaipur. There was no telephone booth in Udaipur. Recently a public call box has been installed at the airport, and if one wants to make a call, the charge is twelve annas. Most of the time, the public call Booth is closed. It is a very small, silly thing; this difficulty could be avoided.

Only yesterday, I had been to Indore. You will be surprised to know that there is no public announcing system at the airport there. When you operate the Fokker-Friendship services and similar air services, the basic facilities have to be looked into. If you do not look into the small things like these, I do not know how we can really go in for bigger things.

Then, a few words about the shops at the airports like Santa Cruz and Palam airports. Things there are selling at a fabulous price. A thing like chocolate, which sells at Re. 1 in the market, is sold at Rs. 1.50 in the airport; this is really cheating. We must not leave this for auction by the highest bidder; and thus allow those people to fleece the customer.

The other day, I found in the Palam airport that a cup of coffee was being sold at Re. 1. Another shop was opened and there, it was 12 annas a cup. Today, if you go, you will find that the price is Rs. 1.25. These are the things which should be set right.

Now, the Minister has recently levied an entry permit for entry at the airports. It was eight annas and it may become Re. 1 later. It may even be Rs. 10, but

what worries one is this: When all over the world; we have customs-free shopping, customs-free things to buy, when we have reasonable prices, we cannot get our own Indian products at cheaper prices at the airports. This is really a shame for our country.

In the IAC flight from Delhi to Kathmandu in Nepal, foreign liquor is advertised and sold. But it is told frankly that Indian currency will not be accepted for the foreign liquor that is available on these flights. It is a matter of national shame and nothing is more detrimental to the Indian sense of honour and integrity than this that the Indian rupee is not accepted on an Indian Airlines plane. I am reminded of a story of a flourishing salesman who gave up his job as a salesman and joined the police department. When some friends asked him the reason, he said, "In my old job, I have to say every time the customer is right. Now in this department, I can say, the customer is wrong". I think one can join the Indian Airlines and say, the customer is always wrong.

Air-India is a wonderful service. It has been well organised and is doing very well. But my experience is, in Air-India Indian gets the last priority. The Maharaja of Air-India has lost much of its glamour.

MR. DEPUTY-SPEAKER: He should conclude now.

SHRI N. K. SANGHI: Look at our hotels. We have hotels like the Taj and the Ashoka, but the prices have gone up. The foreign tourist wants a reasonable accommodation and food for, say, five dollars a day. Hotels like Ranjit and Lodi are very dirty. The bath rooms are dirty. There is no cleanliness in these hotels. Unless you improve the cleanliness, I do not think the tourists will be attracted to them.

We have to develop our tourism and bring it to a certain level of proficiency. We should remove these small troubles. The road transport is hardly organised. A man travelling by tourist taxi is stopped at so many barriers and there are always long negotiations with the State Governments. For rationalisation of road transport some agree and some do not agree. I suggest that a committee of Members of

[Shri N. K. Sanghi]

Parliament should be organised to look into this matter. A cell should be constituted in the ministry. If there is any trouble, if somebody cannot get accommodation or transport, this cell should come to his rescue. That is the way to develop tourism in this country.

The prosperity of the country demands that we should all be united and we should see that tourism develops in this country.

SHRI S. KANDAPPAN (Mettur) : Sir, there is much to be desired in the service rendered to passengers in the IAC. I hope with the dynamism of the new minister, things will improve.

There is inordinate delay in the delivery of our luggage and the announcement both at the embarking place and at the place where we get down is anything but clear. Nobody is able to make out whether it is Greek or Latin or English. These are small things, but it will go a long way to make us feel that our needs are being catered to effectively if it is properly streamlined.

I do not know whether Madras airport is considered as an international airport or as a major airport. The Government is not clear in its mind about this and they have given an indication of their confused thinking in the report itself. In page 3, Madras is included in international airports, but in the annexure, it is shown as a major airport, with the result many of the amenities available at international airports are not available at Madras airport. There are very few houses which cannot accommodate even a quarter of the personnel working there.

I am told that the Government has acquired some land for providing housing facilities there. I hope they will go ahead with the programme and complete it within the shortest possible time.

I would like to plead with the hon. Minister in respect of another important thing. Already representations have been sent and some Members of Parliament have also met the Minister personally in this connection. There is a demand consistently for the past decade or so that there should be a small airport at Salem in Tamil

laud. Successive Collectors of District Headquarters in the town which has a population of more than three lakhs have been taking a keen interest in this matter. A few years back the Madras Flying Club, just to give a glimpse of what it would be like and also to enthuse the people there, organised flights for the public in that area. They have also acquired some land there. The Government is even prepared to place at the disposal of the Central Government sufficient acres of land for this purpose. I would like the Minister to see that an airport comes up in that place.

There is another very important matter to which I would like to draw the attention of the hon. Minister. I understand that within a span of three or four years quite a good number of pilots are due to retire. All those who joined at the end of the Second World War are due to retire and there would be a demand for piloting our civil services. I do not know what facilities the Government have at present to train enough personnel to man our whole fleet. I would like to submit that it is time Government should from now onwards lay the ground and see that we get enough trained personnel. In this regard I would like to urge upon the Government that they should see to it that the selection is made on an all-India basis. Of course, it may be said that it is being made on an all-India basis but if you look to the practical side of it you will find that it is not given the widest publicity in the language papers and we do not attract all the talent that is there in the country for the lucrative jobs that we have in civil aviation and other departments of this Ministry.

With regard to tourism I do not want to say much because the time at my disposal is very short. But I would like to place one thing for the consideration of Government. Many of the monuments particularly in the south of our country are religious. Probably the foreign tourists may not have much interest in our religion. Still they have a historical and architectural value. That should be preserved and publicised. Whereas in many places the people who happen to go there occasionally find a lot of interest and enthusiasm in our old architecture, unfortunately, we do not

promote tourism with a view to cater to the needs of that kind of tourists that may be there in the world over.

In my constituency there is a place in Tarmangalam where there is a temple thousand years old. I learn from people who are good critics of architecture that they have never come across such a beautiful structure anywhere they have toured about. There are many places like that. I am just giving you one example and it is not that I want this particular place to be recognised. There are many places in the South of that nature and Government should see to it that they give publicity to these places. They should also provide lodging and boarding facilities at these places. The matter of providing traffic facilities should also be looked into.

With regard to traffic I would like to say that supposing a tourist is interested in a bird's eye view of the whole country I wonder whether the tourist department has got any comprehensive pamphlet or hand-out to give to him covering all the places of interest in this country in various fields. Also, there is no road link to many of even the important places. These are all vital matters which the Government should consider. They should see that facilities are provided to encourage tourists to go to these spots.

I do not want to say anything on the issue of prohibition. Particularly in my State, we are very strict on the implementation of prohibition. Of course, an exception is made in the case of tourists, who are given permits.

With regard to hand-outs and books I feel there is a lacuna. For many temples and places of tourist interest there are no hand-outs giving their historical perspective or a short history of the place which will be of immense help to the tourists. Except for big and popular places like Taj Mahal and others, there are no hand-outs for smaller places of interest. It should be attended to.

Then, I am sorry to say that on every Demand we are constrained to make some reference to Hindi, which only indicates the omnipotence of Hindi in this country. In this Ministry, for instance, I wonder what is the necessity for the propagation of Hindi by spending a lot of money. Of all the Ministries, of the Government of

India there is the remote chance of Hindi being of any use in this Ministry because it deals with tourism and aviation where English is necessary. Only the other day, while giving the reasons for an air accident, the Minister was saying that it was due to a misunderstanding of the message given by the Geneva airport, which was transmitted in French. The crew were not able to understand this. I think it is understood all over the world that English is the medium used by all airports. Then, what is the purpose and what is the use of spending so much money by this Ministry for the propagation of Hindi?

Even with regard to communications, it is stated on page 17 of the Report that all communications received in Hindi are replied to in Hindi. Are there not people in this country who are interested in other languages? If the Government want to give this facility or amenity of transacting the business with the people in a language which is understood by them, it should be given to all people equally and in an impartial manner. But, unfortunately, in this department, as in other departments, they do not seem to bother about the other languages or people speaking other languages. Suppose I write a letter to the Ministry in Tamil, I may not get even an acknowledgement. But if my hon. friend, Shri Rabi Ray writes a letter in Hindi, he will get a reply.

SHRI RABI RAY (Pari) : In Oriya.

SHRI S. KANDAPPAN : If you write it in Oriya, you will not get a reply. But if it is in Hindi, you will get a reply. Why this double standard? (Interruptions) It is there. I am not inventing anything. I am just commenting on what is there.

श्री रवि राय : जिस भाषा में चिट्ठी जाये उसी भाषा में जवाब मिलना चाहिए ।

SHRI S. KANDAPPAN : Notifications and resolutions are released for publication in Hindi. Why could they not divert that money for the efficient functioning of the department? I am sure quite a good amount is being spent for the propagation of Hindi. I would like to know the total amount they are spending on Hindi in this department and in the Minis-

[Shri S. Kandappan]

try. I am sure it would be a revealing figure.

Let it not be understood that I am speaking against another language. It is not at all that way. But what is the use and what is the purpose of this Ministry spending money on propagation of Hindi? Since we are making only slow progress in various fields, I would request the Minister to see that they do not waste their time, energy and money on this kind of venture when they could better be diverted for the efficient functioning of the civil aviation and other departments.

SHRI A. S. KASTURE (Khamgaon) : Mr. Deputy-Speaker, Sir, I am very much thankful to you for giving me this opportunity to speak on the Demands for Grants relating to the Ministry of Tourism and Civil Aviation.

I wish to speak regarding tourism first. I am glad to know from the report published by the Ministry that the Government has constituted the Indian Tourism Development Corporation, a public sector undertaking. India is a very vast country and there are a large number of places of tourist interest. The interest is from several points of view. In view of several religions in India, almost all religions, temples and monuments are of interest from the tourist point of view.

MR. DEPUTY-SPEAKER : The hon. Member may resume his speech after Lunch.

13.00 hrs.

*The Lok Sabha adjourned for Lunch till
Fourteen of the Clock.*

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

[Mr. Deputy-Speaker in the chair]

DEMAND FOR GRANTS, 1968-69
—contd.

**Ministry of Tourism and Civil
Aviation—contd.**

MR. DEPUTY-SPEAKER : Shri Kasture to continue his speech,

SHRI A. S. KASTURE : Mr. Deputy-Speaker, Sir, I was discussing about the religious monuments. The religious monuments of whatever religion must be well maintained to attract the tourists. It is absolutely necessary to provide more and more facilities to the tourists. I feel, tourism should be considered as the most prosperous industry.

There are a large number of Tourist important places in Vidarbha region of Maharashtra. They are of historical importance. For example, Ramtak. It is only 30 miles away from Nagpur. There is a temple of God Ram. It has been proved that the great epic of Meghdoot written by Kalidasa was written at Ramtak. So, Ramtak temple should be declared as a place of tourist importance. There are also several forts within the region of Vidarbha of Maharashtra. The first is Sitabadi fort which is in Nagpur proper, there is Narnala fort in Akola district. Gavilgarh fort and Guruking Ashram of Mozri, both of Amraoti district. These places should be considered as places of tourist importance.

Sir, I hope the hon. Members of this House know the importance of Sindkhed Raja, the birth-place of Jijamata, the mother of the great Shivaji. The palace and other monuments of Sindkhed Raja should be declared as places of tourist interest. It is in Buldana district. The world famous Buddhist frescoes of Ajanta are very near from Buldana.

Buldana is a district place of Maharashtra. In order to give facilities to the tourists the Government of Maharashtra and the Government of India have started tourist office in Aurangabad, but the Ajanta caves are nearly 67 miles away from Aurangabad. On the contrary, Buldana is thirty miles from Ajanta caves. The Government of Maharashtra have started regular bus service to Ajanta from Buldana. But there is no proper facility for tourists at Buldana. I would therefore request the Minister to consider Buldana which is a hill-station as one of the places of tourist interest. It is very near from Ajanta. I would request the hon. Minister to start a sub-tourist office at Buldana and construct a tourist bungalow there.

As regards Civil Aviation, Sir, I would like to say that Nagpur is a central place

of India. But there is no direct air service from Delhi to Nagpur. There are direct air services from Delhi to Bangalore, Madras and Hyderabad. Nagpur has its own importance. It is not only a central place of India, but it was the capital of the old CP and Berar province. Now Vidarbha and Nagpur form part of Maharashtra. Considering the importance of Nagpur, I would like the hon. Minister to consider the proposal of starting regular air service from Delhi to Nagpur. If it is not possible to start regular air service between Delhi and Nagpur then I would request that the existing service from Delhi to Madras or Hyderabad or Bangalore may be used for stopping at Nagpur and then go to the destined place.

As regards Aurangabad airport, I have some difficulty about it. The office of Indian Airlines Corporation is in Aurangabad hotel and the airport is at Chikhalthana. That airport is eight miles away from Aurangabad hotel. At the time of arrival of the plane the whole staff of IAC go to the port and no one remains in the office. So, if any tourist wants to catch the plane and he goes to the I. A. C. office there is no one there. As such he cannot catch the plane, as he has no idea whether the plane has arrived or not. So I would request the hon. Minister to see that at least one employee of the IAC is there at the office at the time of arrival of the plane to cater to the needs of tourists and the passengers. I would therefore request the hon. Minister to issue necessary instructions in this regard.

MR. DEPUTY SPEAKER : Hon. Members may now move the cut motions to Demands for Grants relating to the Ministry of Tourism and Civil Aviation, subject to their being otherwise admissible.

श्री यशवन्तराव कुशवाय : मैं प्रस्ताव करता हूँ:-

कि "पर्यटन और असेनिक उद्द्ययन मंत्रालय" शीर्षक के अन्तर्गत भाग में 100 रुपये कम कर दिये जायें।

[ग्वालियर शहर के लिए विमान सेवा प्रारम्भ करने में सफलता (3)]

कि "पर्यटन और असेनिक उद्द्ययन मंत्रालय" शीर्षक के अन्तर्गत भाग में 100 रुपये कम कर दिये जायें।

[पर्यटकों के लिये आकर्षण वाले स्थानों और प्रारक्षित वनों तक अधिक विमान सेवा चालू करने की आवश्यकता (4)]

SHRI SRINIBAS MISRA (Cuttack) : I beg to move :

"That the demand under the Head Other Capital Outlay of the Ministry of Tourism and Civil Aviation be reduced to Re. 1/-."

[Failure to develop places of interest in Orissa as tourist centres. (44)].

"That the demand under the head Other Capital Outlay of the Ministry of Tourism and Civil Aviation be reduced to Re. 1/-."

[Neglect in developing Udayagiri and Ratnagiri as tourist centres. (45)].

"That the demand under the head Other Capital Outlay of the Ministry of Tourism and Civil Aviation be reduced by Rs. 100/-."

[Delay in developing the Chilka lake as a place of attraction for tourists. (46)].

SHRI VASUDEVAN NAIR (Peerwade) : I beg to move :

"That the demand under the head Aviation be reduced to Re. 1."

[Need to provide cheap accommodation at the airport retiring rooms for use of non-gazetted staff on tour as available to Gazetted officers. (47)].

"That the demand under the head Aviation be reduced to Re. 1."

[Need to convert the E&M workshop for repairing and maintaining staff cars of various Ministries into a permanent establishment. (48)].

"That the demand under the Head Aviation be reduced to Re. 1."

[Need to have a single administrator at various airports instead of having two or three as at present. (49)].

"That the demand under the head Aviation be reduced to Re. 1."

[Need to reserve Class II posts for departmental promotions only and have direct recruitment of Class I level as is done in other departments. (50)].

"That the demand under the head Aviation be reduced to Re. 1."

[Need to provide free transport for staff for marketing trips at least once a week in case of out-of-the-way airport. (51)].

[Shri P. K. Vasudevan Nair]

"That to demand under the head Aviation be reduced to Re. 1."

[Need to implement the ICAO Assembly resolution emphasising the need to raise the pay scales and improve the working conditions of staff engaged in navigation and communication departments of air traffic services. (52)].

"That the demand under the head Aviation be reduced to Re. 1."

[Need to establish a statutory corporation for managing the airports. (53)].

"That the demand under the head Aviation be reduced to Re. 1."

[Need to give special consideration to problems of civil aviation staff whose living and service conditions are hazardous as compared to staff of other departments. (54)].

"That the demand under the head Aviation be reduced by Rs. 100."

[Failure to supply liveries to entitled staff in time. (55)].

"That the demand under the head Aviation be reduced by Rs. 100."

[Failure to grant overtime allowance to Chowkidars and Sweepers on the same hourly rates as applicable to other operational staff of Civil Aviation Department. (56)].

"That the demand under the head Aviation be reduced by Rs. 100."

[Failure to confirm non-gazetted staff against available permanent posts. (57)].

"That the demand under the head Aviation be reduced by Rs. 100."

[Failure to provide residential accommodation to civil aviation staff in view of their All-India service liability and remote location of the airports. (58)].

"That the demand under the head Aviation be reduced by Rs. 100."

[Failure to implement Workshop Committee Report (59)].

"That the demand under the head Aviation be reduced by Rs. 100."

[Failure to implement revised pay scale for Workshop Staff from 1.9.1957. (60)].

"That the demand under the head Aviation be reduced by Rs. 100."

[Failure to remove disparity in internal relativity of percentage of posts of Selection Grade Aerodrome Operators. (61)].

"That the demand under the head Aviation be reduced by Rs. 100."

[Failure to prevent intordinate delay in administration in settling staff problems and Union representations. (62)].

"That the demand under the head Aviation be reduced by Rs. 100."

[Failure to follow the instructions issued by Ministry of Home Affairs in writing Confidential Reports of staff. (63)].

"That the demand under the head Aviation be reduced by Rs. 100."

[Failure to issue quasi-permanency certificates to staff who are eligible for them for a number of years. (64)].

"That the demand under the head Aviation be reduced by Rs. 100."

[Failure to create number of ministerial posts in proportion to increase in the technical and operational personnel. (65)].

"That the demand under the head Aviation be reduced by Rs. 100."

[Failure to create posts of Administrative Officers, Superintendents, Head Clerks and Senior Clerks, commensurate with the quality of work performed in Civil Aviation Department as compared to other Departments. (66)].

"That the Demand under the Head Aviation be reduced by Rs. 100."

[Failure to create Selection Grade posts in all cadres where promotional avenues are nil or negligible as per recommendations of Second Pay Commission. (67)].

"That the Demand under the Head Aviation be reduced by Rs. 100."

[Failure to provide adequate incentives to staff who have reached their maximum in the pay scale. (68)].

"That the Demand under the Head Aviation be reduced by Rs. 100."

[Failure to remove stagnation of staff who have remained without having even one promotion for a number of years and are about to retire. (69)].

"That the Demand under the Head Aviation be reduced by Rs. 100."

[Failure to provide free transport for staff posted at Palam Air Port consequent on taking over Palam Airport from Indian Air Force by Civil Aviation Department. (70)].

SHRI RAMAVATAR SHASTRI (Patna)
I beg to move :

"That the Demand under the Head Meteorology be reduced to Re. 1."

[Failure to develop the science dealing with artificial rain. (71)].

"That the Demand under the Head Meteorology be reduced by Rs. 100."

[Failure to give necessary meteorological information to farmers. (72)]

"That the Demand under the Head Aviation be reduced by Rs. 100."

[Need to extend airports. (73)]

"That the Demand under the Head Aviation be reduced by Rs. 100."

[Failure to improve the working conditions of employees. (74)]

"That the Demand under the Head Aviation be reduced by Rs. 100."

[Need to remove increasing dissatisfaction among employees. (75)]

"That the Demand under the Head Aviation be reduced by Rs. 100."

[Need to improve patna airport. (76)]

That the demand under the head Aviation be reduced by Rs. 100.

[Need to make Patna airport attractive (77)]

That the demand under the head Aviation be reduced by Rs. 100.

[Failure to give adequate compensation for land acquired for airports (78)]

That the demand under the head Aviation be reduced by Rs. 100.

[Need to purchase modern and de-luxe aeroplanes (79)]

That the demand under the head Other Revenue Expenditure of the Ministry of Tourism and Civil Aviation be reduced by Rs. 100.

[Failure to make tourist agencies in States more useful and strong (80)]

That the demand under the head Other Revenue Expenditure of the Ministry of Tourism and Civil Aviation be reduced by Rs. 100.

[Need to provide financial assistance to tourist agencies in various States (81)]

That the demand under the head Other Revenue Expenditure of the Ministry of Tourism and Civil Aviation be reduced by Rs. 100.

[Need to bring all round development of tourist centres (82)]

That the demand under the head Other Revenue Expenditure of the Ministry of Tourism and Civil Aviation be reduced by Rs. 100.

[Failure to undertake intensive publicity to attract more tourists. (83)]

That the demand under the head Other Revenue Expenditure of the Ministry of Tourism and Civil Aviation be reduced by Rs. 100.

[Failure to undertake overall development of tourist centres in Bihar (84)]

That the demand under the head Other Revenue Expenditure of the Ministry of Tourism and Civil Aviation be reduced by Rs. 100.

[Need to give grant for the development of Rajgir as a tourist centre (85)]

That the demand under the head Other Revenue Expenditure of the Ministry of Tourism and Civil Aviation be reduced by Rs. 100.

[Need to develop tourist centres in the hilly areas of Gaya District (86)]

That the Demand under the Head Other Revenue Expenditure of the Ministry of Tourism and Civil Aviation be reduced by Rs. 100.

[Need to develop Rajgir as a tourist centre of international importance (87)]

That the Demand under the Head Other Revenue Expenditure of the Ministry of Tourism and Civil Aviation be reduced by Rs. 100.

[Need to preserve water resources of Rajgir (88)]

That the Demand under the Head Other Capital Outlay of the Ministry of Tourism and Civil Aviation be reduced by Rs. 100.

[Need to take over Hotel Imperial, Delhi (89)]

That the Demand under the Head Other Capital Outlay of the Ministry of Tourism and Civil Aviation be reduced by Rs. 100.

[Need to exert pressure on the management of Hotel Imperial not to close down the hotel (90)]

That the Demand under the Head Other Capital Outlay of the Ministry of Tourism and Civil Aviation be reduced by Rs. 100.

[Need to keep Hotel Imperial functioning for the convenience of foreign tourists (91)]

MR. DEPUTY-SPEAKER : The Cut Motions are also now before the House.

SHRI M. MEGHACHANDRA (Inner Manipur) : Sir, I thank you for the opportunity given to me to speak on the Demands of the Ministry of Tourism and Civil Aviation.

Sir, I have something so to say against the demands of the Ministry of Tourism and Civil Aviation. After reading the report for the year 1967-68 I am not optimistic at all that things are improving much. I am sorry nothing is referred to here about the tourist centres and development of tourism in the eastern region, especially, Assam, Nagaland and Manipur. I find, Sir, this area of Nagaland and Manipur is a place where beauty is found in abundance. There are the hills, there are beautiful rivulets, there are lakes also and the most beautiful lake, rather one of the biggest in India, is also in Manipur—the Loktak lake and then there is the hill in the midst of that lake. Nothing is done to improve that particular lake and to make it an important centre for tourism.

If tourism as an industry has to be carried forward, it must be carried forward for the whole of India. I do not see any optimism when tourism is carried forward, and look to the western countries, people of the west, coming over to India and that we will earn foreign exchange, this and that. But, I feel Sir, the recession or monetary crisis we see in America, all this, will have a necessary impact on this industry of tourism. But, then I will plead before this House that something must be done so that this industry of tourism also functions properly in the eastern region.

In this connection I will point out one thing. That is about the restrictions imposed on the people coming over that part of India. No one is allowed unless he produces some Inner Line Permit whether he be a tourist or not and even in the year 1967 which we observed as the International Tourist Year, I am sorry to say that when some Soviet Youth Delegation came to Imphal,—they were coming in the IAC dakota plane—they could not go beyond Silchar and had to go away from Kumbigram aerodrome as they were told 'You cannot proceed further'. This

Youth Delegation was coming from a friendly country and they were our invites also not to speak of tourists. But they could not proceed to Imphal and even to-day there is no arrangement whatsoever. Sir, in this connection the question of national security and tourism should be reconciled. Therefore, I want to submit that some sort of a liberalisation in the policy must be made and there should be some arrangement for tourists to come over Imphal and that area. So far I do not see any solution or any guidance from the report which is circulated, and this must be looked into. There is enough room of development of tourism in that area and the Ministry should give due attention for development of tourism in that region. That will also help in achieving what we call national integration. If you say that nobody should be allowed to go into that area, then you will have no national integration.

I now come to civil aviation. We have got the Air India and the IAC. But we have also got the non-scheduled flights. I want that the non-scheduled flights, and the private cargo-carrying airlines should be taken over by Government. The employees of these private airlines have been demanding that Government should take them over. Further, these private airlines are also running at a profit. Therefore, I appeal to the hon. Minister that these should be taken over.

We have also to see how far the interests of the employees in the two air corporations are being safeguarded. I am really sorry to find that the Civil Aviation Department cannot come to safeguard the interests of the employees until the employees come forward and demonstrate. There have been strikes by all sections of employees, technical and non-technical, of Air India as well as the IAC, and there is reference in the report also to the strikes, the number of flights lost and so on. But the way the problem is being tackled and the working conditions and the pay scales of the employees is to be improved shows that the matter is not being given much attention which it deserves. There is reference in the report to the job evaluation committee. This committee was to have submitted its report by perhaps the 31st March last. But we find that the

employees are not satisfied with what is going on. What is most important is to see how these employees, technical as well as non-technical, could be made contented. Unless that is done, the service will suffer.

In conclusion, I would submit that the Civil Aviation Department should see that the interests of the people living in Manipur and other border areas are also served. We have an aerodrome there which is of the intermediate category; it is Tulihal, which is yet 'Intermediate'. This aerodrome must be improved and developed. We find that only Dakotas are making flights there. But these Dakotas are out of date. Some modern and bigger planes should come over to Imphal and a link should be established between these border areas and the other places of India through these modern planes.

Then, I would refer to flying clubs. Some names of flying clubs have also been mentioned, but there is no flying club in Manipur. The flying club at Gauhati in Assam is also not functioning properly. Government should see that these flying clubs run properly and proper finances are given to them so that the pilots could be trained in these flying clubs and function properly.

14.26 hrs.

[Shri S. M. Joshi in the Chair]

THE DEPUTY MINISTER IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (SHRIMATI JAHANARA JAIPAL SINGH): Mr. Chairman, I thank you for giving me this opportunity to intervene in this debate.

Hon. Members who have spoken have raised several interesting points, most of them on matters of policy which I shall leave to be dealt with by my senior colleague. I should like to utilise this little time given to me in bringing to the notice of members some of the less well known activities of our Ministry. I should like to deal generally with welfare matters and particularly with the India Meteorological Department.

The India Meteorological Department is the oldest scientific department of the Government of India which came into being in 1875. It is a matter of great pride to

us that we have no foreign experts or foreign collaboration in the Department, but on the other hand, our scientists and officers are very much wanted by other foreign countries to help them set up their meteorological departments or reorganise what they already have. At the moment, 19 of our officers are abroad on such missions. In our training schools in Poona and New Delhi, we have regularly foreign students.

The Department has within its scientific field important discipline such as seismology, geomagnetism, astronomy and astrophysics and the preparation and publication of almanacs.

A major attempt of the Department has been to improve and modernise the telecommunication system so that timely receipt of weather data and their quick dissemination to users can be achieved. Admittedly, our present communication system is very poor and a lot of time is lost in getting information where it should go.

The question of India participating in the World Weather Watch Scheme drawn up by the World Meteorological Organisation in Geneva is being considered by Government, and when a decision is taken for India to participate in the plan, it will give a great impetus for the improvement of telecommunication facilities within the country and it will also put India on the global telecommunication system which will keep us in touch with all the developments in meteorology. There can be no doubt that once we are there, it will be of immense benefit to our agriculturists because we shall be able to have forecasts 7 to 10 days in advance. Apart from that, the utility of this novel international co-operation is beyond doubt.

India has a vast coastline, nearly 5,000 kms. and regularly the coastline areas are hit by cyclonic storms which have their big-ning in the Arabian Sea or in the Bay of Bengal. Since its inception, the Department has been giving storm warnings to ports and shipping. But with the rapid developments in the field of ports and aviation activities, it has become necessary to take urgent steps to detect cyclones even while they are far out at sea. This will be done by the Cyclone Warning and Research Centre to be set up in Madras with §

[Shrimati Jahanara Jaipal Singh]

radar stations along the coastline. It should be possible with the advance information that we will be getting from radar and aircraft observation to minimise the damage to property and human lives.

We have introduced modern radiosonde and radio-wind techniques for measuring upper atmosphere. It is a matter of pride to us that the instruments we use for carrying out these experiments have been made in our workshops with 95 per cent indigenous components and only 5 per cent imported ones.

In the same way, next year we shall mount a 40-inch telescope in the south of India which has been imported from East Germany. All the accessories for it are going to be manufactured at the Kodaikanal workshop.

In agriculture, meteorology renders much service. Members and the public are familiar with the daily weather bulletin to farmers. We broadcast in 22 languages on 55 AIR stations in their rural programmes daily bulletins to farmers. Madras State has gone further in having a novel way of doing it. The agricultural department in consultation with the local Meteorological office prepares advisory messages which are appended to weather bulletins under the distinct head 'advice of Agriculture Department to farmers.' We are hoping that we shall be able to introduce this in the other States too.

Hon. Members will remember that disastrous Koyna earthquake last December. After this, the department, in cooperation with the UNESCO and the Ministry of Irrigation and Power has prepared a report and have given a scientific explanation which will greatly help in understanding the origin of such earthquakes.

When we come to the welfare activities of the Ministry, I must say that while Government and the corporations expect the highest level of production from our aviation employees, we are equally conscious of the fact that the minimum requisite amenities must be provided by us because we have to take into account the fact that the working conditions of the employees of the Civil Aviation department are quite different from the working conditions of other Central Government employ-

ees. The other Central Government employees have set places of residence and set time of work, whereas the employees of the Civil Aviation department are expected to serve in any one of the 85 airfields all over the country. And these airfields, as hon. Members know, are situated several miles away from the centre of the town or the city. Therefore, this problem of housing and transport takes on even more significance. So far, perhaps because of the limited resources, the allocations for construction of staff quarters are rather meagre. We are thinking, however, whether having regard to the peculiar circumstances of service in the Civil Aviation department, special allocation could not be made to augment the quarters that are available immediately so that at least a fair percentage of the employees who are required to function in the airports, as operational staff, can be provided with accommodation.

As I have said, Government are very much alive to the requirements of the employees of the Civil Aviation department and are taking all possible measures to provide these amenities. Government's aim is that at least in the outlying airfields such as in the eastern sector in undeveloped areas where there are so many airfields, we should be able to provide hundred per cent accommodation and in the other airfields closer to developed towns and cities we hope we shall be able to provide accommodation at least to the Class III and Class IV employees.

As far the employees of the two Corporations, it is true that at present the position is unsatisfactory, particularly in the Indian Airlines, but I am happy to say that last year land has been acquired and plans have been drawn up for housing colonies at the four international airports.

Coming back to the Civil Aviation department staff, the hon. Members will be glad to note that a scheme of joint consultative machinery has been evolved by Government. The departmental council has been formed with the Secretary of the Civil Aviation Ministry as Chairman. The council has representatives both from the staff side and the official side and it is open to the staff side to refer to the council all points relating to their service con-

ditions. I am happy to record that the council has already met four times and satisfactory progress is being made. As a matter of fact, many of the points raised in the cut motions relating to the service conditions of the Civil Aviation department are already being dealt with by the departmental council. My Minister and I are both personally very anxious that all these matters are dealt with by the departmental council as expeditiously as possible and the grievances of the employees are redressed wherever practicable to the maximum extent.

In this connection, I would like to say that I myself have visited several airfields and I have first-hand knowledge of many of the detailed problems of the welfare and amenities that should be provided, and I am trying my best to see that the steps already initiated to put these things right are completed and implemented with the least possible delay.

Having said what Government have to do in the matter of providing amenities to staff and having admitted that at any rate for the time being they are perhaps inadequate, I must place on record Government's appreciation of the attitude of the Civil Aviation employees as reflected by their unions. Notwithstanding the fact that the civil aviation employees, most of them low-paid, who are required to function at the airports, have not been getting all the amenities that Government wants to give them, they have maintained a high standard of morale and cordial labour relations with Government. Never has there been any illegal strike or demonstration in the department. These reflect the high standard of labour relations of the department and the Civil Aviation department employee's union. Hon. Members will agree with me if I place on record the Government's appreciation of such an attitude on the part of the employees.

श्री गयूर अली खाँ (कैराना) : चेयरमैन साहब, हिन्दुस्तान में सैयाही या टुअरिज्म कोई नयी चीज नहीं है। कदीमी जमाने से हिन्दुस्तान में सैयाह आते रहे हैं। हिन्दुस्तान में तारीखी मुकामत, खूब सूरत जंगल, पुरानी यादगारों, खूबसूरत इमारतें देखने के लिये हमेशा ही सयाह आते रहे हैं। लेकिन मुझे दुख के साथ

कहना पड़ता है कि हमारे 20 साल के दोरे हुकूमत में हमारी गवर्नमेंट ने टुअरिज्म को तरक्की देने के लिये कोई खास कदम नहीं उठाये हैं। हमारे मन्त्री साहब ने कुछ करने की कोशिश की है लेकिन वह दूसरे मुल्कों के मुकाबले में बिल्कुल नहीं के बराबर है।

श्रीमन, हमारा हिन्दुस्तान एक बहुत बड़ा मुल्क है जो मशरिफ में आसाम के खूबसूरत और घने जंगलों से लेकर मगरिब में गीर के जंगलों तक फैला हुआ है, इसी तरह शुमाल में कश्मीर की खूबसूरत वादी से लेकर जुनूब में कन्याकुमारी तक फैला हुआ है। हमारा देश ऐसी चीजों से भरपूर है, इसमें ऐसी इमारतें हैं, ऐसी पुरानी यादगारें हैं, ऐसे जंगल हैं, ऐसे पुराने किले और दूसरी चीजें मौजूद हैं जिनको देखने के लिये दुनिया के दूसरे मुल्कों से, यूरोप और दूसरे मुमालिक से लोग आना चाहते हैं, आने की कोशिश करते हैं। लेकिन मुझे सख्त अफसोस है कि हमारे टुअरिज्म विभाग की तरफ से उन लोगों के आने के लिये वह सहूलियतें और वह राहतें मयस्सर नहीं हैं जो कि उनको होनी चाहिये।

श्रीमान, मैं आपके सामने एक चीज और अर्ज करूंगा। बाहर के मुल्कों में हमारी जो इम्बैसीज है वह टुअरिस्ट्स को वह सहूलियतें बहम नहीं पहुँचाती जो कि उनको पहुँचनी चाहिये। सिर्फ विसा हासिल करने के लिये ही उनको बड़ी दिक्कतें पेश आती हैं, उनको जगह जगह ठोकें खानी पड़ती हैं। अगर आप इजाजत दें तो एक डच प्रोफेसर जो कि हिस्ट्री के प्रोफेसर हैं, उनको विसा हासिल करने में कितनी तकलीफ उठानी पड़ी उसकी बाबत चन्द लाइनें उनके खत से ही पढ़ना चाहता हूँ जिससे आपको मालूम होगा कि हमारी इम्बैसीज किस कदर इस मामले में लापरवाह हैं। सुस्त हैं और नाकारा हैं। वह लिखते हैं :

First, Indian diplomats never issue immediately a visa. You have always to come back. May be next day, may be after some hours. Of course, they are able to issue immediately a visa, but they are

[श्री गयूर अली खां]

too lazy to help you. It suits them better to give all tourists at the same time their passports back.

On the 31st August 1967 I visited the Indian Embassy at Teheran. There was there a chap—मैं नाम नहीं लूँगा—first secretary. First he humiliated me by forcing me to write my visa application again, for the reason visiting India I had written that I liked to see the old Indian civilisation and the old towns. That was not good. Crossing out was not good. I had to write the whole application form again in order to substitute that sentence by 'tourism'.

In general, Indian diplomats are not at all interested in the fact that you like to visit India. They are completely indifferent. The application form is offensive. It asks the tourist who will guarantee his return when he has no more money.

It threatens him with cancelling his visa if any statement is incorrect. I find it a strange thing to threaten a guest. Of course you are in trouble if any statement is incorrect. But is it necessary to say so?

हमारे मुल्क के मुकाबले में दूसरे मुल्कों में क्या सहूलियतें हैं वह माननीय मंत्री जी देखें। तो एक तो कम्प्लेंट बुक हो, इस पर भी आप गौर करेंगे। वह कहते हैं :

I suggest you to lay down in every embassy a complaint book and to put down a statement that every tourist has a right on a visa within 15 minutes. If not, the ambassador has to give the reason. When a visa for Yugoslavia was necessary, the Yugoslav Embassy in the Hague issued visas within 15 minutes. What Yugoslaves can do, India can do too. That is the reason why I give a limit of 15 minutes."

यह हालत है हमारी इन्वैसीज की। इस तरह से उन लोगों को तकलीफ पहुँचाते हैं। श्रीमन, हमारे देश में ऐसी चीजें हैं, अगर सही हालत में उनको रखा जाये, जो ऐसे मुकामात हैं उनकी मरम्मत करा दी जाये और उनकी बाकायदा देख-भाल की जाये और यहां पर आने वाले टुअरिस्ट्स को सहूलियतें मोहैया की जायें तो दूसरे मुल्कों के मुकाबले में कहीं ज्यादा

टुअरिस्ट्स यहां पर आ सकते हैं। लेकिन घूँक उसकी तरफ कोई तवज्जह नहीं दी जा रही है, टुअरिस्ट्स को कोई सहूलियतें नहीं मिल रही हैं इसलिये यहां पर टुअरिस्ट्स बहुत कम आते हैं।

आप यूरोप के मुल्कों को लीजिए। इटली का शहर रोम है, वहां पर लाखों टुअरिस्ट्स आते जाते रहते हैं। स्पेन को काफी आमदनी टुअरिस्ट्स की बढौलत है। स्वीटजरलैण्ड को काफी आमदनी टुअरिस्ट्स से है। स्वीटजरलैण्ड की आमदनी का 50 फीसदी तो होटल को इण्डस्ट्री से वसूल हो जाता है। लेकिन हमारे मुल्क में इस तरफ कोई तवज्जह नहीं है। हमारे यहां सिर्फ 20-25 करोड़ रुपया सालाना टुअरिज्म से मिलता है जबकि स्पेन में पिछले साल 750 करोड़ की आमदनी हुई और इसी तरह से दूसरे मुल्कों में भी 800 करोड़ रुपये तक की आमदनी हुई।

श्रीमन, टुअरिस्ट्स के लिए न तो कोई ठहराने का इन्तजाम है, न उनके सफर का कोई इन्तजाम है और न टुअरिस्ट्स सेन्टर्स पर उनके लिए कोई मकानात बने हुए हैं। बहुत से सेन्टर्स ऐसे हैं जहां पर ठहरने की बहुत ही ज्यादा तकलीफ है। उनके खाने पीने का भी कोई इन्तजाम नहीं है। ऐसी हालत में टुअरिस्ट्स आकर क्या करें। मैं आपके जरिये से कहूंगा कि हर सेन्टर पर जहां कि टुअरिस्ट्स जा सकते हैं या जहां पहुँच सकते हैं, उनकी हर सुविधा आराम आशायशों का इन्तजाम करें, सड़कों का इन्तजाम करें, अगर हवाई जहाज से जाने की कोई जगह है तो ऐसा इन्तजाम करें कि वह हवाई जहाज से वहां पहुँच सकें। इस किस्म के सारे इन्तजाम उनके लिए होने चाहियें ताकि उनको सुविधा मिल सके और वे आ सकें।

आज हिन्दुस्तान को फारेन एक्सचेन्ज की बहुत सख्त जरूरत है। अगर आप चाहें और टुअरिज्म को तरक्की दें तो आपकी फारेन

एक्सचेन्ज की सारी जरूरत सिर्फ टुअरिज्म से ही पूरी हो सकती है। दूसरे मुल्कों को आज इससे काफी आमदनी हो भी रही है। मैं कुछ चीजें मन्त्री महोदय की खिदमत में पेश करना चाहता हूँ और मुझे उम्मीद है वह उन पर प्रमत्त करेंगे और टुअरिज्म के मामले को फरोग देंगे। पहली बात तो यह कि जो तारीखी मुकामात हैं, पुरानी जगहें हैं उनकी मरम्मत का इन्तजाम किया जाये। उनके पास ऐसे तफरीहगाह, बागीचे बनाये जायें जो टुअरिस्ट्स की दिलकशी का बायस हो सकें। हमारे यहां तो कश्मीर ही एक ऐसी जगह है जो दुनिया में कहीं नहीं है। एक फारसी के शयार ने कश्मीर को देखा था। उसने फारसी में एक शेर कहा है :

अगर फिरदौस बर ह्ये जमीं अस्त,
हमीं अस्त, हमी अस्त, हमीं अस्त।

अगर बुनिया में जन्मत हो सकती है तो वह जन्मत कश्मीर में ही हो सकती है लेकिन ऐसी जगह कश्मीर में भी टुअरिस्ट्स से लिए कोई खास सहूलियतें नहीं हैं। मैंने सुना है कि श्रीनगर में जब टुअरिस्ट्स आते हैं तब वहां पर खाने-पीने की चीजों के दाम दुगने हो जाते हैं जिससे टुअरिस्ट्स को खूब तकलीफ होती है लेकिन सरकार इस पर कोई चूक नहीं करती है। डाक्टर कर्ण सिंह जो कि टुअरिज्म के मिनिस्टर है वह भी इसका कोई ख्याल नहीं रखते कि टुअरिस्ट्स के आने पर चीजों के भाव क्यों ऊंचे चले जाते हैं। जम्मू में जो चीजों के भाव रहते हैं उनके दुगने भाव श्रीनगर में हो जाते हैं।

श्रीमान, टूरिस्टों के लिये टूरिस्ट कारों का इन्तजाम होना चाहिए। यह टूरिस्ट कारें बड़ी आरामदेह और अच्छी होनी चाहिए जिनमें कि वह सफ़र कर सकें और एक अच्छे तरीके से टूरिस्ट सेंटर्स पर पहुँच सकें। उन की तफरीह के लिये कल्चरल प्रोग्राम्स होने चाहिये। उन के लिये रेल के सफर का भी खास इन्तजाम होना

चाहिए जहाँ कि वह हवाईजहाज़ से नहीं जा सकते हैं। अब फर्ज कीजिये कि टूरिस्ट्स को चन्डीगढ़ से शिमला जाना है तो उसे लाज्मी रेल से सफर करना पड़ेगा। ऐसा इन्तजाम किया जाय कि छोटे जहाज़ों के जरिये उन्हें शिमला तक पहुँचाया जाय ताकि उनका ज्यादा वक्त जाया न हो और वह अपने टाइम पर पहुँच सकें।

टूरिस्ट सेंटर्स पर ट्रेड गाइड्स होने चाहिये इस तरह के पढ़े लिखे गाइड्स हों जो कि टूरिस्ट्स को बतला सकें और वहाँ के हालात से उन को अच्छे तरीके से आगाह कर सकें। टूरिस्ट लोगों को वहाँ की तबारीख के बारे में पूरा-पूरा बतला सकें।

श्रीमान, हमारे मुल्क में इस चीज की बड़ी कमी है कि हम दूसरों को यह नहीं बतला सकते कि भाई यह चीज आवश्यक है। मैंने देखा है कि यह गाइड्स अंग्रेजी व दूसरी खबानें नहीं जानते हैं। गाइड ऐसे होने चाहिये जो कि हर खबान में बातचीत कर सकें और जिस किस्म का टूरिस्ट हो उसी तरीके से उससे बातचीत कर सकें।

अगर टूरिज्म को तरक्की दी गई तो मुल्क को इकतसादी हालत तरक्की करेगी और मुल्क को फौरन एक्सचेन्ज ज्यादा मिलेगा। मुल्क में खुशहाली और तरक्की आयेगी। यह मुल्क इतनी शोहरत हासिल करेगा कि दुनिया के लोग अच्छे तरीके से जान जायेंगे कि हिन्दुस्तान में यह, चीजें हैं। उस के अन्दर ऐसी पुरानी यादगारें हैं। उस की भी अपनी पुरानी तबारीख है। इस में लोग नये दौर में भी अपनी बात को बढ़ाने की और तरक्की देने की कोशिश कर रहे हैं। इसलिये मेरा यह सुझाव है कि मन्त्री साहब मेरे जो ख्यालात हैं उन के ऊपर तबज्जह दे। मैं सभापति महोदय का शुक्रिया अदा करता हूँ कि उन्होंने मुझे बोलने का समय दिया।

شہری غیور علی خاں (کیڑانہ) چیرمین صاحب، ہندوستان میں
سیاحی یا ٹوریزم کوئی کمی چیز نہیں ہے۔ قدیم زمانے سے ہندوستان میں سیاحت
آتے رہے ہیں۔ ہندوستان میں تاریخی مقامات خوبصورت جنگل، پیرانی یادگاریں،
خوبصورت عمارتیں دیکھنے کے لئے ہمیشہ آتے رہے ہیں۔ لیکن مجھے دکھ کے ساتھ کہنا
پڑتا ہے کہ ہمارے تیس سال کے دور حکومت میں ہماری گورنمنٹ نے ٹوریزم کو ترقی
دینے کے لئے کوئی خاص قدم نہیں اٹھایا ہے۔ ہمارے منتری صاحب نے کچھ تکنیکی کوشش
کی ہے لیکن وہ دوسرے ملکوں کے مقابلے میں بالکل نہیں کے برابر ہے۔

شہریان، جہاد ہندوستان ایک بہت بڑا ملک ہے جو مشرق میں آسام کے خوبصورت
اور گھنے جنگلوں سے لے کر جنوب میں کنیا گاری تک پھیلا ہوا ہے۔ جہاد اوسٹریلیا، چین، جاپان
سے بھی پورے۔ اس میں ایسی عمارتیں ہیں، ایسی پرانی یادگاریں ہیں، ایسے جنگل ہیں
ایسے پرانے قلعے اور دوسری چیزیں جو دنیا میں کوئی دیکھنے کے لئے دنیا کے دوسرے
ملکوں سے، یورپ اور دوسرے ممالک سے لوگ آنا چاہتے ہیں۔ آئی کی کوشش
کرتے ہیں، لیکن مجھے سخت افسوس ہے کہ ہمارے ٹوریزم و ہیکلنگ طرف سے ان
لوگوں کے آنے کے لئے وہ سہولتیں اور وہ راجتیں میسر نہیں ہیں جو کہ ان کو
ہونی چاہئیں۔

شہریان میں آپ کے سامنے ایک چیز اور کہوں گا، باہر کے ملکوں میں ہماری
امیسیز میں وہ ٹورسٹس کو وہ سہولتیں نہیں بھیجتا ہیں جو کہ ان کو پہنچانی چاہیے
صحت و زراعت حاصل کرنے کے لئے ہی ان کو بڑی دقتیں پیش آتی ہیں، ان کو جنگ
جگ ٹھوکریں کھانی پڑتی ہیں، اگر آپ اجازت دیں تو ایک ڈچ پروفیسر جو کہ مسٹر
کے پروفیسر میں ان کو وزیر احوال کرنے میں کتنی تکلیف اٹھانی پڑی اس کی
بابت چند لائنیں ان کے خط سے ہی پڑھنا چاہتا ہوں جس سے آپ کو معلوم ہوگا
کہ ہماری امیسیز کس قدر مسائل میں لپڑاواہ ہیں سست اور ناکارہ ہیں۔

First, Indian diplomats never issue immediately a visa. You have always to come back. May be the next day, may be after some hours. Of course, they are able to issue immediately a visa, but they are too lazy to help you. It suits them better to give all tourists at the same time their passports back.

On the 31st August 1967, I visited the Indian Embassy in Tehran. There was

first میں نام نہیں لوں گا۔ — there was a chap

secretary. First he humiliated me by forcing me to write my visa application again, for the reason visiting India I had written that I liked to see the old Indian civilisation and the old towns. That was not good. Crossing out was not good. I

had to write the whole application form again in order to substitute that sentence by 'tourism'.

In general, Indian diplomats are not at all interested in the fact that you like to visit India. They are completely indifferent. The application form is offensive. It asks the tourist who will guarantee his return when he has no more money.

It threatens him with cancelling his visa if any statement is incorrect. I find it a strange thing to threaten a guest. Of course you are in trouble if any statement is incorrect. But is it necessary to say so?

تو ہمارے ملک کے مقابلے میں دوسرے ملکوں میں کیا سہولتیں ہیں
وہ ماننا منتری جی دیکھیں، ایک تو کیلیپٹا، ایک ہوا اس پر بھی آپ غور کریں وہ
کہتے ہیں۔

I suggest you to lay down in every embassy a complaint book and to put down a statement that every tourist has a right on a visa within 15 minutes. If not, the ambassador has to give the reason. When a visa for Yugoslavia was necessary, the Yugoslav embassy in the Hague issued visas within 15 minutes. What Yugoslaves can do, India can do too. That is the reason why I give a limit of 15 minutes."

یہ حالت ہے ہماری امیسیز کی، اس طرح سے ان لوگوں کو تکلیف پہنچانے
میں، شہریان، ہمارے دیش میں ایسی چیزیں ہیں، اگر صحیح حالت میں ان کو رکھا
جائے جو ایسے مقامات میں ان کی دست کراوی جائے اور ان کی باقاعدہ کچھ کچھ
کی جائے اور جہاں پر آنے والے ٹورسٹس کو سہولتیں مہیا کی جائیں تو دوسرے
ملکوں کے مقابلے میں ہمیں زیادہ ٹورسٹس مہیا کر سکتے ہیں لیکن چونکہ اس کی
طرف کوئی توجہ نہیں دی جاتی ہے، ٹورسٹس کو کوئی سہولتیں نہیں مل رہی ہیں اس
لئے یہاں پر ڈورسٹس بہت کم آتے ہیں۔

آپ یورپ کے ملکوں کو بھیجے، اہلی کا شہر بروم ہے، وہاں پر لاکھوں ٹورسٹس
آتے جاتے رہتے ہیں، اسپین کو کافی آمدنی ٹورسٹس کی بدولت ہے، سوئٹزر لینڈ
کو کافی آمدنی ٹورسٹس سے ہے، سوئٹزر لینڈ کی آمدنی کا ۵۰ فی صدی تو بوسل کی
اندیشی سے وصول ہو جاتا ہے، لیکن ہمارے ملک میں اس طرف کو توجہ نہیں
ہے، ہمارے یہاں ۲۰-۶۵ کروڑ روپیہ سالانہ ٹوریزم سے ملتا ہے، جبکہ
اسپین میں پچھلے سال ۵۰ کروڑ کی آمدنی ہوئی، اور اس طرح سے دوسرے
ملکوں میں بھی ۶۰ کروڑ روپیہ تک کی آمدنی ہوتی۔

شریمان ٹورسٹس کے لئے تو کوئی شعبہ کا انتظام ہے۔ نہ ان کے سفر کا کوئی انتظام ہے اور نہ ٹورسٹ سوسائٹیز پر ان کے کوئی سہولت بنے ہوئے ہیں۔ بہت سے سوسائٹیز میں ایسے جہازیں ہر شعبہ کی بہت زیادہ تکلیف ہے۔ ان کے کھلنے پینے کا بھی کوئی انتظام نہیں ہے۔ ایسی حالت میں ٹورسٹس آکر کیا کریں ہیں آپ کے ذریعہ سے کہوں گا کہ سوسائٹیز جہاں کہ ٹورسٹس جاسکتے ہیں یا جہاں پہنچ سکتے ہیں۔ ان کی ہوسرہا آرام آسائش کا انتظام کریں۔ سڑکوں کا انتظام کریں۔ اگر ہوائی جہاز سے جانے کی کوئی جگہ ہے تو ایسا انتظام کریں کہ وہ ہوائی جہاز سے وہاں پہنچ سکیں۔ اس قسم کے سارے انتظام ان کیلئے ہونے چاہئیں تاکہ ان کو سہولت حاصل سکے اور وہ آسکیں۔

آج ہندوستان کو فارن ایکسچینج کی بہت سخت ضرورت ہے۔ اگر آپ چاہیں اور فورزم کو مدد کریں تو آپ کی فارن ایکسچینج کی ساری ضرورت صرف فورزم سے ہی پوری ہو سکتی ہے۔ دوسرے ملکوں کو آج اس سے کافی آمدنی ہوتی رہی ہے۔ میں کچھ چیزیں ستری ہورسے کی خدمت میں پیش کرنا چاہتا ہوں۔ اور مجھے امید ہے کہ وہ ان پر عمل کریں گے۔ اور فورزم کے معاملے کو فروغ دیں گے۔ پہلی بات تو یہ ہے کہ تیار کی مقامات ہیں۔ پرانی جگہیں ہیں ان کی مرمت کا انتظام کیا جائے۔ ان کے پاس ایسے تفریح گاہ۔ ہاتھی بنائے جائیں جو ٹورسٹس کی دلکش کا باعث ہو سکیں۔ ہمارے یہاں تو شہر میں ایک ایسا جگہ ہے جو دنیا میں کہیں نہیں ہے۔ ایک خازن کے شاعر نے کئی کئی گھنٹوں کے فارن میں ایک شہر کہا ہے۔

اگر فورس بزروئے زمین است
ہمیں است ہمیں است ہمیں است

اگر دنیا میں کہیں جنت ہو سکتی ہے تو وہ جنت کشمیر ہے۔ ہی ہو سکتی ہے لیکن ایسی جگہ کشمیر میں ہی ٹورسٹس کے لئے کوئی خاص سہولت نہیں ہیں میں نے سنا ہے کہ شہری حکمران جب ٹورسٹس آتے ہیں تب وہاں رکھانے پینے کی چیزوں کے دام دوگنے ہو جاتے ہیں۔ جس سے ٹورسٹس کو سخت تکلیف ہوتی ہے لیکن سرکار اس پر کوئی ٹیکہ نہیں کرتی ہے۔ ڈاکٹر کرن سنگھ جو کہ فورزم کے مسٹر ہیں وہ بھی اس کا کوئی خیال نہیں رکھتے کہ ٹورسٹس کے آئے پھر چیزوں کے بھاؤ کیوں اونچے چلے جاتے ہیں جو ہیں تو چیزوں کے بھاؤ رہتے ہیں ان کے دوگنے بھاؤ شہری نگریں ہو جاتے ہیں۔

شریمان ٹورسٹس کے لئے ٹورسٹ کاروں کا انتظام ہونا چاہئے۔ یہ ٹورسٹ کاروں بڑی آرام دہ اور اچھی ہوتی چاہئیں جن میں وہ سفر کر سکیں اور اچھے طریقے سے ٹورسٹ سوسائٹیز پہنچ سکیں۔ ان کا تفریح کے لئے کھل کر پروگرامس ہونے چاہئیں۔ ان کے لئے کہ سفر کا بھی خاص انتظام ہونا چاہئے جہاں کا وہ ہوائی جہاز سے نہیں جاسکتے ہیں۔ اب فرض کیجئے کہ ٹورسٹس کا ہینڈلنگ گروہ سے شملہ جانا ہے تو اسے لازمی ریل سے سفر کرنا پڑے گا۔ ایسا انتظام کیا جائے کہ چھوٹے جہازوں کے ذریعہ انہیں شملہ تک پہنچایا جائے تاکہ ان کا زیادہ وقت ضائع نہ ہو اور وہ اپنے کام پہنچ سکیں۔

ٹورسٹ سوسائٹیز پر ٹورسٹس کا ہینڈلنگ ہونے چاہئے۔ اس طرح کہہ رہے تھے کہ ٹورسٹس ہوں جو کہ ٹورسٹ کو تلاش کریں اور وہاں کے حالات سے ان کو اچھے طریقے سے آگاہ کر سکیں ٹورسٹ لوگوں کو وہاں کی تواریخ کے بارے میں پورا پورا بتلا سکیں۔

شریمان :- ہمارے ملک میں اس چیز کی بڑی کمی ہے کہ ہم دوسروں کو یہ نہیں بتلا سکتے کہ جہاں یہ چیز ہے۔ میں نے دیکھا ہے کہ یہ ٹورسٹس انگریزی و دوسری زبانیں نہیں جانتے ہیں۔ گائیڈ ایسے ہونے چاہئیں جو کہ زبان میں بات چیت کر سکیں اور اس قسم کا ٹورسٹ ہوساں طریقے سے اس سے بات چیت کر سکیں۔

اگر فورزم کو ترقی دی گئی تو ملک کی اقتصادی حالت ترقی کرے گی اور ملک کو فارن ایکسچینج زیادہ ملے گا۔ ملک میں خوشحالی اور ترقی آئے گی ہمارا ملک اتنی شہرت حاصل کرے گا کہ دنیا کے لوگ اچھے طریقے سے جان چاہیں گے کہ ہندوستان میں یہ یہ چیزیں ہیں۔ اس کے اندر ایسی پرانی یاد دہا کر رہیں ہیں۔ اس کی بھی اپنی پرانی تواریخ ہے۔ اس سے لوگ نئے دور میں بھی اپنی بات کو پڑھانے کی اور ترقی دینے کی کوشش کر رہے ہیں۔ اسلئے میرا یہ بھانپتا ہے کہ منتریں صاحب جو میرے خیالات ہیں ان کے اوپر توجہ دیں۔ میں سجاہتی ہورسے کا شکر یہ اکر تا ہوں کہ انھوں نے مجھے بولنے کا سانس دیا۔

SHRI NAMBIAR (Tiruchirappalli) :
I am glad that the hon. Minister of Tourism and Civil Aviation is taking great interest in the departments under his charge, because of which there are some improvements in the working of these departments. I will confine my remarks at the beginning to the condition of labour relations.

It is mentioned even in the Report that there used to be frequent strikes in both Air India and IAC. But, then, they say that it is due to the behaviour of the employees. Leaving aside the question whether the employees misbehaved, or the employers misbehaved, the fact remains that there used to be so much of disparity between the wage structures of IAC and Air India because of which there was so much of discontent among the employees. I am not going into the details as to who should be better paid, but I want to stress that a reconsideration of the wage structure is urgently called for to keep the staff contented so that the airlines are not affected by frequent stoppages of work. I know that the hon. Minister has the wel-

[Shri Nambiar]

fare of the employees at heart. I hope he will approach the issue with an open mind, give sympathetic consideration to their demands and set matters right.

I cannot help saying here that both of airlines are headed by the representatives of the biggest monopolies of our country, one by Shri Tata and another by Shri Bharat Ram. While I have no grouse against them I have to say that since they represent the monopolists, their outlook on labour relations continue to be those of the monopolists in the private sector. Recently, there was an occasion when Shri Bharat Ram made his comments about the behaviour of the Communist Party in a press interview.

Of course, he is a big man and he can speak about the Communist Party as such because he is a monopolist and a businessman. But sitting on that *gaddi*, as the Chairman of the Indian Airlines, he must try to hold his tongue a little; otherwise, he can quit the Indian Airlines and let loose his tongue. That is our request.

About the Communist Party I can say that we are here to see that our airlines run properly and that we do not put politics in it. We do not want that. Let him understand that we are not so petty-minded as to create politics to see that our aircraft do not fly. Therefore he must also consider this question.

Now, from the very figures that have been given by them, you will find that the average ton per kilometre per employee in 1961-62 was 38,000 and in 1967-68 it has risen to 54,500. That shows about 50 per cent increase in the work load of the employees as per the norm given for Air India. So, there is a justification for improved wages. The Government used to say that according to the performance they will pay a little more as incentive etc. If that is so, there is justification and I would request you to review their wages considering these aspects as well.

With regard to the Kalinga Airways, I am not pleading that it may be taken over straightaway because Kalinga Airlines has got a very bad history behind it, but with regard to employees of Kalinga Airlines what are we to do? Are we to allow them to suffer? So, if the Govern-

ment considers it necessary to take over Kalinga Airlines, leaving aside Shri Biju Patnaik and his other stories, give them the price for the knocked-down condition of the aeroplanes but the employees must be safeguarded because they have done a lot for providing service. That also may be taken into consideration.

Then, about the purchase of two jumbo jets, order has been placed. These have to be purchased at a cost of Rs. 48.20 crores and the entire amount is on credit. Each jet will have a passenger capacity of 400. I do not know whether it will be possible for us to compete with the foreign airlines in this way and whether we will get sufficient number of passengers to make this a successful business proposition. Of course, many other countries are thinking in terms of these supersonic and big jumbo jets, but some are even expressing doubts about the success of these. Is it possible for a country like ours, which is poor and there is no foreign exchange with us, to have a loan of Rs. 48.20 crores for two planes?

AN HON. MEMBER : Yes.

SHRI NAMBIAR : I think, we are taking a big risk and a little bit of gamble also if I may be permitted to say so. So, this thing should be carefully watched. I do not discourage the hon. Minister straightaway and say that we should completely go out of the picture when competition comes in, but how far it is possible is to be carefully studied before we enter into that.

Coming to the question of the employees of the Civil Aviation Department, I have to submit a few points with regard to their conditions. I need not stress on the need of the civil aviation staff to be given quarters. After all, these aerodromes are far away from towns and there is no possibility of getting any other accommodation. So, the Government should see that if not 100 per cent at least 60 to 70 per cent staff should be given accommodation and free transport should be given for the employees as well as their children to go to the school etc. In Trichinopoly this was not done. Then I had to make a representation to the hon. Minister and he

was good enough to give the transport. I do not know which other aerodrome is not having it. Fortunately, Trichinopoly being in my constituency, I approached him. I do not know whether others have done so. Anyhow, I request the hon. Minister to consider the question of giving free transport to employees.

With regard to the Civil Aviation Department chowkidars I find that they are working from 54 to 72 hours a week. That is bad. 41 hours is accepted by the ILO. Grant them 48 hours and if two or three more employees are to be employed, do it. Do not be so stingy.

You are earning so much money out of Air India and other international flights. Chowkidars are very low-paid staff. The hon. Minister is so good and big-hearted. Please accommodate these things.

With regard to the Workshop staff whose wages are to be reviewed, as recommended by the High-power Committee, that has not been put into operation. So also, there is the question of E & M Workshop which has no parallel for the number of types of vehicles, staff cars, repaired for all the Ministries. It is being kept as a temporary establishment. I do not know whether the hon. Minister thinks that the Ministries also are temporary and therefore, the Workshop should also be kept as a temporary establishment. Please treat it as a permanent establishment. Till such time we have parliamentary democracy the Ministries will continue and their staff cars will also continue and repairs also will have to be done and therefore, this should be treated as a permanent establishment.

So also is the question of M.T. Drivers pay-scale revision. Though this was accepted by the hon. Minister, it has not yet been implemented. Kindly see that these men also get their pay revision.

I cannot leave tourism. That is a very good Department which gets a lot of foreign exchange. But there is also a little black hole in that through which our foreign exchange earnings are drained out. There is an Agreement with the Hilton Company. That is an international monopoly cartel and a licence has been given to this group of Hiltons to construct hotels in India. They have been given line-clear. After all, we are encouraging tourism for

the purpose of earning foreign exchange. We are not encouraging tourism to see the good white faces of foreigners. We have got enough good faces in this country. We are doing it for earning foreign exchange. The Hiltons being an international monopoly cartel, whatever foreign exchange that may come from the Tourist Department will pass through the Hiltons' profits. The foreign exchange will be drained out through this black hole. That is why I say these monopolies should not be encouraged. After all, we can construct good hotels in India with our own capital and with our own entrepreneurs here. Mr. Oberoi is here ; there are many Indians here. But don't do it through the Hiltons. I request you to avoid the Hiltons.

Then, what about the aerodrome that was promised long ago in Calicut ? Is it forgotten or will it come ? Of course, the Fourth Plan is not coming and, therefore, the Fifth Plan will not come. Therefore, I cannot say when it is to come and under which Plan. After all, the aerodrome does not require much of planning. An aerodrome is just a level ground, making it possible for the plane to land. Once I was in Soviet Union and I went to Stalingrad the plane just landed on a field. I was surprised to see that Grant an aerodrome for Calicut soon. Ever since 1962, as a Member of Parliament, I am demanding this. There should be no necessity for me to demand it again and again. You should grant it.

Further, the development of Kovalam is very much appreciated. Kindly proceed with it. Not only Calicut and Kovalam, there are also other spots in the south. I request the hon. Minister that Trichinopoly should be brought on the tourist map of India because of Srirangam Temple and other centres of good architecture that you can find in Trichinopoly. Please put Trichinopoly on the tourist map of India. Thank You.

14.55 hrs.

[Shri G. S. Dhillon in the Chair]

श्री श्रीकारलाल बोहरा (चित्तौड़गढ़) :
सभापति महोदय, सर्वप्रथम मैं अपने इस मन्त्रालय के मंत्री डा० कर्ण सिंह को बधाई देना चाहता हूँ कि कम से कम इस विभाग के प्रति

[श्री श्रीकारलाल बोहरा]

श्रीर इस काम के प्रति, जिसका राष्ट्रीय दृष्टि से बहुत महत्व है, वह बहुत दिलचस्पी ले रहे हैं। जब से उन्होंने इस मंत्रालय में प्रवेश किया है, इस मंत्रालय की जिम्मेदारी ली है, तब से चाहे पर्यटन विकास की बात हो चाहे विमान सम्बन्धी सेवाओं की बात हो, वह बड़ी मुस्तीदी और बड़े उत्साह से इस उदासीनता से भरे हुए मंत्रालय में दिलचस्पी ले रहे हैं।

ग्राम तौर पर पालियामेंट में हम लोग लेबर प्रालेम्स पर या आन्तरिक समस्याओं अथवा औद्योगिक समस्याओं पर ही चर्चा करते हैं, लेकिन मैं ऐसा समझता हूँ कि पर्यटन का जो सबजेक्ट है, पर्यटन की जो समस्याएँ हैं, वह कम महत्वपूर्ण नहीं हैं।

इस अवसर पर मुझ को हवनसांग और फ्राहियान का भ्रमण याद आता है, जिस को दुनिया के सांस्कृतिक इतिहास में बड़े गौरव से याद किया जाता है। जब भारत में हवनसांग और फ्राहियान आये थे उसको हम लोग अपने इतिहास की गौरव गाथा समझते हैं। उसको केवल हम अपने लिये गौरव का ही विषय नहीं मानते हैं, उन दो विदेशी पर्यटकों ने हमारे देश के लिए जो पृष्ठ लिखे वह हमारे इतिहास के आधारभूत अंग आज बन गये हैं।

मैं कहना चाहता हूँ कि पर्यटन के प्रति हमारी सरकार की जो नीति है वह ठोस नहीं है, उसने इसको उतनी दिलचस्पी से नहीं देखा है जितनी दिलचस्पी और जितने ध्यान से उसको देखना चाहिये। पर्यटन के विकास के लिये जो भी आर्थिक सुविधायें दी जानी चाहियें जो कुछ भी इस पर खर्च किया जाना चाहिये, अभी तक वह इस मंत्रालय को प्राप्त नहीं हुआ है। शायद यही कारण हो सकता है कि पर्यटन के लिये जितनी सुविधायें दी जानी चाहियें, उतनी हमारे मंत्री महोदय दे नहीं पाये हैं। इस लिये मैं प्रधानमंत्री महोदय से और वित्तमंत्री महोदय से खास तौर पर निवेदन करूँगा कि इस पर्यटक विभाग को अधिक से अधिक आर्थिक

सुविधायें दें ताकि पर्यटन की समस्याओं और सुविधाओं पर अधिक से अधिक ध्यान दिया जा सके और विकास के लिये कुछ किया जा सके।

सब से बड़ी बात जो एक देश को दूसरे देश से जोड़ती है, एक इन्सान को दूसरे इन्सान से जोड़ती है, वह है आपस का मिलन, एक दूसरे से मिलना, एक दूसरे को जानना, एक दूसरे के सांस्कृतिक संसर्ग में आना। मैं समझता हूँ कि पर्यटन ही एक ऐसा माध्यम है, पर्यटन ही एक ऐसा कार्य है जिसके द्वारा एक संस्कृति के लोगों के निकट आ सकते हैं, एक राष्ट्र के लोग दूसरे राष्ट्र के लोगों के निकट आ सकते हैं। इस लिये मैं खास तौर से यह स्पष्ट करना चाहता हूँ कि हिन्दुस्तान में हमें पर्यटन के सम्बन्ध में केवल इस दृष्टि से नहीं सोचना चाहिये कि हमको विदेशी मुद्रा का अर्जन करना है। पर्यटन का मतलब विदेशी मुद्रा का अर्जन करना ही नहीं है, केवल विदेशियों के धन को भारत में आकर्षित करना नहीं है। हमारा उद्देश्य यह होना चाहिये कि विदेशी यहां आकर शान्तिप्रिय, आनन्द और उल्लास का जीवन बितायें। पर्यटन के विकास की दृष्टि से हमारा उद्देश्य यह होना चाहिये कि बाहर के नागरिक हिन्दुस्तान की संस्कृति को देखें और भारतीय संस्कृति का अच्छे से अच्छा दर्शन करें। भारत के किसी भी कोने में जायें, वह भारत की एक तस्वीर अपने अन्दर बना सकें।

14.59 hrs

[Mr. Deputy-Speaker in the Chair]

भारत एक अत्यन्त प्राचीन देश है, ऐतिहासिक देश है, आध्यात्मिक देश है और सांस्कृतिक दृष्टि से हम लोग संसार के अन्दर अपना एक स्थान रखते हैं।

इस दृष्टि से मैं कहना चाहता हूँ कि चाहे आप दक्षिण भारत में चले जायें चाहे पूर्वी

भारत में चले जायें, चाहे पश्चिम में राजस्थान अथवा मध्य प्रदेश में चले जायें या उत्तर में काश्मीर के श्रीनगर में चले जायें, भारतीय संस्कृति अपने विभिन्न रूपों में विदेशी पर्यटकों को आकर्षित किये बिना नहीं रहती। लेकिन जो मैं आप से निवेदन करना चाहता हूँ वह यह कि पिछले दिनों फरवरी के पहले सप्ताह में मैंने दक्षिण भारत का दौरा किया था। मडुराई, रामेश्वरम, महाबलीपुरम, कोबलम, ट्रिचेड्रम, सभी जगह दक्षिण भारत जो हमारी भारतीय संस्कृति का सुरक्षित केन्द्र है, भारतीय संस्कृति का भंडार है, वहाँ पर्यटकों को आकर्षित करने के लिये ज्यादा सुविधायें होनी चाहिये और जगह जगह पर टूरिस्ट बंगले होने चाहियें, रेस्टोरां होने चाहियें, यातायात की सुविधा होनी चाहिये ताकि अधिक से अधिक विदेशी, देशी पर्यटक दक्षिण भारत में जायें और वहाँ के विशाल मन्दिरों और विशाल ऐतिहासिक गौरव गाथाओं का अध्ययन करें। इसके लिये पूरी तौर से जितनी पब्लिसिटी और प्रचार की सुविधा होनी चाहिये वह उपलब्ध की जायें अभी तक हम नहीं कर सके हैं।

बृन्दावन गार्डन, महाबलीपुरम, कोबलम आदि दर्शनीय स्थान हैं, अति सुन्दर स्थान हैं। लेकिन मैं निवेदन करना चाहता हूँ कि अभी तक पर्यटन की दृष्टि से हमने इनका विकास नहीं किया है। दक्षिण भारत की महान भारतीय परम्पराओं और गौरवपूर्ण संस्कृति का परिचय उत्तर भारत के लोगों को भी अधिकाधिक मिलना चाहिए। विदेशी जा कर भी उसका अनुभव प्राप्त करें, इसका हमको प्रबन्ध करना चाहिए। इसके प्रति हम आज तक उदासीन रहे हैं।

15 hrs

भारत के किसी भी कोने को आप देखें, इस गौरवपूर्ण प्राचीन देश के किसी भी कोने को आप देखें। आपको अनेकों दर्शनीय स्थान मिल जायेंगे। राजस्थान में मध्यप्रदेश में अनेकों दर्शनीय स्थान हैं जिनको विकसित नहीं किया गया है। मैं अभी अभी राजस्थान में वीस संवत् सदस्यों का एक दल लेकर गया था। मैंने उनको

राणकपुर का जैन मन्दिर आदि दिखाये तथा दूसरे कुछ स्थान भी दिखाये। राणकपुर जैन मन्दिर की मूर्तियों को देख कर वे इतने प्रभावित हुए, मूर्तिकला को देख कर वे इस कवर प्रभावित हुए कि सहसा उनके मुँह से "आश्चर्य" निकल आया। और भी वहाँ कई स्थान हैं, जैसे झाबू है, हट्टरी बाटी है, चित्तौड़ का किला है तथा और भी पुराने ऐतिहासिक स्थान हैं जिनकी ओर आपका ध्यान जाना चाहिये और पर्यटन की दृष्टि से इनका विकास आपको करना चाहिए। चित्तौड़ हो वा रसकपुर हो, न तो वहाँ होटलों की अच्छी व्यवस्था है और न ही टूरिस्ट्स को ठहराने की कोई और व्यवस्था है और न ही यातायात की समुचित व्यवस्था है। मैं चाहता हूँ कि कोई भी टूरिस्ट कहीं भी जाना चाहे उसको वहाँ पहुँचाने की तथा उसको वहाँ ठहराने की उपयुक्त व्यवस्था होनी चाहिये।

जैसाकि मैंने अभी कहा है कि पर्यटन संस्कृतियों का संगम है, पर्यटन संस्कृति के विकास का एक बहुत बड़ा माध्यम है। हम देखते हैं कि चाहे श्रीनगर हो या दार्जिलिंग या कोई और पर्यटन केन्द्र हो बड़े-बड़े लोगों के लिए तो सुविधायें उपलब्ध कर दी जाती हैं लेकिन साधारण और मध्यम श्रेणी के लोगों के लिए नहीं की जाती हैं। उनके मनोरंजन एवं आनन्द के लिए भी हमें अधिक सुविधायें उपलब्ध करनी चाहियें। केवल बड़े आदमियों के लिए ही हमें पर्यटन की सुविधायें उपलब्ध नहीं करनी चाहियें। छोटे छोटे होटल, छोटी छोटी जगहें हमें साधारण आदमियों को आकर्षित करने के लिए हिन्दुस्तान में जितने भी महत्वपूर्ण पर्यटन के केन्द्र हैं, स्थल हैं, बनानी चाहियें और वहाँ उनके लिए उपयुक्त सुविधायें उपलब्ध करनी चाहियें और इस काम में कोई कमी नहीं रखनी चाहिए।

घब मैं विमान सेवाओं के बारे में दो शब्द कहना चाहता हूँ। दुर्भाग्य की वान यह है कि मुझे बहुत बाढ़ में समय दिया जाता है। और

[श्री श्रीकारलाल बोहरा]

दूसरों को जिनको पहले समय दिया जाता है जहाँ पन्द्रह पन्द्रह मिनट का समय मिलता है, वहाँ मुझ जैसे को पांच मिनट का ही समय मिलता है। विमान सेवाओं के बारे में मेरा कहना यह है कि हमारा देश जिस तेजी से विकास की ओर बढ़ रहा है उसी तेजी से हम लोगों की समस्याएँ भी बढ़ रही हैं और मैं चाहता हूँ कि उसी तेजी से हमारे देश में विमान सेवाएँ भी बढ़नी चाहिए। दुर्भाग्य की बात है कि पिछले पांच सात महीनों में विमान सेवाओं की एफ़ीशेंसी में कमी आई है। यह जो हड़ताल हुई थी और असन्तोष बढ़ा था इससे आप भी परिचित हैं। मैं एक ताजा घटना आपको बतलाता हूँ। मैं उदयपुर जा रहा था। अहमदाबाद जो प्लेन जाता है वहाँ इंजिन खराब हो गया। प्लेन सुबह नौ बजे चलता था। शाम चार बजे तक यात्री पड़े रहे। शाम को साढ़े चार बजे दिल्ली वह प्लेन आया जिसको जाना था मेरे साथ श्री एल० पी० सिंह जो होम सेक्रेटरी हैं वह अहमदाबाद जाने वाले थे। गुजरात के और उद्योग फाइनेंस मिनिस्टर श्री जसवन्त मेहता भी जाने वाले थे। मैं निवेदन करना चाहता हूँ कि एफ़ीशेंसी में सुधार लाया जाना चाहिए।

राजस्थान के बड़े बड़े शहर हैं जैसे जोधपुर है, बीकानेर है, अजमेर है, कोटा आदि है इनकी हवाई सेवा से जोड़ा जाना चाहिए। एक सविस दिल्ली से ऐसी चलनी चाहिए जो आगरा गोरखपुर, पटना होते हुए गोहाटी तक जाए। इस तरह से और भी बहुत से महत्वपूर्ण स्थान हैं जिनको विमान सेवाओं से जोड़ना आवश्यक है। इस ओर भी आप ध्यान दें।

अब तो उपप्रधानमंत्री तथा वित्तमन्त्री जी भी आ गए हैं। जो बात मैंने पहले कही है उसको मैं दोहरा देना चाहता हूँ। मैं उनसे निवेदन करता हूँ कि वह प्रयत्न करके अधिक से अधिक धन इस मंत्रालय के लिए मुहैया करें क्योंकि पर्यटन हमारी संस्कृति के विकास का

साधन है और अपने देश की संस्कृति का हमें न केवल विदेशियों को ही परिचय कराना है बल्कि देशवासियों को भी उससे परिचित कराना है। अतः मैं चाहूँगा कि वह प्रयत्न करके अधिक से अधिक धन इस काम के लिए उपलब्ध करें।

SHRI S. M. KRISHNA (Mandya) : Mr. Deputy Speaker, Sir, this Department has been one of the neglected departments in the last few years. Sir, it could be compared to a bride blushing, and fighting shy to make demands and greater demands... ..

SHRI D. N. TIWARY (Gopalganj) : On whom ?

SHRI S. M. KRISHNA : On every one of us. But I think the present Minister who has to muster all the imagination, initiative that he could summon to this endeavour so that this could really become a great instrument not only to earn the much needed foreign exchange that we can when foreign visitors visit our country but also, Sir, we should not forget the other aspect of it, and that is, we are fighting and we are labouring to bring about emotional integration in our country.

We would like to encourage, and I should think very rightly that we should encourage, tourists from one part of our own country to go to the other part of the country. I would like the Kashmiris to go to the south, to go to Kerala, Mysore, and other places, and so also I would like the southerners to go up north to find out what we have in this country; they should go to Assam, Orissa and other parts of India. So, while pleading for gaining foreign exchange we should not neglect this aspect of encouraging internal tourism also.

Tourists do come to this country because of our great past heritage. The majesty of India, the glory that was and that is India naturally attracts so many visitors from all parts of the world. Simply because they come here, we should not exploit their goodness and we should

not exploit their charitable disposition. To quote a sad example, very recently we had the UNCTAD at New Delhi and probably that brought a great number of foreign dignitaries to visit this country. During the conference, at the catering establishment at Vigyan Bhavan, I was given to understand, subject to correction, that a piece of sandwich and a cup of coffee was charged Rs. 7.50 and when the delegates offered some sort of a consumer satyagraha, then it was sought to be reduced. This is not the way to appeal to the foreign tourists and this is not the way to create the needed atmosphere for the tourists to come to this country and spend the precious money that they bring along with them.

There is a great potential that is to be tapped in this country. Every State in the Union as well as the Centrally administered territories could afford many number of places which could very well be great tourist attractions, and we have to develop selectively quite a number of these tourist-attractive spots and then create the proper facilities for the foreigners as well as the tourists from within our own country who would like to go there.

I would like to draw the attention of the hon. Minister to the report of the PAC where they have drawn the attention of the House to the enormous delay and to the red tape that is involved in taking decisions and in executing those decisions. At Ajanta, which is one of our precious spots for national as well as international tourism they were to put up a rest-house. The decision was taken and even after four years it was not executed. The decision was to set up a canteen-cum-rest house, but a lot of delay took place. They could not secure the land; they could not find a contractor; when once the building was ready, it was not fit enough to be used because there were some defects in its construction and so on. If this is the attention that is paid to a spot like Ajanta, then probably no attention will be given to the less important tourist spots. I am sure that Dr. Karan Singh who has the right disposition to put tourism and civil aviation in their correct perspective will go about with a sense of seriousness and a sense of urgency which was sadly lacking so far.

Coming to advertisements and publicity, I would like him, without any apologies, to emulate Air India which has been able to catch the imagination of not only the people of this country but also people elsewhere because of the imagination with which they put out their publicity and poster material which attracts tourists to them. I would like the Minister to consider publicising some of our beauty spots and tourist spots so that they may be placed in proper perspective and would interest foreign tourists.

With reference to civil aviation, I would not like to strike a note of alarm when I make this particular point. It is that when we bought the Caravelle planes, there was, I am given to understand, a stipulated period given by the manufacturers after which the planes become a liability and their airworthiness would be debated or doubted. I would like to know the number of such planes which have run out the stipulated period of airworthiness, and the decision the Government are going to take with reference to them.

I would like to place at the disposal of the Minister one other important suggestion. You know how difficult it is to get the needed certificate or a licence. I know, having been a member of a flying school, that every hour that one flies costs an enormous amount of money, so much so that this would be the exclusive preserve of the high strata of society. Those candidates who have the aptitude, interest and energy should not be barred simply because they do not have the finances to go to a flying training school to get the required certificate or licence. I would urge upon Government that in every State capital a competitive examination be held inviting those candidates who are interested in civil aviation so that they could take the examination and those fit to undergo the training should be taken in as the Government of India's responsibility, Government bearing the burden of providing them proper training to them.

SHRI INDER J. MALHOTRA (Jammu): Previously these two departments used to form part of the Transport and Civil Aviation Ministry. I am very glad Government have realised the significance and importance of these departments and have given them the status of a full-fledged separate

[Shri Inder J. Malhotra]

Ministry. I have another reason to be happy, namely, that an eminent person like Dr. Karan Singh has been put to head this Ministry and achieve the desired goal which we have visualised while promoting tourism and making our civil aviation service more efficient.

On the side of civil aviation, I am very happy to note that during the last one year, a new fleet of planes has been added and serious efforts have been made to expand our airport facilities and also make the service better and more efficient.

I have one or two suggestions to make. While the Ministry has given a good deal of attention to expanding international or big airports, the smaller airports, which are very important airports, have to some extent been ignored. Some construction work has been taken up at the Jammu airport; steps have been taken to expand certain facilities. But I would like to urge upon the Central Government that the runway should also be expanded so that in future big planes like Caravelle can also land at Jammu as they do now at Srinagar. The significance of the flying clubs in this country to a very large extent has not been realised yet, more especially so in the border States like Jammu and Kashmir, Punjab and Rajasthan and other such States where there are only very few flying clubs. In Jammu and Kashmir State, there is no flying club at all. I plead for the establishment of a flying club in Jammu and in the States of Punjab and Rajasthan for the simple reason that if the young people of these areas can be given this training, then in the case of any emergency or even otherwise, they can be called up for the service of the nation.

As my friend Shri Krishna has just made out a very significant point, as far as the development of tourism is concerned, more especially of internal tourism, as I said in the beginning, this Ministry has to perform a very significant task. Under this Ministry, the means of transport within the country and outside are available. Under this Ministry, the opportunity is there for people in India from one corner to visit another corner. When we think about tourism of Jammu and Kashmir State, unfortunately I have to say that we

think only about the Kashmir valley. No doubt Kashmir valley is a very beautiful area; it is very well-developed; not only visitors from foreign countries but from within the country also like to visit Kashmir. But unfortunately recently it has become a hotbed of politicians. Tourists like to go to that part of the country, that place where there is a peaceful atmosphere. Let us for the time being forget about the value of Srinagar being the only tourist attraction in the Jammu and Kashmir State. There are a thousand and one places especially in the Jammu area which can be very well developed and where people would like to go. Therefore, I would plead with Dr. Karan Singh who very well knows which are those places in Jammu area, and I urge upon him that the Centre should give more aid for the development of the tourist spots rather than spend money only in Kashmir valley and more especially on Srinagar.

SHRI S. KANDAPPAN (Mettur): That is only an internal quarrel between Srinagar and Jammu.

SHRI INDER J. MALHOTRA: My friend Shri Kandappan has not understood me. I said that in the past more attention has been paid on the development of Kashmir only while the Jammu area has been neglected and now more attention should be paid to the Jammu area to bring it on an equal level from the tourist attraction point of view as Kashmir.

Some hon. Members have said about hotel development. No doubt, in the important and big cities like Delhi, Bombay, Calcutta, Madras, expensive hotels are required but, at the same time, if we are really interested in developing our internal tourism to a very large extent, economic type of hotels are required at all these places also. Therefore, I would plead with the hon. Minister that when he has created this Tourism Development Corporation of India, let this Corporation, while looking to the luxurious hotels, also give thought to the development of economic type of hotels for people of lesser means.

My last point is this. There is a place known as Sravasthi Balrampur, a hundred

miles from Lucknow. I am told that this is a religious place, a very important place, and every year thousands of people go there. Unfortunately, there is no tourist rest-house there. I would like the Minister to give thought to it and see that something is done.

SHRI LOBO PRABHU (Udipi) : Sir, as you have said that one has to be telegraphic, I shall attempt to be so within the time available and conclude my message! I would begin with the budget. This budget like most of our other budgets has been getting bigger and bigger. Our officers in the Ministry have risen from 32 to 39.

Although there is a reduction in the officers of the meteorological department from 470 to 375, the reduction in cost is only Rs. 2 lakhs. At the same time, the ministry is not very good at spending money. Last year they failed to spend the allotted amount for meteorology, capital works on aviation, etc. It must be realised that when they take a provision, they must spend it. Otherwise, they are depriving other ministries of that money. This budget is also defective in respect of meteorology. I was happy to hear the lady deputy minister talk about the high record of the meteorological department, but I find in respect of agricultural meteorology there has been no provision for experts and another item for the last 2 years. That would imply, in spite of the tall talk about our achievements, that we are forgetting what is very vital to our country—agricultural meteorology. When I asked a question about the experiment on rain-making, I was told it is still in an experimental stage. Rain is not a thing that can be left very long in a state of experiment. If we are really serious as we should be, the experiment must be concluded soon and not merely left in a stage of a little work here and a little report there. The minister should explain how he can delay this very important experiment.

Another connected thing is aerial seeding of barren areas. One-sixth of the land of this country is barren. If we can discover some seeds and scatter them over these areas from the air, they can become green. One experiment was

conducted in 1952 in Rajasthan, but since then nothing has been done. None knows what has caused the failure of that experiment. I am not even sure if the minister is aware of the experiment on aerial seeding.

Coming to civil aviation, it is a well-known fact that our Indian Airlines are working at a loss. It is Rs. 3.7 crores this year and Rs. 4.5 crores last year. About Air India, which was lauded very much, the budget grant itself shows that but for devaluation, there would have been a loss. This is a public enterprise and in spite of our air fares being the highest in the world, we are working at a loss. There is something very wrong with our airways which deserves the serious attention of the minister.

Our minister is a great tourist attraction, no doubt. No country can find a more handsome minister than Dr. Karan Singh, but the question is whether his ministry is as attractive. I had occasion to point out after the UNCTAD how small details were overlooked—for instance, taxi fares being far beyond what they should be. I am myself a victim to this. They have a hood on the meter and unless I want to have an argument with the driver, I cannot read what is there. This is a simple matter for the ministry to look into. If a hood is necessary, it should be used only during rains.

Coming to transport, does anyone regard travel in our trains a tourist attraction? I know it is another ministry, but could not our minister think of making our railway stations a little more attractive? In the south, you know that you have arrived at a station by the fishy smell. This a matter where you can put them on competition and make the stations a little more attractive.

Then we come to the question of hotels. My good friends have already given the information that Sandwich and a cup of tea cost Rs. 7.50. I had asked a question that some hotels charge Rs. 100 a meal. I was informed that there is a Hotel Committee which more or less looks after these things. We have to think in terms of making our rates competitive. It is no good talking of international standards. You can have international

[Shri Lobo Prabhu]

standards for service but you must have competitive standards for charges. If you charge higher than New York you may say that you have an international hotel only in respect of rates. I think this will also receive the attention of the hon. Minister.

Finally, Sir, thank you for allowing me to give my telegraphic message.

श्री बीर भद्र सिंह (महासू) : उपाध्यक्ष महोदय, मैं आपका बहुत आभारी हूँ कि आपने मुझे टूरिज्म और सिविल एवियेशन की मांगों पर बोलने का अवसर दिया। यह मन्त्रालय एक बहुत महत्वपूर्ण मन्त्रालय है और इस ने आने वाले समय में देश की इक्तसादी तरक्की देश के आर्थिक विकास में बहुत बड़ा पार्ट भ्रदा करना है। इस लिए मुझे इस बात की बड़ी प्रसन्नता है कि इस तथ्य को ध्यान में रखते हुए भारत सरकार ने सिविल एवियेशन और टूरिज्म का एक प्रथक मन्त्रालय बनाया, इस विभाग को एक केबिनेट स्तर के मन्त्री के नीचे रखा। मुझे इस बात की भी बड़ी प्रसन्नता है कि इस मन्त्रालय के वर्तमान मन्त्री एक नव-युवक और योग्य व्यक्ति हैं तथा थोड़े से समय में उन्होंने जो काम किया है, जो नई दिशा उन्होंने अपने मन्त्रालय को दी है, वह सराहनीय है और उस के लिए मैं उन को मुबारकबाद देता हूँ।

श्रीमन, आज पर्यटन टूरिज्म संसार के सभी देशों में एक प्रमुख उद्योग बनता जा रहा है तथा विदेशी मुद्रा कमाने का एक प्रमुख साधन बन गया है। संसार के देश, चाहे वे कम्यूनिस्ट मुल्क हों, चाहे वे कैपिटलिस्ट मुल्क हों, सब इसी कोशिश में हैं कि वे अपने यहां टूरिज्म को ज्यादा से ज्यादा बढ़ावा दें और उस के जरिये ज्यादा से ज्यादा विदेशी मुद्रा कमायें। संसार में कई ऐसे देश हैं जिनकी सारी इकानमी टूरिज्म पर निर्भर करती हैं। हमारे देश में खास कर आज की परिस्थितियों में, जब कि हमारे यहां फारेन-एक्सचेंज (विदेशी मुद्रा) की इतनी कमी है; टूरिज्म एक खास अहमियत

रखता है और अगर इस उद्योग को हम ठीक तरह से एक्सप्लायट करें, ठीक तरह से इसका फायदा उठायें, तो हमारा देश करोड़ों रुपये की विदेशी मुद्रा कमा सकता है। इस में कोई शक नहीं की पिछले 15-20 सालों में टूरिज्म को बढ़ावा देने के लिए हमारे देश में काफी काम हुआ है। नये-नये होटल्स बनाये गये हैं, याता-यात के साधनों में काफी सुधार हुआ है, इन के अतिरिक्त भी कई दूसरी सुविधायें जो हमें टूरिस्ट्स को देनी चाहिए, वे हमने इन वर्षों में उपलब्ध की हैं। अभी पिछले कुछ सालों में ही कुछ ऐसे होटल्स बनाये हैं, यदि हम उनका विदेश के होटलों से मुकाबला करें, तो किसी कदर भी वे उन से कम नहीं हैं। लेकिन इतना सब कुछ होते हुए भी, मैं समझता हूँ कि अभी हम बहुत पीछे हैं तथा हमारी क्षमता इस दिशा में बहुत अधिक है।

उपाध्यक्ष महोदय, आपको मालूम होगा कि अन्तर्राष्ट्रीय टूरिस्ट ट्रेफिक में अभी हमारा हिस्सा केवल 1 या डेढ़ प्रतिशत के करीब है। पिछले वर्ष सारी दुनिया में जब कि लगभग डेढ़ करोड़ टूरिस्ट संसार के विभिन्न देशों में गये, हमारे मुल्क में मुविकल से 1 लाख 60 हजार के करीब टूरिस्ट आये और इसी प्रकार जब बाहर के मुल्कों में पिछले साल कुल मिला कर कोई 1300 करोड़ डालर टूरिस्ट्स ने खर्च किया, हमारे देश को करीब 24 करोड़ रुपये की विदेशी मुद्रा प्राप्त हुई। इस से यह जाहिर होता है कि इस दिशा में हमें अभी बहुत कुछ आगे करने को है और मैं समझता हूँ कि अगर हम कोशिश करें तो हम बड़ी आसानी से ज्यादा से ज्यादा टूरिस्ट्स अपने मुल्क में ला सकते हैं।

मुझे मालूम है कि अभी हमारे मन्त्रालय ने एक लक्ष्य निर्धारित किया है कि 1973 तक हम दो लाख टूरिस्ट्स अपने देश में लाने की कोशिश करेंगे। मैं समझता हूँ कि यह लक्ष्य कोई बहुत बड़ा या असाध्य लक्ष्य नहीं है, अगर हम

कोशिश करें तो इस से ज्यादा टूरिस्ट्स हमारे मुल्क में आ सकते हैं। यूगोस्लाविया जैसे छोटे मुल्क में इस वक्त कोई 20 लाख टूरिस्ट्स प्रति वर्ष जाते हैं और वे इस से भी ज्यादा बढ़ाने की कोशिश कर रहे हैं। हमारे देश में यह काम और भी आसान हो जाता है, जबकि हम इस बात को ध्यान में रखें कि हमारा देश एक प्राचीन देश है।

यहां पर हजारों साल की पुरानी सभ्यता है। यहां पर प्राकृतिक सौन्दर्य की कमी नहीं है और आर्ट आर्किटेक्चर और दूसरी चीजों का यहां पर भंडार है। यहां पर गोया वह सब चीजें मौजूद हैं जोकि टूरिस्ट्स आकर देखना चाहते हैं। जरूरत सिर्फ इस बात की है कि हम इस को ऐक्सप्लॉइट करने के लिए पूरी-पूरी कोशिश करें। इस की तरफ हमारे मन्त्रालय को अभी से ही ध्यान देना चाहिए। सब से जरूरी बात यह है कि बाहर के मुल्कों में एक बड़े स्केल पर हमें प्रचार अथवा पब्लिसिटी करनी चाहिए, देश का एक सही नक्शा, एक सही इमर्च संसार के अन्य मुल्कों में रखना चाहिये। उस के साथ-साथ अपने मुल्क के अन्दर भी होटल और ऐसी दूसरी चीजें जोकि टूरिस्ट्स के लिए जरूरी हों वह बनाने की कोशिश करनी चाहिए। इसके अलावा जो दूसरी सुविधाएं हैं वह भी उनको देनी चाहिए।

एक बात मैं आप से और अर्ज करना चाहता हूँ और वह यह कि हमें आज इस बात की जरूरत है कि हम नये-नये टूरिस्ट केन्द्रों का विकास करें। हमारे देश में ऐसे स्थानों की कमी नहीं है कि जहाँ अगर हम कोशिश करें तो वह टूरिस्ट केन्द्र बन सकते हैं। मैं इस संदर्भ में यह कहना चाहूँगा कि हमारे देश में हिमालय एक सब से बड़ा ऐसेट और करदान है लेकिन टूरिस्ट प्वाइंट ऑफ व्यु से उस की तरफ अभी तक ध्यान नहीं गया है। कश्मीर में इस सम्बन्ध में बहुत कुछ हुआ है। मुझे उस की प्रसन्नता है। उस की वजह से टूरिज्म को काफी बढ़ावा मिला है। लेकिन

कश्मीर को छोड़ कर हिमालय के दूसरे प्रदेश हैं जैसे हिमाचल प्रदेश हैं, 50 पी० के पहाड़ी हिस्से हैं जोकि कश्मीर से किसी प्रकार भी प्राकृतिक सौन्दर्य में कम नहीं हैं।

अगर हम आज उस की तरफ ध्यान दे कर उस को ठीक से ऐक्सप्लॉइट करें तो वहां पर काफी टूरिस्ट ट्रेफिक पैदा हो सकती है। मैं मन्त्री महोदय से यह अर्ज करना चाहता हूँ कि वह इस बारे में खास दिलचस्पी लें और साथ-साथ वह शिमले के लिए पैसेजर्स हेलीकाप्टर सर्विस भी चालू करें। शिमले के लिए ही नहीं बल्कि दूसरे दूर दराज पहाड़ इलाके हैं जैसे कि गोहाटी और नागालैंड है वहां पर भी पैसेजर्स हेलीकाप्टर सर्विस चालू करें। इस से न केवल उस पर्यटन को बढ़ावा मिलेगा बल्कि वहां के नागरिकों को भी एक नई सुविधा होगी।

अन्त में मैं यह अर्ज करना चाहता हूँ कि टूरिज्म के दो पहलू हैं। एक अन्तर्राष्ट्रीय टूरिज्म है और दूसरा अपने देश के अन्दर का ही टूरिज्म है। अभी एक माननीय सदस्य ने उस का जिक्र किया है और मैं उस का पूरा-पूरा समर्थन करता हूँ। हमें बाहर से आये हुए विदेशी पर्यटकों को पूरी-पूरी सहायता देनी है। जहां हमने उन को पूरी सहूलियतें देनी हैं वहां हमने इस बात को भी देखना है कि हमारे अपने देश के अन्दर के जो पर्यटक हैं उन्हें भी वह तमाम सुविधाएं प्राप्त हों जोकि हमारे बाहर के पर्यटकों को मिलती हैं।

पर्यटन हमारे देश की एक बड़ी पुरानी परम्परा है। आदिकाल से लोग बड़ी भारी तादाद में तीर्थ यात्रा के लिए या धर्म स्थानों में जाने के लिए एक जगह से दूसरी जगह पर आते जाते रहते हैं। हमें अपने देशों में इस को इनकरेंज करना चाहिए। इससे न केवल पर्यटन को ही बढ़ावा मिलेगा बल्कि हमारे देश की एकता को भी इससे बल मिलेगा।

श्री प्रकाशबीर शास्त्री (हापुड़) : उपाध्यक्ष महोदय, हमारे देश की ऐयर इंडिया सर्विस को

[श्री प्रकाशवीर शास्त्री]

विश्व की वर्तमान विमान सेवाओं में तीसरा स्थान प्राप्त है। दूसरे देशों में ऐयर इंडिया के सम्बन्ध में जो चर्चाएँ मुझे अपने कार्यों से सुनने को मिली हैं उन से यीरक का अनुभव होता था और जी चाहता था कि इस संगठन के अधिकारियों को धन्यवाद दिया जाय। उन्होंने जो देश का सम्मान दूसरे देशों में बढ़ाया है उस के लिए देशवासियों की ओर से उन का आभार भी प्रदर्शित किया जाय। लेकिन ऐयर इंडिया सर्विस के सम्बन्ध में विशेष रूप से मैं यह बात कहना चाहता हूँ कि ऐयर इंडिया की सर्विस राजनीतिक सम्बन्धों के आधार पर चालू नहीं करनी चाहिए। हमारी जो वर्तमान सेवाएँ हैं उन्हें इस बात से कि किस देश के साथ राजनीतिक सम्बन्ध नहीं है इस बात को ध्यान से हटा कर केवल यह कि उन का अपना एक व्यापारिक संगठन है उस आधार पर विमान सेवाओं के मार्ग ढूँढ़ने चाहिये। चाहे पूर्वी जर्मनी हो चाहे पश्चिमी जर्मनी हो चाहे ताइवान हो या इजरायल हो हमारी अपनी दृष्टि में विमान सेवाओं की दृष्टि से उन में किसी प्रकार का कोई भेद नहीं होना चाहिए।

मुझे बड़ी प्रसन्नता है कि ताइवान के साथ भले ही हमारे राजनीतिक सम्बन्ध नहीं हैं लेकिन मैंने सुना है कि ऐयर इंडिया ने अपनी ताइवान होकर सर्विस चालू करने का निश्चय किया है। इसी तरीके से इजरायल के साथ और दूसरे देशों के साथ भी इस का सम्पर्क हम को जोड़ना चाहिए।

साथ ही साथ दूसरी बात जो मैं ऐयर इंडिया के सम्बन्ध में कहना चाहता हूँ कि इन देशों में जहाँ-जहाँ यह ऐयर इंडिया की सर्विस है वह हमारे केवल एक व्यापारिक केन्द्र ही नहीं है बल्कि वह छोटे-मोटे हमारे राजदूत का कार्य भी करती है। वहाँ पर काम करने वाले कर्मचारियों में जैसा कि प्रायः कम बेकाा जाता है उन के अन्ध अधिक उपकृता हो ताकि वह

हमारे देश की ऐयर सर्विस की दृष्टि से नहीं बल्कि देश की दृष्टि से भी हमारा प्रतिनिधित्व कर सकें। इस प्रकार की व्यवस्था होनी चाहिए।

मेरे एक मित्र श्री गङ्गूर शर्मा खां श्री तेहरान की सर्विस के सम्बन्ध में चर्चा कर रहे थे लेकिन मेरा अपना अनुभव उस से बिल्कुल उलटा है। मुझे एक बार तेहरान से कुवैत जाने की इच्छा हुई और उस समय मैंने अपने भारतीय राज दूतावास से सम्पर्क किया। उस दिन छुट्टी थी और वहाँ पासपोर्ट बनाने की किसी प्रकार की भी सम्भावना नहीं थी। लेकिन मैं भारतीय राजदूतावास के उन कर्मचारियों का निश्चित रूप से अनुगृहीत रहूँगा जिन्होंने मुझे और मेरे जो साथी वहाँ से जाना चाहते थे, जिस प्रकार से भी हो सका उस की व्यवस्था करके दी। मैं नहीं कह सकता कि संसद सदस्य के नाते उन्होंने यह सुविधा प्रदान की या दूसरी दृष्टि से इस का बंदोबस्त किया। इसलिए मेरा व्यक्तिगत अनुभव इस प्रकार का है जिससे कि मैं कम से कम इस प्रकार की शिकायत करने की स्थिति में नहीं हूँ। लेकिन जहाँ ऐयर इंडिया के सम्बन्ध में मैं आप को धन्यवाद देना चाहता हूँ वहाँ इंडियन ऐयर लाइंस के सम्बन्ध में कुछ शिकायतें भी करना चाहता हूँ। ऐयर इंडिया की सर्विस प्रति वर्ष जिस प्रकार से आघात दे रही है और विश्व की सेवाओं में अपना एक उचित स्थान बनाती चली जा रही है इंडियन ऐयर लाइंस को भी अगर इसी प्रकार से थोड़ा सन्हाला जाय तो मैं सबभत्ता हूँ कि अन्तर्राष्ट्रीय सेवा के साथ-साथ अन्तर्देशीय सेवा की दृष्टि से भी इस सर्विस को एक उपयुक्त सर्विस बनाया जा सकता है। इसमें सब से बड़ी बात जो हम कर सकते हैं वह यह है कि जैसे बम्बई से एक विमान दिल्ली के लिए चर रहा है, ऐयरपोर्ट में यात्री पहुँच गये, सूचना मिली कि विमान आध घंटे देर से आयेगा। आध घंटे के बाद फिर सूचना मिली है कि वह आध घंटे देर से जायेगा

और परिणाम यह होता है कि 3, 3 घंटे विमान स्थल पर यात्रियों को प्रतीक्षा करनी पड़ती है। मैं यह नहीं चाहता कि उसके अन्दर किसी प्रकार की कोई टेकनिकल कठिनाई हो और विमान को उस पर भी चालु कर दिया जाय। उस की देखभाल अवश्य की जाय। लेकिन यात्रियों को उस के सम्बन्ध में अगर पहले से सावधान कर दिया जाय तो यह तीन घंटे जो ऐयरपोर्ट पर वह प्रतीक्षा के रूप में व्यतीत करते हैं उस का वह किसी न किसी ढंग से सदुपयोग तो कर सकेंगे।

दूसरी बात जो मैं कहना चाहता हूँ वह यह है कि जो आप विमान स्थलों पर जो सूचना देते हैं, पहले जब श्री राजबहादुर इस विभाग के मन्त्री थे, उन्होंने एक बड़ी अच्छी परम्परा चालू की थी। मद्रास के ऐयरपोर्ट पर विमान किस समय चल रहा है या गुजरात के ऐयरपोर्ट पर किस समय विमान चल रहा है इसकी सूचना पहले वहाँ की भाषा में देते थे और फिर अंग्रेजी में सूचना दी जाती थी। डा० कर्ण सिंह इस बात को देखें कि हमारे देश में भारतीय भाषायें जो घीरे-घीरे अपना स्थान ग्रहण कर रहीं हैं तो पहली सूचनाएँ सम्बन्धित स्थानों की भारतीय भाषाओं में दी जानी चाहिए। 1965 के बाद अंग्रेजी की गुलामी इस प्रकार की हमारे मस्तिष्क पर न रहे कि पहले सूचना अंग्रेजी के माध्यम से हो और फिर भारतीय भाषाओं के माध्यम से हो। पहले सूचना भारतीय भाषा के माध्यम से हो और बाद में अंग्रेजी के माध्यम से उस की सूचना दी जाय करे।

एक बात मैं पर्यटन के सम्बन्ध में विशेष रूप से कहना चाहता हूँ। मुझे प्रसन्नता है कि मेरे एक मित्र ने इस बात को कहा कि कश्मीर हमारे देश में पर्यटन का बहुत बड़ा अच्छा केन्द्र है। आप उसका विकास करें उस में कोई दो राय नहीं हो सकती लेकिन कश्मीर ही पर्यटन केन्द्र है ऐसा मान कर मन्त्रालय को नहीं चलना चाहिए। हमारे देश में बहुत से इस प्रकार के स्थान हैं। उदाहरण के लिए नैनीताल

में कौसानी एक ऐसा स्थल है जिसे देखकर महात्मा गांधी ने कहा था कि मेरी समझ में नहीं आता कि जिस हिन्दुस्तान में कौसानी ऐसी जगह हो वहाँ के लोग स्विट्जरलैंड की यात्रा करने क्यों जाते हैं? इसी तरह हमारे यहाँ रानीखेत है, भुवाली है और अन्य ऐसे पर्वतीय क्षेत्र हैं कि उन सब को इस के अन्दर शामिल किया जाना चाहिए और उन को भी उसी प्रकार से विकसित किया जाय जिस तरीके से कि कश्मीर के स्थानों को आप विकसित करना चाहते हैं। मुझे आशा है कि डा० कर्ण सिंह इन बातों की ओर ध्यान देंगे।

MR. DEPUTY-SPEAKER : Shri Ram-avater Shastri has written to me that he wants to ask a question. He can ask a question only.

श्री रामावतार शास्त्री (पटना) : दिल्ली में इम्पीरियल होटल है जिसके मालिक पहले हमारे सदन के एक माननीय सदस्य श्रीब्रह्म साहब थे। मुकदमे में हार जाने के कारण वह हट गये और वह होटल सरदार रणजीत सिंह के कब्जे में चला गया है। वह होटल इस महीने की 14 तारीख से बंद है और 7 जून तक बंद रहेगा। मुझे यह खबर है कि इस होटल से फ्रॉरेन एक्सचेंज के रूप में विदेशी मुद्रा के रूप में सरकार को साल में 60 लाख डालर की आय होती थी यानी महीने में 5 लाख डालर की। अब इतने दिनों तक बंद रहने की वजह से लगभग 9 लाख डालर की कमी पड़ जायेगी। सरकार से मैं यह जानना चाहता हूँ कि उस होटल को चालू करने के सिलसिले में या उस को अपने कब्जे में करने के सिलसिले में सरकार ने कुछ सोचा है अथवा नहीं और अगर सोचा है तो उन की योजना क्या है ताकि यह होटल भी चल जाय और हमें आय भी होनी रहे और जो 400 कर्मचारी बेकार होने वाले हैं उन के कि ऊपर 4000 आदमी आश्रित हैं उन के लिये भी कोई रास्ता निकलना चाहिये। मैं चाहता हूँ कि सदन को वह इस की जानकारी दें।

THE MINISTER OF TOURISM AND CIVIL AVIATION (DR. KARAN SINGH) : Mr. Deputy-Speaker, Sir, you will recall that last year I was guillotined. Therefore, this is the first opportunity that I am getting since the new Ministry of Tourism and Civil Aviation has come into being to present before this honourable House the broad contours of our thinking and our developmental programmes.

I have listened with considerable interest to the speeches that have been made. Many of the suggestions are extremely valuable. It may not be possible for me, with in the limited time at our disposal, to deal with each and every suggestion. But I can assure the hon. Members that everything that has been said is being taken careful note of and we shall, certainly, try and take full benefit from it.

My colleague, the Deputy Minister, has dealt with some aspects of meteorology and welfare. I would, therefore, deal in four main categories with the developmental programme of this Ministry, of Tourism, the Directorate of Civil Aviation and the two Air Corporations.

As has been rightly pointed out by many hon. Members, the tourist industry is today one of the fastest growing international industries in the world. In fact, it has been well described as a tourism explosion. In the year 1966, for example, 13,000 million dollars were spent by international tourist. Since the War, many economies which were shattered have rebuilt themselves very largely through tourism. Also, tourism cuts across ideological barriers. Whereas, previously, it was looked upon as somewhat bourgeois and sophisticated undertaking, today the Communist countries in particular are also paying special attention to the development of tourism.

Now, we have in India probably the most unique and the most attractive tourist destination in the entire world. We have a combination of a marvellous country physically, the Himalayas, the beautiful beaches and other natural attractions, and a civilisation that goes back 5000 years unbroken and that has produced some of the greatest works of art, architecture known to man. With this marvellous country that we have, with this tremendous tourism explosion, the task before us is really very

clear. We have got to actualise our potential, we have got to gain a growing share of this growing market.

As has been pointed out by many hon. Members, at present we get a pitifully small number of foreign tourists. For example, in the year that has just passed, we got 1,80,000 tourists whereas Yugoslavia is expecting 20 million tourists this year. So, we have tried to put before ourselves a programme which is ambitious, and yet not over-ambitious. We want to triple our tourism intake in the next five years, in other words, we want to reach, if possibly, a target of 600,000 tourists by 1973.

If this is to be achieved, we will have to do two things. Firstly, there is the promotional aspect abroad. We have got to sell to the world the image of India as a new and exciting tourist destination. For that, a number of things have got to be done. We are going to use the traditional modes of the press, radio and television. In our Budget, we have asked for special grants for that so that this image of India can be sold. We will also invite more people from abroad to come here, particularly travel writers, photographers and travel agents, because it is well understood that articles, beautiful photographs are worth very much more than mere publicity material which is sold as publicity material and which is always somewhat suspect. If people come here, they present a proper picture.

Also, we are taking advantage of Air India's experience abroad. Air India in the last 15 years has built up a network of offices and contacts throughout the world and we are trying to involve Air India more closely in our promotional programme so that we can take full advantage of their presence.

A point was raised by some hon. Members about the importance of giving visas and other such facilities. I entirely agree. I am already in touch with the Ministry of External Affairs. I have written to all our Ambassadors abroad personally urging that full facilities should be given.

Another point which was not mentioned but which I would like to submit is that I am also thinking in terms of regional promotion, the promotion of the whole region. According to the International Travel Orga-

nisation, there is a region to which we belong which includes India, Pakistan, Ceylon, Nepal, Afghanistan, Iran and Mongolia.

I do not know whether all these countries will be prepared, but I would like to get them involved. I have already made some contacts with Ceylon and with Nepal and I hope also to have contacts with Afghanistan and Iran so that we can promote tourism on a regional basis, because the whole pattern of tourism development and tourism in the world is beginning to change. Regional promotion has proved to be extremely useful in the developed nations.

In regard to this regional promotion aspect there is another point to be considered, and that is the building up of the infrastructure. If you promote tourism and more and more tourists come, if your campaign is successful and we get a flood of tourists, and if we cannot look after them properly then it will have a bad effect. Today we do not have all the infrastructure that is needed. If more and more tourists come immediately we will find it somewhat difficult to deal with them. Therefore, while I do my promotional campaign abroad I have got to build up the infrastructure of tourism in this country itself.

Hotel accommodation is another crucial bottle neck in our tourism. We have today in India only 7,000 hotel beds of the Three, Four or Five Star categories. If a rush of tourists come immediately they will have to sleep in Chandni Chowk or Chowpathi! Therefore we should have a proper development of the tourist accommodation in the hotels. I am glad to inform the House that the rules regarding the Hotel Development Fund have been finalised and I am laying a copy of them on the Table* of the House. Through this money we will give loans to the private sector in order to develop the hotels. The Indian Tourism Development Corporation is building a hotel in Bangalore and this year it is hoping to push forward its plan for a hotel in Juhu in collaboration with Air-India and also another hotel in Srinagar.

While on the point of hotels, I may just very briefly allude to a question which the hon. Member put with regard to the Imperial Hotel. Our information is that

the owner intends to run this as a hotel, but he wants to completely refurnish it and reorient it and bring about a lot of repairs and improvements. Our impression is that the hotel will remain closed for about one year before it reopens again. But when it does reopen we hope that this is going to be something very good.

AN HON. MEMBER : What about the employees ?

DR. KARAN SINGH : About the employees, this is a difficult problem, as you know. This is something for the private sector and we are not directly responsible for it.

Apart from these hotels, we also require a network of motels and tourist bungalows throughout the country because when the tourist comes he does not only stay in big cities alone but he wants to travel to other places. Now, this is one of the programmes which we are taking up. We have to develop the infrastructure and the tourism network over the next ten years of motels and tourist bungalows so that we can provide the necessary facilities in all the important places where the tourists are likely to stay, so that they get at least the basic minimum facilities that are necessary.

Transport is another component of our infrastructure to which some references have been made by hon. Members. It is extremely important that when a foreigner comes here he must be given adequate facilities, adequate cars in which to travel. We do help transport operators to buy second-hand cars from the STC at reserved rates and the Tourism Development Corporation is also expanding its fleet of air-conditioned cars and buses. Shikar outfitters is also an important aspect, because wild life, both for photography and shikar, is an increasingly attractive thing for the foreign tourist. Perhaps hon. Members are aware that the whole of African Tourism depends on wild life. They have no monuments there, but wild life itself has become such a tremendous attraction. We have got in our country a rich content of wild life and we want to develop it both for pre-servation purposes and for shikar. This is where shikar outfitters have an impor-

*Placed in Library, See No. LT-991/68.

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tant role to play as well as the travel agents.

In this building up of the infra-structure we look forward to the cooperation of the general public and the private sector to a very great extent.

All these things need to be done. Take for example, the question of entertainment. Tourists coming to India say, 'We are very much interested in looking round your temples and seeing your monuments. But we have no entertainment, no proper restaurants, no theatres and no dramas'. These are the sort of things where there is scope for tremendous activity and imagination, and I hope that the general public will get more involved in this whole process of tourism because tourism is not only a thing which should appeal to a certain section of people, but it is something which can generate economic activity at many levels and in many ways.

Sir, some reference was made to the India Tourism Development Corporation. Hon. member, Shri Sanghi, mentioned it. I would like to give a little background of this. There were originally three separate corporations—the Hotel Corporation, the Tourism Corporation and the Transport Corporation. But it was found about a year and a half ago, shortly before I took over this Ministry, that these three corporations were really overlapping and, therefore, a decision was taken to merge them into a single corporation, known as India Tourism Development Corporation. This has been done and a new Board has been constituted, and for the next three years there will be no change. The changes which the hon. Member mentioned were as a result of the merger of these three corporations.

Now, the functions of this Tourism Development Corporation very broadly are five. One is building of hotels. Already one hotel has been built in Bangalore as I said. Two more hotels are likely to be started.

SHRI K LAKKAPPA (Trimkur): In Bangalore the work on the Five-Star hotel has not yet started because of financial difficulties.

DR. KARAN SINGH: May I submit, Sir, that is not correct to say that the work has not been started. The work has in fact been started. What happened was that at a certain level the work has been somewhat delayed because we wanted to look into the design. In any case, the work is going to be restarted very soon. It is going to be the first public sector hotel to be built entirely by the Corporation.

The Corporation also runs a fleet of luxury cars and buses in Delhi immediately and it wishes to extend this activity to other States. The Corporation brings out the entire range of literature, posters, diaries and Calendars which are required by the Government of India Tourism Department in India and abroad. This is an extremely important task because the creation of literature is no longer a mere mechanical thing. It requires a lot of imagination and intelligence. It is not enough merely to give the photograph of the Taj, you have got to put it in a much more sophisticated manner. The Corporation is looking into this. At the same time the Corporation is also running the *son et lumiere* in the Red Fort and the Tourist bungalows. The Corporation has an extremely important role to play in the development of tourism.

Many of the hon. Members have mentioned certain specific areas which are very beautiful. Hon. Member, Shri Panigrahi, spoke about Konarak which is a fountain of eternal youth, and very kindly invited me and my wife for a moonlight cruise, I can assure him that I accept his invitation. Shri Gowd spoke of a temple in Andhra which guarantees immortality, and many hon. members, Shri Kandappan, Shri S. M Krishna, spoke very rightly about the magnificent beauty of South India. I feel that the beauty of South India which is something unique and incomparable, must be made more use of. Rajasthan was mentioned. An hon. Member mentioned about Chittor. Which Indian, Sir, is there who can mention Chittor without feeling a glow of pride and a glow of patriotism. Now all these places, a host of them, have been mentioned. My own home town of Jhansi was mentioned by

the hon. member, Shri Malhotra. But the trouble really is that our country is so beautiful and so rich that every M.P. very rightly feels that the area in his constituency is really worthy of development. I entirely agree, and with that we get the day when we will be able to develop each and every place in India. But until Sir, we have that day dawn, and as long as our resources are limited, I am sure the hon. Members will agree that we have got to use the limited resources which are given to us in certain specified areas, because the danger is that if we spread our resources too thin we will not be able to make a break-through anywhere and we may merely fritter away our resources.

Therefore, I can assure hon. Members, without going into very great details with regard to the development plans in each State, that we shall try and use our resources to the utmost. I may say one thing here that the role of the State Governments is extremely important, because it is not possible for the Government of India to take up every single project directly. The State Governments have got not only to co-operate but play a major role in the development of tourism. I am in touch with the State Ministers of Tourism, and there is a new awareness, and I am hopeful that we shall use the limited resources that we have in order to get the best possible result that we may be able to achieve.

Before I go on to aviation, I must make one more important point about tourism which was in fact made by Shri S M Krishna and Shri Ohkarlal Bohra and some others who had spoken. Tourism is not only a means of earning more foreign exchange; certainly, we need more foreign exchange; we are desperately short of foreign exchange and we require more foreign exchange and we intend to earn more. But tourism is also a potent force for bringing about a better life for our own people and for strengthening national integration. I think in a way Shankaracharya can be called the patron-saint of tourism in India because fourteen hundred years ago he set up in four corners of India places where millions and millions of people have travelled in the course of our history, and I do not think that India would be what it is today, had it not been

for this tremendous unity that we have been able to build up in diversity.

Therefore, there is the importance of developing facilities for pilgrims, facilities for middle income tourists, and facilities particularly for our youth, because, after all, it is the youth that is the hope of the future, and if the disintegration that we sometimes see round us has to be fought, it is in the minds of the younger generations that we have to build and forge a new national integration. I feel that tourism, creatively used, can help in building up this integration, and I can assure the House that in our desire to cater to the foreign tourists we shall not and cannot afford to neglect home tourism.

I shall now move on to aviation. The world today is poised on the threshold of a twin revolution in the field of aviation. One is the revolution in the size of the plane. As you know, the so-called Jumbo jet will seat 450 people in one flight. It is important here for hon. Members to remember that the Jumbo jet is not the culmination of the present generation of airliners. It is the first of a new generation of mammoth airlines. I would not be surprised if in the course of the next ten or twelve years we find a plane carrying a thousand or more people across the world. We are on the verge of that. The second revolution is in speed, in supersonic aircraft which fly through the air at $1\frac{1}{2}$ to $2\frac{1}{2}$ times the speed of sound. So we are in an extremely exciting position at present, and I would submit that we are taking full advantage of this knowledge, and we are thinking well ahead. Many countries have made the mistake of planning in aviation only for a year or two and they have found that their schemes have not even got off the ground before they are out of date. I must submit that what we have done is that we are projecting our aviation plans—ten years from today. My key year as far as aviation is concerned is 1979, that is, the end of the Fifth Plan period, because this aviation industry is such a fast-moving industry that you cannot plan for a year or two.

So, we have set up a committee on international airports, which is headed by Shri Tata and which includes a number of people including the Secretary of my Ministry, the representative of the Civil

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Aviation department and others who are the most expert people that we have. The job of this committee is to look into our four international airports. Shri S Kandappan had asked me about Madras. Madras is included as an international airport in this. It was mentioned as a major airport merely because it is only used at present by Air India and Air Ceylon. We are not now giving it to other Air lines, but in our development plans Madras is there. In regard to these four international airports, Delhi, Bombay, Calcutta and Madras, the Tata Committee is making a comprehensive study of all that is required in order to develop them. You can imagine what it would mean. When you have a plane carrying five hundred people, if I may submit, it means that the entire Lok Sabha can be carried in a single plane. You can imagine the entire Lok Sabha alighting at Palam...

SHRI NAMBIAR : And the Speaker and the Deputy-Speaker also.

DR. KARAN SINGH : Yes, they will be in the pilot's cabin. You can imagine when a plane with 450 people arrives, the problems that are involved, the problems of handling, baggage, the problems of health, of immigration, of customs problems of health, of immigration, of customs, problems of ash-trays and even toilets, because it is really as fundamental as that, and when you travel these are the problems that you deal with.

So we are looking well ahead. The Tata Committee's report is expected fairly soon and that will be a blueprint for the development of these four international airports in the course of the next ten years.

16 hrs.

Apart from this, we have the Aerodrome Planning Group which looks into the other 81 aerodromes which we have. One hon. Member had said, after all what is required is only a field to land. It may be correct that at one time it was possible to land on a football field, but today aviation has become more and more sophisticated. It is not merely a question of building a runway. You have got to

put in highly sophisticated technological equipment, radar, various other equipments like VOR, PAR—I do not want to go into the details of all these sophisticated equipments which have got to be provided because the safety level has to be maintained.

Now we get a number of demands for new airports. The Aerodrome Planning Group looks into them and again on the basis of priority we will see which ones we can develop. For example, Calicut was mentioned.

SHRI A SREEDHARAN (Badagara) : when will a decision be taken regarding Calicut ?

DR. KARAN SINGH : Over the last year since I became Minister, Calicut has been brought to my notice a number of times. I have specifically asked for a study. I can say at this stage that Calicut will get a very high priority in our developmental plans.

SHRI NAMBIAR : That is all ! I started it in 1952 with my Parliament membership.

SHRI E. K. NAYANAR (Palghat) : *The Hindu* plane comes there daily.

DR. KARAN SINGH : *The Hindu* plane is a small cargo plane. Surely the hon. Member does not wish us to land in sub-safety conditions. After all, we are also responsible for safety.

SHRI E. K. NAYANAR : For 15 years, we have been demanding it.

DR. KARAN SINGH : Before we can start a service, we have got to examine all aspects.

SHRI A. SREEDHARAN : Is it a fact that Government have laid down a condition on the State Government that land should be given free to construct the airport ?

DR. KARAN SINGH : Land is only a small part of the problem.

SHRI A. SREEDHARAN : Let him answer my question. Have they made any such stipulation? If so, why have they done it in the case of Kerala, when such a condition has not been insisted upon in regard to airports in other States?

DR. KARAN SINGH : The hon. Member is misinformed. We have not made any such condition. We merely wrote to the State Government to say that in case it was possible for them to provide land free of cost, it might help us to take it up earlier than otherwise. There is no condition attached to it whatsoever.

SHRI E. K. NAYANAR : The inquiry committee had submitted a report.

SHRI NAMBIAR : Crowning success very soon.

DR. KARAN SINGH : I have full sympathy for Calicut and I can assure you that we will do whatever we can to expedite it.

SHRI E. K. NAYANAR : Will it be done during his tenure?

DR. KARAN SINGH : I was referring to the International Airports Committee and the Aerodrome Planning Group.

One more point before I go to the Air Corporations and that is with regard to flying and gliding clubs of which some mention was made by some members. I must say I am not fully satisfied with the present state of affairs of flying and gliding clubs. They themselves are in difficulties. They do not have enough money. We also feel that the whole thing has got to be looked in afresh.

Therefore, what we have done is this. The DGCA is heading a committee in which we have representatives of the Aero Club of India, of the two Corporations, and of the Air Force, which will look into the whole question of flying and gliding clubs, what exactly their rate of subsidy should be and, more important, what their role should be in the whole problem of training which was alluded to by two or three members. It is extremely important, because when we are buying 'planes costing crores of rupees it is essential that we have a good training

establishment. Therefore, we are looking into that. We are also planning, if possible, to set up a centralised training school for aviation. That is a proposal under consideration.

Now, if I may come to Air India, Air India has over the last 15 years created for itself a position of pride in the world of international aviation. Some hon. Members, Shri Gowd. Shri Prakash Vir Shastri and others, have also paid a tribute to it. Last year, the Corporation made a profit of Rs. 2½ crores mainly in foreign exchange and several new routes were also introduced. A direct service from Bombay to Mauritius was introduced. Mauritius has recently become free and I am happy to be able to link it up with us. And a Bombay-Teheran route has also come into being. So, Air India is doing extremely well.

The hon. Member Shri Baburao Patel, raised some questions about the inaugural flights. Inaugural flights are a concession which the international aviation authority has given to every international airline and that is used. He asked for some details. But one thing I would like to say. I was somewhat distressed by his reference to this question of Parsis and non-Parsis. I would submit that that is not really the spirit with which this should be approached. There is no question of any communal or religious bias in aviation. It is one thing that Shri J. R. D. Tata, who is himself a distinguished aviator, is heading the Corporation. But to say that because Shri Tata is a Parsi, therefore, Parsis are dominating it, I would submit, is not really either fair or in good taste.

More important than that, Air India has at present got a fleet of nine Boeing 707s. One more is being added this year and that will bring the total to 10. Shri Nambiar raised this very interest in question of Jumbo jets. He asked why it is that Air India is going in for Jumbo jets. As I said, the Jumbos are likely to come into operation in the early 70s. Air India, if it has to maintain the pace that it has built up, has got to compete with the giants in the aviation industry, it has got to compete with airlines like TWA, Pan American, BOAC, Air France and so on, whose budgets are 50 to 100 times greater than ours. This new plane is going to be a great attraction. If we do not go in for

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Jumbo jets, what will ultimately happen is that Air India's international role is going to be jeopardised. We will merely become a regional air service. What is more, the Jumbo jets happen to be one of the most economical and profitable ones to operate. Because of its huge capacity, the fares will be lower; the amount of freight it can carry will be more and the break-even factor which, as you know, means the percentage of passenger-ratio which is required to make a profit, is much lower than in the case of other planes. Therefore, the consideration was that either we go in for Jumbo jets or we agree finally that Air India has to give up its international role and merely become a regional airline.

It is true that Jumbo jets will be financed by loans, but they are self-paying in the sense that we will make money even if we acquire them on loan, even the other planes which we acquired on loan have made enough money; they have paid back the loan with interest. Today, foreign exchange is pouring into the country. I can assure the hon. Members that the economics of it has been clearly worked out, and we hope that the Jumbo jets will turn out one day to be a source of immense revenue to this country, and we will be able to pay back all the loans with interest and we will also be able to maintain Air India's very high position in the international world.

I now turn to the Indian Airlines. Indian Airlines has got its importance not only from the tourist point of view but in a country like ours, as vast as ours, with a developing economy, and with a developing political activity, it is essential that we should be able to move rapidly. I think a good internal airline is not a luxury at all. It is an absolute necessity for a country like ours. I am happy to report that Indian Airlines also has shown a marked improvement in recent months. In 1966-67, it lost Rs. 4.23 crores. In the year that has just ended, the loss has been virtually wiped out and it is now about Rs. 25 lakhs to Rs. 30 lakhs. In this year, which we have now started, we are almost certain, if everything goes well, to make a clear profit. So, Indian Airlines has done better. Not only has it got a new Board, a new

General Manager and a new Chairman, but also it has got a new look. As Members may have seen we have tried to change the whole image of the Indian Airlines, to brighten it up a bit and to make it some what more attractive and more efficient.

The question of the fleet of Indian Airlines was brought up. We have got seven Caravelles. Shri S. M. Krishna has said something about the Caravelles: that is not true.

The Caravelles have done only 10,000 flying hours. They are good for at least 40,000 flying hours. Then, we have 15 F-27 planes. We have already got 4 HS-748 planes and we are getting five more this year. The really older planes are the 14 Viscounts which we hope to phase out over the next three or four years. They are still good for 3 or 4 years. The 3 Skymasters and 29 Dakotas are very old and we hope to sell them. Even after so many hours of flying, there is still a market for Dakotas. It is very strange.

AN HON. MEMBER: Why sell them?

DR. KARAN SINGH: Because it is very uneconomic. Every hour the Dakota flies, we lose money. Now our own planes are coming from Kampur. They are very nice, neat and modern. In addition, we will have to go in for new purchases, because the capacity of the Indian Airlines is to be augmented tremendously not only to meet the increased tourist requirements, but to meet our local requirements, particularly on the so-called golden triangle—Delhi—Calcutta—Bombay. Therefore, teams have gone abroad to the USA and to the Soviet Union to see what can be the best new purchase IAC can make. The teams will come and report to us and a decision will be taken in due course.

Indian Airlines is trying to make improvements in livery, food, passenger handling, training of hostesses, etc.

SHRI BALRAJ MADHOK (South Delhi): What about operational efficiency to which Mr. Prakash Vir Shastri referred—about the delay and all that?

DR. KARAN SINGH : Delays are not known in advance always. You take the weather. Let us say, there is fog in Kashmir. Before the plane takes off from Delhi, it has to get clearance from Srinagar. There is no way of knowing what the weather is going to be and when the fog will be lifted. If we ask the passengers to go home they will miss the plane. All over the world certain delays are inevitable.

SHRI BAL RAJ MADHOK : About Srinagar, it is all right. But what about delays in regard to Patna, Lucknow, etc. ?

DR. KARAN SINGH : I agree there is considerable scope for improvement all round in the operational efficiency. I am merely saying that I think we have turned the corner and in the months and years to come, Indian Airlines will look up. It has already begun looking up and its operational efficiency will improve. The question of new routes was mentioned by many people. Salem, Calicut and some other places were mentioned.

SHRI D. C. SHARMA (Gurdaspur) : I mentioned Pathankot also.

DR. KARAN SINGH : I cannot go into details about every one of them. But for the information of the House, I can give the broad considerations. There are three things which have to be fulfilled. First of all, availability of planes. After all, our plane capacity is limited, and it is not possible to put on many more routes unless we get more planes. Secondly, availability of airport facilities. As I said, an airport is no longer just a football field. They are now highly sophisticated and expensive. Thirdly, traffic potential. After all Indian Airlines is a commercial venture. Ultimately, hon. members expect it to make money. When there is loss, they are understandably worried. If the traffic survey shows that there is going to be a very small number of passengers, how can we justify a new route ? Only if the three things I have mentioned are fulfilled, it will be justified. I may tell the House that all the demands that we received are being given very close attention. I have been receiving a lot of demands for North UP and North Bihar—Gorakhpur,

Muzaffarpur, etc. I am looking into them and with the limited resources at our command, we will try to meet increasingly the genuine requirements of hon. members and the general public.

Before I conclude I must make mention of this question of labour relations. I would like to thank the hon. Member, Shri Nambiar, for a very constructive role that he has taken. He said, very rightly, that the solution does not lie in apportioning blame between management and labour. He also said this is not a matter which people should play politics. After all, an efficient air service is something which will serve everybody regardless of which party he may belong to, and an inefficient air service will inconvenience everybody. Labour relations in the aviation world have not been very satisfactory. I admit that. In fact, soon after I took over as Minister, for the first five or six months there were a series of strikes and unrest. I am happy to be able to say that the atmosphere seems to be improving. Job evaluation, which is very important for any scientific basis of a pay structure, is progressing and I am hopeful with the full co-operation of the unions and the management we will be able to go ahead. As far as I am concerned the unions and the management are equally important because like a caravelle they are two engines of the plane and the plane will not function unless both go together. I am not one of those who look only from one point of view. The unions and managements both must co-operate with each other and must show imagination and thought. My colleague the Labour Minister is also closely in touch with this question. In fact, I take this opportunity to appeal to the unions and to the managements to use their good offices and try to develop the best relations as far as is possible.

These two are corporations in the public sector. Public sector undertakings to my mind should be models of efficiency. Apart from the ideological aspect, I think the real justification of public sector undertakings will depend on the efficiency with which they can function properly. If you have inefficient the public sector undertakings the whole concept of public sector gets besmirched. It is very important that these public sector undertakings should function well. They should be models of

[Dr. Karan Singh]

efficiency even to the private sector. I can assure you that the effort of our Ministry is that both in the field of tourism and in the field of aviation we should develop a dynamic, imaginative and forward looking policy. In this hope, Sir, I commend the Demands for Grants to this honourable House.

MR. DEPUTY-SPEAKER : Shri Nambiar almost thought that the whole House, by the reply of the Minister, was moving on a supersonic plane. Let us now land safely and put the Demands to the vote of the House. I shall put all the cut motions together.

All the cut motions were put and negatived.

MR. DEPUTY-SPEAKER : I shall now put the Demands to the vote of the House. The question is :

"That the respective sums not exceeding the amounts shown in the fourth column of the order paper, be granted to the President, to complete the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1969, in respect of the heads of demands entered in the second column thereof against Demands Nos. 75 to 78, 126 and 127 relating to the Ministry of Tourism and Civil Aviation."

The motion was adopted.

16 19 hrs.

Ministry of Labour, Employment and Rehabilitation

MR. DEPUTY-SPEAKER : The House will now take up discussion and voting on Demand Nos. 63 to 67 and 123 relating to the Ministry of Labour, Employment and Rehabilitation for which 4 hours have been allotted.

Hon. Members present in the House who are desirous of moving their cut motions may send slips to the Table within 15 minutes indicating the serial numbers of the cut motions they would like to move,

Demand No. 63—Ministry of Labour, Employment and Rehabilitation

MR. DEPUTY-SPEAKER : Motion moved :

"That a sum not exceeding Rs. 68,07,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969, in respect of 'Ministry of Labour, Employment and Rehabilitation' "

Demand No 64—Director General, Mines Safety

MR. DEPUTY-SPEAKER : Motion moved :

"That a sum not exceeding Rs. 44,32,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969, in respect of 'Director General, Mines Safety'."

Demand No. 65—Labour and Employment

MR. DEPUTY-SPEAKER : Motion moved :

"That a sum not exceeding Rs. 12,65,48,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969, in respect of 'Labour and Employment'."

Demand No. 66—Expenditure on Displaced Persons

MR. DEPUTY-SPEAKER : Motion moved :

"That a sum not exceeding Rs. 10,73,54,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969, in respect of 'Expenditure on Displaced Persons' "