

importance of the help which I have received from my new colleague Mr. Jaganatha Rao and other Deputy chief whips and also the members of my department without whose co-operation it would not have been possible to do whatever little I have been able to do.

Mr. Deputy-Speaker: There are no cut motions. . . . (*Interruptions*)

Shri Satya Narayan Sinha: About air conditioned travel concessions, perhaps some friends do not know that I am no longer the chairman of that committee, the Members Salaries and Allowances committee. In my time also it was raised. I think they are entitled to it and they should have it.

Shri Bhagwat Jha Azad: Who is the chairman now?

Shri Satya Narayan Sinha: Mr. Raghunath Singh: I have nothing to do with it. Therefore, this matter will be conveyed to him . . .

श्री यशपाल सिंह : इस हाउस के स्वास्थ्य को फीलिंग कह कर टाल रहे हैं ।

Mr. Deputy-Speaker: Order, order. I shall put the demands to vote now.

The question is:

"That a sum not exceeding Rs. 4,13,000 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, 1967, in respect of 'Department of Parliamentary Affairs'."

The motion was adopted.

MINISTRY OF TRANSPORT AND AVIATION

Mr. Deputy-Speaker: The House will now take up discussion and voting on Demand Nos. 86 to 93 and 137

to 140 relating to the Ministry of Transport and Aviation for which five hours have been allotted.

Hon. Members desirous of moving their cut motions may send slips to the Table within 15 minutes indicating which of the cut motions they would like to move.

The hon. Minister wanted to make a statement on Air India and he may make his statement.

DEMAND NO. 86—MINISTRY OF TRANSPORT AND AVIATION

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 1,13,83,000 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, 1967, in respect of 'Ministry of Transport and Aviation'."

DEMAND NO. 87—METEOROLOGY

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 2,37,51,000 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, 1967, in respect of 'Meteorology'."

DEMAND NO. 88—CENTRAL ROAD FUND

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 3,17,60,000 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, 1967, in respect of 'Central Road Fund'."

**DEMAND No. 89—COMMUNICATIONS
(INCLUDING NATIONAL HIGHWAYS)**

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 9,57,77,000 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, 1967, in respect of 'Communications (including National Highways)'."

DEMAND No. 90—MERCANTILE MARINE

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 1,34,28,000 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, 1967, in respect of 'Mercantile Marine'."

**DEMAND No. 91—LIGHTHOUSES AND
LIGHTSHIPS**

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 1,12,47,000 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, 1967, in respect of 'Lighthouses and Lightships'."

DEMAND No. 92—AVIATION

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 5,99,70,000 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, 1967, in respect of 'Aviation'."

DEMAND No. 93—OTHER REVENUE EXPENDITURE OF THE MINISTRY OF TRANSPORT AND AVIATION

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 2,88,06,000 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, 1967, in respect of 'Other Revenue Expenditure of the Ministry of Transport and Aviation'."

**DEMAND No. 137—CAPITAL OUTLAY ON
ROADS**

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 40,10,57,000 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, 1967, in respect of 'Capital Outlay on Roads'."

**DEMAND No. 138—CAPITAL OUTLAY ON
PORTS**

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 6,91,27,000 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, 1967, in respect of 'Capital Outlay on Ports'."

**DEMAND No. 139—CAPITAL OUTLAY ON
AVIATION**

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 4,19,21,000 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, 1967, in respect of 'Capital Outlay on Aviation'."

DEMAND NO. 140—OTHER CAPITAL OUTLAY OF THE MINISTRY OF TRANSPORT AND AVIATION

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 2,31,52,000 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, 1967, in respect of 'Other Capital Outlay of the Ministry of Transport and Aviation'."

The Minister of Transport, Aviation, Shipping and Tourism (Shri Sanjiva Reddy): In my statement on the 18th March 1966, I had given to the hon. Members a brief resume of the developments leading to the illegal strike launched by the Flight Navigators of Air India and indicated the lines on which we proposed to deal with the situation. The award of the Tribunal became final on the 23rd March 1966 and is binding both on the Management and on the employees of Air India covered by the award. I had also made it clear that the Government proposed to deal with the situation firmly in the interest of maintaining respect for judicial processes, obedience to law and discipline to the Corporation.

Shri Nath Pai (Rajapur): It is a tall claim.

Shri Sanjiva Reddy: My friend may feel differently but I have been allowed to make a statement. . . (interruptions).

I had then hoped that better sense might prevail as a result of this clear exposition of the firm determination

of both the Corporation and the Government.

Briefly stated, the position under the award is that two of the highly paid categories, viz., the Pilots and the Engineers who are technically called 'Workmen' under the Industrial Disputes Act are covered by consent award negotiated by agreement between the Management and themselves and valid for a period of three years. The Tribunal's award, therefore, regulates the terms and conditions of service of only the Flight Engineers, Navigators and lower grade staff represented by the ACEU. There is no indication at present that the Flight Engineers are dissatisfied with the award. As I mentioned it earlier, the Navigators are dissatisfied because of the equation of Flight Engineers with them. They have legal avenues of ventilating this dissatisfaction which they have refused to utilise and have resorted to an illegal strike knowing full well that it would adversely affect the operations of the Corporation and cause substantial injury to the country. This has not merely affected them but it has prompted some other sections of employees to exploit the situation to their advantage notwithstanding the illegality of the action of the Navigators. The fact remains that the award is a judicial one and it would be wrong for the award to be upset otherwise than by a judicial process for which it was open to the Navigators to have sought legal and constitutional means. They have deliberately chosen the methods which are subversive of discipline, defiant of the legal system relating to the settlement of labour disputes and gravely injurious to the interest of the Corporation to which they owe their loyalty and of the country of which they are citizens. Even the fact that hundreds of employees have had to be laid off and are undergoing hardship on their account has not moved them and even to-day they remain undisturbed and unrepentant'.

Shri Nath Pai: As you remain.

Shri Sanjiva Reddy: This is despite the assurance that I have them in my statement that the *status quo* would be maintained as regards their rank and in spite of the indications clearly given to them by the Management that their genuine grievances would be considered sympathetically within the limitations of the binding nature of the award.

I had a meeting on the 2nd April with the Chairman and the General Manager of the Corporation in which we reviewed the recalcitrant attitude of the Navigators in the light of the history of indiscipline in the Corporation, particularly in the recent past. For some time, the various categories of employees have made it a habit of enforcing their demand by acts of indiscipline, such as threats of strike, 'go slow' methods, 'work to rule' and 'work to trade' devices resulting in delays or dislocation of services. The Management has had an occasion to temporise in order to keep the operations going. It will be recalled that only last May this very body of employees had resorted to an illegal lightning strike which threatened to dislocate the services. At that stage, the pilots actually operated a flight without Navigators under a dispensation given by Government to operate the flights without Navigators wherever it was possible to follow the safety regulations laid down in the Indian Aircraft Rules and in accordance with the requirements of the International Civil Aviation Organisation. In June last year, another category of employees resorted to 'go slow' methods in December last year, some other category of employees resorted to certain practices which delayed flights and upset schedules for weeks. This is in spite of the fact that the basic emoluments and other allowances of the cockpit crew generally total anything from Rs. 4,200 to Rs. 6,640 p.m. in the case of Pilots, from Rs. 3,200 to Rs. 3,600 p.m. in the case of Navigators and Rs. 3,200 to Rs. 3,600 p.m. in the case of Flight Engineers and even those of the Ground Engineers in the union

category vary from Rs. 1,687 to Rs. 2,337. I am sure the House will agree that such high-paid staff should set better standards of discipline, conduct and awareness of the interests of the Corporation and of the country.

In the light of this history and the patently illegal action of the Navigators, the Chairman and General Manager of Air-India decided to take the following action:—

- (a) the Navigators would be called upon to withdraw their strike within 24 hours, and report for duty so as to operate Air-India's flight to London via Moscow on Tuesday, the 5th April, 1966. I am sorry to report that I heard the latest news at 2 O'clock and they have not responded to this call.

Shri Khadilkar: They would not.

Shri Sanjiva Reddy: I know there are people to encourage them. The Indian Pilot Guild would also be called upon to operate the flights without Navigators as on the last occasion;

- (b) Should the Navigators fail to comply with this demand, action would be taken to terminate their services and the pilots would be called upon to operate the said flight with a complement of three pilots, one of whom would help them in the duties of navigation.
- (c) should the pilots agree to the course suggested above operations would be resumed to a substantial extent, the only exception being the routes across Atlantic and to Australia. If however, the pilots do not agree, action would be taken by the Corporation to shut down the operations altogether.

I understand from the Chairman of Air-India this morning that the Navi-

gators have refused to obey the call and report for duty to-day. The Indian Pilots Guild is meeting informally this afternoon to consider the suggestion from the Management to operate the flight without Navigators..... but with a complement of three as against normal two pilots in the cockpit and if the Guild agrees to this suggestion of the Management, it would be possible to operate the flight to London via Moscow scheduled to operate. If not, further action would be taken in the light of the decision referred to above.

I hope the House will bear with me when I say that a conduct of the type in which the Navigators have indulged requires to be dealt with firmly as it constitutes the very negation of the principles underlying the entire law and convention of labour relations and since it betrays a wanton and deliberate disregard not only of the interests of the Corporation but also of the country. The conduct is reprehensible even from the point of view of their own labour brotherhood because it has involved hardship to hundreds of employees mostly of the lower category, who have had to be laid off on account of stoppage of operations. Should the conditions persist, it will involve even a larger number of employees and the responsibility for the consequences would rest squarely on the small number of 41 Navigators who have tried to hold the Corporation and the country to ransom. It is an occasion when other employees should think hard whether they should allow the present state of affairs to continue to the prejudice of their own interests and to the detriment of one of the nation's great enterprises which has earned so much fund of goodwill and good name for the country. A special responsibility lies on the pilots who alone can help the Corporation to run most of its scheduled services. I hope that they will weigh the situation in the light of what I have said and come to a sound and prudent decision.

Mr. Deputy-Speaker: I am sorry there is no Chairman. I have to adjourn the House for just a few minutes. I will just come.

15-32 hrs.

(The Lok Sabha then adjourned for five minutes).

(The Lok Sabha re-assembled at 37 minutes past Fifteen).

[MR. DEPUTY-SPEAKER in the Chair]

Shri S. M. Banerjee (Kanpur): The Speaker stated that the Minister would be making his statement to-day. Sir, questions also should be allowed.

Mr. Deputy-Speaker: You wanted a statement from the Minister before the debate on the Ministry of Transport begins and the Minister has now made the statement. You can note down your points and make them in your speech.

Shri Hari Vishnu Kamath (Hoshangabad): When you left the Chair, Mr. Deputy Speaker, you said something; it was not audible. We could not catch what you said.

Mr. Deputy-Speaker: I told that there was no Chairman and I would adjourn the House for two or three minutes.

Shri Hari Vishnu Kamath: There was no Chairman available in the House?

Mr. Deputy-Speaker: Yes.

Shri Hari Vishnu Kamath: Unprecedented it was.

Mr. Deputy-Speaker: Mr. Masani will begin his speech.

Shri M. E. Masani (Rajkot): Mr. Deputy-Speaker, Sir, I support my Cut Motions 11 to 15. In the short time that is available I shall try to touch on three separate topics—Road Transport, Tourism and Aviation.

Shri U. M. Trivedi (Mandsaur): Sir, Five hours is insufficient. The time should be at least six hours.

Mr. Deputy-Speaker: Let the debate proceed. We shall see then. It is not going to be concluded today.

15:39 hrs.

[SHRIMATI RENUKA RAY in the Chair]

Shri M. R. Masani: In so far as Road Transport is concerned, I have no time to go into the matter thoroughly except to say that it remains the Cinderella of Indian industries and services. There are two points on which I would particularly like to draw the attention of the hon. Minister. One is the gross over-taxation from which Road Transport suffers in this country. Taxation is discriminatory and it has reached such limits today that, if a truck has to go from Delhi to Calcutta or Bombay, taxation borne by the operator through various State comes to twice the amount of the entire Railway freight! The result is that, thanks to over-taxation by the Central and the State Governments. . . . I want to deal with a very important topical matter and I would appreciate the hon. Minister's attention. I am referring to the fact that over-taxation on Road Transport has created today in the Punjab a very unfortunate situation where trucks have gone off the road, because it is no longer possible for Road Transport to function except at a loss. Thousands of trucks are lying idle there as a consequence of which valuable goods including food-stuffs which are to be transported are rotting. This is an unfortunate development to which one cannot take objection. After all, if the truck operators make losses, there is no point in saying that they should carry on their business. The All India Motor Union Congress has backed this development, and it is likely to spread to Rajasthan and Madhya Pradesh on the 7th of April. Soon over the whole of northern India road transport will come to a stop. I would urge the hon. Minister to invite the leaders of

the All India Motor Unions Congress in Delhi to come and meet him and try to understand their difficulties. I hope that when he is satisfied about the case he would ask the Punjab Government to withdraw the additional levy of 50 per cent on Goods Tax which has brought about the stoppage of Road Transport in the North.

The attitude of the Railways in trying to use their monopoly to throttle long distance development on the road is objectionable. Even today there are two Circulars in force—one is dated 9th September 1966 and the other 16th June 1959. They lay down that Road Transport cannot function inside the country over a distance of 300 miles or a radius of 150 miles without the permission of Their Majesties of the Railway Board! This is a highly objectionable position. Repeated assurances have been given in this House, including one by Shri Lal Bahadur Shastri before he became Prime Minister, that these circulars would be withdrawn. But, even today these circulars are in force.

If I may say so, this discrimination has gone on because of the weakness of my hon. friend's predecessors. They happened to be people who felt not strong enough to stand up against the Railway Minister and the Railway Board of their time. Today we have a happy combination of two developments. One is that, we have got a strong Transport Minister at last, one who has got political strength and stature and one who can make his voice heard in the Cabinet. Therefore, he need not take these things lying down as did his predecessors who had not got this much political stature. The other happy development is that our present Railway Minister is a friendly person, in every sense of the word. He is not only friendly with the hon. Minister of Transport but is also more friendly. . . .

Shri Shankre (Marmagoa): He is the Swatantra version within the Congress.

Shri M. E. Masani: . . . towards Road Transport development. Only the other day, speaking at the Federation of Indian Chambers of Commerce and Industry on 13th March, Shri S. K. Patil stated:

"Competition was almost a matter of religion with him. If national economy has suffered it was solely because of lack of competition. There was no question of favouring any particular sector."

The fact remains that although the Railway Minister has given expression to these very enlightened sentiments, those circulars which the Transport Ministry have issued are still very much there. I urge that the hon. Minister should get together with his Railway colleague, hold him to his enlightened sentiments and get his co-operation in cancelling these two offensive Circulars which are a relic of the past but which are holding back Road Transport development.

Now, I come to the second topic, and that is, Tourism. There, I have got three cut motions which I may briefly refer to. One is the failure of the Government to formulate a policy on tourism; the second is the desirability of recognising the tourist industry as an export industry, and the third is the need for the establishment of an autonomous Authority for the promotion of tourism.

India is made for tourism; it is a country with a very high tourist potential. It has been estimated that in the next five years, if we can only run our tourist industry and our tourist promotion properly, this country can make Rs. 100 crores of foreign exchange. Unfortunately, today, only 1.5 per cent of the world's tourist traffic come to our share, and what is worse, the growth rate of tourism in India, which was of the average of 20 per cent from 1955 to 1960 has, in the last five years, from 1961 to 1966, dropped to an average of only 10 per cent. Other countries are forging

ahead much faster. The reason is that they have got a properly planned, integrated tourist policy.

Let me say that when this hon. Minister took charge, this Government had no tourist policy worth the name. It is a hand-to-mouth affair; a hit-and-miss affair, improvising all the time. There are two basic examples of where a tourist policy needs to be evolved.

The first is the recognition of the tourist industry as an export industry. Tourism is a paying "Invisible export". It, like other exports, earns foreign currency, but nothing valuable goes out of the country. It is doubly valuable. We lose nothing in return for what we get. The job of the Government is to lay the infra-structure for the tourist industry; to provide highways and roads, air-fields, tourist resorts, civic amenities. Secondly, the Government has to give incentives to the tourist industry so that it may advance. By the tourist industry, I mean the hotel industry, transport companies and travel agencies. This can be done in many ways. One is to give loans for the building of hotels; there is need for a Tourist Development Loan Fund. Another is to provide foreign exchange to hotels and restaurants for importing essential materials and paying cabaret artistes. Another thing is to give foreign exchange for doing publicity and advertising abroad to attract more tourism. Another method may be to give an import licence for air-conditioned cars, for teleprinter facilities and so on. Every dollar of foreign exchange so spent will give us hundreds of dollars of foreign exchange in return within a year or two.

Today, unfortunately, our rupee is at a discount; it is quoted in the free market in India and abroad at a dollar for Rs. 9 and a pound for Rs. 26 to Rs. 27. Now, the result of this black-

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marketing in currency which is going on in India is that only 25 per cent of the foreign exchange which is being earned from tourism comes through the banking channels to our country. 75 per cent leaks; it leaks in the form of export of travellers' cheques and high denomination currency notes. Anyone who knows anything about travel knows this.

I have had guests in my own home in the last few months from abroad: distinguished, respectable people, who came, and with a shock told me: "What is happening? The taxi-driver accosts us and ask, 'Sir or madam, would you like to buy rupees in the black-market? We will give you twice of what you can get from the bank.'" When foreign visitors go round Connaught Place or Connaught Circus, they are accosted by people who ask, "May we give you rupees at half the price of what you get in the banks?" And we have to answer the foreigners apologetically by saying: Unfortunately the rupee is at a discount but the Government is so wooden as not to face the fact.

Shri Joachim Alva (Kanara): This happens in the corridors of many hotels abroad.

Shri M. R. Masani: Now, there is a thing known as "The 8 O'clock knock on the door" in some of our well-known hotels, when as Shri Alva says, some people come and ask "May we oblige you in this manner?" Instead of the 2 O'clock knock on the door by the NKVD in Soviet Russia, it is the 8 O'clock knock on the door in the hotels of Delhi!

In Soviet Russia, where also the rouble has depreciated like the rupee—that seems to be a consequence of communism and socialism—they have faced this problem in a realistic manner. I received a letter from a friend from Moscow last November,

in which he told me what was happening there and how they are facing this problem. He said:

"One new development in the Soviet Union since my last visit is the opening of a number of stores where everything from a bottle of vodka to a volga automobile may be purchased substantially below their cost in regular stores—for foreign currency. And the acceptable currencies are relisted on the doors of the stores and include the US, Britain, all the Common Market and Scandinavian countries, but none of the Socialist block. In both Moscow and Leningrad foreign currency bars have been opened where drinks average about half a US dollars and closing time is a good two hours later than any other similar institution in the city. Posyltorg, a mail order establishment encourage residents of hard currency countries to give Russian relatives hard-to-get items like "Moskva" refrigerators (350 roubles, two year wait) for 280 dollars, Volga cars which cost Soviet citizens 5,500 roubles and at least a year wait for 2,700 dollars delivery in ten days. These elaborate measures are calculated to bring in more scarce foreign currency so necessary to the Soviet economy...."

Why can't we do something like this here? If we do not want to have devaluation of the rupee, all right but let us have selective devaluation. There are two ways of doing it. One is to have a tourist rupee by allowing tourists to get twice of what others get for their dollar or pound. The other is that, since 80 per cent of what the tourist spends is on hotels, shops and cars or transportation, allow the hotels, that is, recognised hotels, shops and transport agencies to change travellers' cheques and dollars at the free market rate, by

which they will make a loss but they will go to the bank and the country will get foreign exchange, and then, compensate those who are out of pocket in the way the French Government does. What they do in France is, when the French perfumiers give a discount on travellers cheques, the French Government give the perfumiers' share half of what they have lost. The other half of the loss may be made good by giving them import entitlements. These are ways of doing it. If you study it and ask for expert advice, these things can be done.

Finally, I come to an autonomous authority. Today, you are trying to do all this through a small department in a big Ministry. Bureaucracy is no way of developing tourism. Almost all progressive countries have established autonomous authorities or corporations or associations with Government participation and help, but with no government domination or interference. Let us do that here. The British have an example in this respect. They have the British Travel Association, a predominantly non-official body, but the Government gives 85 per cent of the funds and the tourist industry in Britain contributes 15 per cent. Let us invite our tourist industry here to contribute at least 10 per cent, if they cannot afford 15 per cent in this very early stage. Let the Government give 90 per cent; let them set up a mixed Corporation where the Government may be represented, but where experts and those who are interested in tourism may predominate, so that this can function as an executive authority, but that cooperation also or authority also should not go in for commercial operation. It should be to promote or foster tourism, as they do in other countries. Building a hotel and providing taxis is not the job of Government. This is the job of private enterprise which do it best. These are some ways in which you can put tourism on its feet and make money which at present it does

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not. So far we have escaped disaster perhaps because those in charge of tourism have been dedicated to this cause but, later on, what is going to happen? Bureaucracy is no way of doing this job.

Before I conclude, I shall refer to the last topic, and that is, the Air India strike. I was very glad to hear the statement made by the hon. Minister. The facts are very clear. We are not concerned with the merits of the dispute between management and the employees concerned. We are concerned with the maintenance of law and the maintenance of the process of collective bargaining and decent trade unionism. The Navigators' Union disliked the Award of the National Industrial Tribunal given in February this year, so they demanded a variation of the Award. We on this side have fought against the provision in the law allowing Government to vary Awards. We have said that an award must be final. Why should Government be allowed to vary an award at will? What is the sanctity of an award if Government can arbitrarily vary it? I have said this myself, and I stick to this sound proposition. I am very glad, therefore, that the Government did not vary the award. I hope they will never vary an award in future. Anyway, the matter is academic, because as the Minister has now explained, on the 23rd March the award became final, and even Government cannot change it. There is no authority on earth that can vary the award now and it is the law of the land for three years. If it is the law of the land, then we can only bow to it, and carry it out. But the point is, the union could go to the Supreme Court or could have gone, but they chose not to. Obviously then, it is a sign of a very weak case. What did they do instead?

On the 17th March, at 4 p.m. the Navigators' Union gave notice of strike. When? After 14 days' stipulated by the Act? No. they gave notice of a strike at 4-30 A.M. that

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same night, that is, the following morning. In other words, the Union gave 12½ hours' notice to the country and to the Corporation in the place of the 14 days required by the law. Therefore, the strike is illegal.

Now, we on these Benches believe in the right to strike. We have opposed measures coming from this Government trying to limit the right to strike by Central Government employees, postal employees and others. We believe that the right to strike is part of a free society. But an illegal strike or wild cat strike is not a strike; it is a conspiracy against the nation and against labour itself.

I am very glad that the Minister pointed out that these are not workers or proletarians. These are people getting more than Rs. 3,000 per month, people of the equivalent of those gentlemen sitting in the official gallery over there. What kind of people are we talking about? These are a few people, 41 people, who are highly paid, holding this whole country to ransom, throwing out of employment, as they have done today through the lay-off, thousands of poorly paid people who are getting Rs. 100 or Rs. 150 per month. Why? Because the Award was not to their taste. Arbitrarily they want the government to set aside the award. In a case like this, when the country is suffering a loss of Rs. 5 lakhs a day—already Rs. 80 lakhs have been lost to the country—the country is being held to ransom by 41 highly paid executives. This is an intolerable position.

Let me tell the minister that this is the result of many years of appeasement on the part of the Government and the management of Air-India. They have been repeatedly warned not to connive at this kind of indiscipline. Time after time they have negotiated under the threat of an illegal strike and succumbed.

Now the chickens have come home to roost. I was very glad, however, that for the first time I heard from those benches a firm statement in regard to this kind of industrial hooliganism. I congratulate the minister on his statement. I was wondering all these days why, if the strike was illegal, the penalties of the law were not being enforced; why the ring-leaders were not being brought to book as the law demands; why the recognition of the union was not being withdrawn, why these 41 gentlemen were not being dismissed from their positions, as they should have been long ago. I understand that it is going to be done now and I congratulate the government for the first time on a show of firmness and justice. It is no justice to the nation or to millions of poorly paid people that a handful of well-paid people getting over Rs. 3,000 per month can hold up the country to ransom. I am very glad, therefore, that this attitude has been adopted. I hope the minister will adhere to it and not allow some misguided members of his party and other parties to push him off this principled stand.

I am also very glad to know that it is considered feasible to start some services, even of a skeleton nature, in the next few days. As the minister pointed out, on the 1st May last year, the Navigators' Union was on an illegal strike. But at that time, the Pilots' Guild saw no difficulty in flying a plane with two pilots without a navigator. If last year the plane could be flown by two pilots without a navigator, then the minister's proposal that there should be three pilots, the extra pilot to do the navigational work, is a measure of caution and safety which we welcome. It is to be hoped that the pilots at least will do their duty by the country. But whether they do it or not, I hope the government will stand firm and see to it that the rule of

law is maintained in the field of industrial relations. The people who will be most hurt if this kind of hooliganism is allowed is the working class in this country. Collective bargaining and trade unionism will get into disrepute. Ultimately people will get so fed up that the public will turn against unions and organised labour. This is happening in other countries. It is as a friend of organised labour, as a believer in trade unionism, as a believer even in the right to strike after proper notice, that I felicitate the minister on the stand he has taken. I only hope he will stick firmly to it, whatever the consequences.

Shri P. C. Borooah (Sibsagar): Madam Chairman, I thank you for giving me a chance so early in the debate, which has never been my lot. Transport is a forerunner to development. There cannot be any development without good transport. It plays a very vital role in building the economy of an area or a country. It is gratifying to note, as Mr Masani stated, that its importance has been realised to a certain extent and the ministry has been upgraded. It has been placed under the charge of a very able Cabinet Minister. I welcome our new Minister, Mr. Sanjiva Reddy and Mr. Poonacha, who have had very distinguished careers. They did very well in the assignments they held prior to this. I hope and trust that with their capacity, they will give good push in improving this important department of Transport, Tourism and Civil Aviation.

Our transport planning has not been able to keep pace with the overall demand for haulage capacity in the economy. The capacity of our road transport is one of the lowest in the world. It is capable of handling only 19½ per cent of traffic carried by the railways. In U. K. road transport handles 70 per cent of that country's total surface transport. In Italy, it is 89 per cent. In USA miles and miles of railway lines are being taken out

during the last two decades yielding place to road transport.

The reason for greater stress on road transport is that the modern industrial complex needs speed and flexibility, besides economy in transportation and all these advantages are available to a much greater degree with the road transport than with the railways.

Firstly, it is the speed. It is generally seen that the speed of goods transport by rail is only 50 miles per day, while that of road transport is 300 to 400 miles a day. Secondly, the cost of laying a mile of a railway line is three times the cost of construction of a mile of road. Thirdly, it takes much lesser time for the construction of a road than for laying a railway line. Fourthly, it is not possible to take the railway line to all the places; the road, on the other hand, can be taken anywhere, whether a hill-top or a dale. All these factors place road transport in a more advantageous position than the railways. Besides, road transport has greater employment potentiality than the railways. For handling the same volume of goods, road transport employs seven times as many persons as the railways do. For every one crore of rupees invested in road transport, there will be employment for 12,000 persons. All these are important factors in favour of road transport. That is why developed countries are generally taking to more of road transport than rail transport.

Instead of dealing with it in a general way, I want to mention the specific problems of my State, Assam, because of its backwardness in transport facilities. If a straight question is put as to which of the States in India is suffering most for want of transport facilities, readily the answer will be "Assam". Its problems have assumed added importance due to the fact that the State is bounded practically on all sides by the unfriendly and aggressive coun-

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tries. Neglected as she is by every ministry of the Union Government, this ministry also has not failed to fall in line with others. The roads there are few and far from satisfactory. The life of a vehicle is cut by half in Assam, because of the bad condition of the roads. Widening and strengthening of National Highway No. 37, which is the lifeline of the State, is going at a snail's pace. There are many bridges in the Highway which date back to the advent of the British Rule in Assam without any renovation. I may state at least two bridges near my home-town—one is Dwarika and the other is Mitong. There are many other bridges like this. They stand as a disgrace to any good government. We should see that the work on them is expedited.

Rainfall in Assam is very high. Some of its stations have the highest rainfall in the world. As such, the roads there pass through long stretches of water-logged areas. But the same specification of construction of the roads is continuing since the good old days of the last century. 4" soling and 6" consolidation in two layers will not serve the present day heavy traffic. So, the specification of construction of roads, particularly in Assam, should be revised. Construction of diversions to bypass the busy areas and towns has not been taken in hand. It should be taken up without any further delay. Sign-boards displaying the names of the villages through which the National Highways pass should be put up as is done in the case of National Highways in other States. Dhodar Ali built during the days of Assam kings is a very important road. The coming into existence of the Naharkatiya oil fields, Narsrup fertiliser factory thermal power station etc., has added to its importance. Upgrading of this road to the standard of a National Highway brooks no delay.

16 hrs.

So far as inland water transport is concerned, Assam has the highest potentiality. The mighty Brahmaputra has a length of over 800 navigable miles and the river Surma with Barak have some 300 miles. 80 per cent of cargo to and from Assam was transported by river routes. The partition of the country has changed the situation and estrangement with Pakistan has shattered its possibilities. Until a permanent solution is arrived at with Pakistan, it will be unwise to plan for any regular river service from Assam to Calcutta. Instead of that, effort should be made to improve the steamer service from Dhubri right up to Dibrugarh and road transport strengthened from Assam to Calcutta and also from Assam to Delhi side.

The Government have collected about 90 per cent of the River Steam Navigation Company's shares and the remaining 10 per cent has also been offered to the Government by its foreign shareholders. Although I do not see a very bright future for this company, yet it would be advisable to utilise its available assets more particularly its big fleet. But care must be taken to Indianise its 10,000 strong crew. Almost all the members of the crew, till late, were Pakistani nationals. Although this company's activities will now be confined only to the river transport within Assam, it is regrettable that in the Board of Directors of this company except one official from the Government of Assam none out of the 14 or 15 strong Board comes from within Assam. I suggest that under the new set-up the Board should be re-constituted and at least the majority of the members should be taken from within Assam. The Transport Ministry should also join hands with the Ministry of Irrigation and Power and see that the Ganga-Brahmaputra link canal project is expedited and translated into action early.

So far as tourism is concerned, my hon. friend, Shri Masani has said much. I will tell something about Assam also. About tourism, as far as Assam is concerned the less said the better. Assam has been considered as a pariah or an untouchable. In none of the conducted tours for delegations, diplomats, cultural troupes or distinguished visitors, the name of Assam finds a place. That beautiful part of this vast country with blue hills and silver rivers, with charming landscapes and enchanting habitations, has been made a forbidden land for the outsiders. Will our new Minister, who is a lover of natural beauties and cultural heritage, be pleased to see to it that Assam is no longer deprived of its due share?

Madam, I do not know how much time has been allotted to me, but I come from a State which should get more time for discussing these Demands because that State has been much neglected so far as this department or this Ministry is concerned. I would not be able to speak at length on the Civil Aviation and the working of two air lines—the Air India and the Indian Airlines. My hon. friend, Shri Masani has said many things. I will confine myself to only one point, and that is about the growing indiscipline amongst the workers. Very big investments have been made in these two government undertakings, without any return till recently. They have, of course, just started giving some returns. In this respect Air India's performance is better than that of the Indian Airlines Corporation. But the deterioration that has come in the discipline amongst their workers has caused Air India to lose Rs. 5 lakhs daily and the Indian Airlines has been subjected to very strong adverse criticism by the parliamentary committee on public undertakings. I need not repeat those things, they are before this House. I know that the officers who are manning these two airlines, some of them at least, have been proved very efficient elsewhere. I hope they will be

able to show better results in setting their houses in order.

To the workers of both the corporations I have got a word to say. My hon. friend, Shri Masani, also spoke about them. Some of them draw salaries between Rs. 1000 to Rs. 6000. I would only say to them, let them ponder whether they are justified in lodging strikes, adopting go-slow tactics and work-to-rules for exacting more emoluments from the Government whose five hundred million people live on a per capita income of a little over a rupee a day? I am sure, considerate and responsible as they are, they will give up their demands immediately this fact is realised by them.

There is a proposal to set up three Corporations under, the Ministry of Transport. They are: India Tourism Transport Corporation, India Tourism Hotel Corporation and India Tourism Corporation. All these Corporations have come into existence in some form or the other. The objectives laid down and their achievements so far call for close scrutiny. The India Tourism Transport Corporation is expected to cater to the transport needs of the tourists by operating luxury taxis for conducted tours of places of tourist interest, for large groups both in Delhi and Bombay. This corporation has already run into serious difficulties. Considerable loss has already been incurred in the operation of the above transport service resulting in a drain of several lakhs of rupees from the Government of India. The India Tourism Hotel Corporation is another hasty venture. The accomplishments of this corporation to date is nil. The corporation is accommodated in a big expensive building. The rent for the building is nearly Rs. 3,000 per month. They are doing nothing up till now. The India-Tourism Corporation is to be started with the intention of undertaking publicity work. This will also spend lakhs of rupees. Instead of having so many organisations spending a lot of money, why

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not have only one organisation run efficiently?

Concluding my speech, I would like to mention that the people in my constituency put all blame on the civil aviation authorities for their utter failure to provide a permanent terminal building at Jorhat airport even after 15 years of nationalisation of airlines. Passengers are made to bask in the sun and drench in the rains and at times take shelter under the wings of aircraft or in tarpaulin tents. This state of affairs must be put an end to without any further delay. Non-completion of Lilabari airfield even after the lapse of about 8 years is not only regrettable but annoying also. Gauhati airport is the Gateway to Assam by air. So far as income is concerned it stands fifth, after Calcutta, Delhi, Bombay and Madras. Even then its passengers' lounge is not only like a den, badly furnished, and badly maintained, but also the atmosphere of the room is polluted by the offensive smell that comes from the unclean lavatory just by its side.

I would, therefore, request the civil aviation authorities to rise up to the occasion and see that the long-standing inconveniences of the passengers are removed at an early date.

Mr. Chairman: Hon. Members may now move the cut motions to the Demands for Grants of the Ministry of Transport and Aviation subject to their being otherwise admissible.

Shri Yashpal Singh (Kairana): I beg to move:

"That the demand under the head 'Ministry of Transport and Aviation' be reduced by Rs. 100."

[*Desirability of accelerating the establishment of a Second Shipyard at Cochin.* (1)].

"That the demand under the head 'Ministry of Transport and Aviation' be reduced by Rs. 100."

[*Desirability of accelerating the road Development programme.* (2)].

"That the demand under the head 'Ministry of Transport and Aviation' be reduced by Rs. 100."

[*Desirability of increasing facilities in the Indian-owned ships.* (3)].

"That the demand under the head 'Ministry of Transport and Aviation' be reduced by Rs. 100."

[*Working of the Mogal Line Ltd. particularly its role in providing facilities to pilgrims to Haj.* (4)].

"That the demand under the head 'Ministry of Transport and Aviation' be reduced by Rs. 100."

[*Working of the Air-India and Indian Airlines Corporation in the context of indiscipline among the staff.* (5)]

"That the demand under the head 'Ministry of Transport and Aviation' be reduced by Rs. 100."

[*Need to improve the working of the Border Road Division.* (6)].

Shri M. R. Masani: I beg to move:

"That the demand under the head 'Ministry of Transport and Aviation' be reduced by Rs. 100."

[*Final Report of the Committee of Transport Policy and Coordination.* (11)].

"That the demand under the head 'Ministry of Transport and Aviation' be reduced by Rs. 100."

[*Continuance of the reactionary policy of restricting long distance road transport in the interests of the Railways.* (12)].

"That the demand under the head 'Ministry of Transport and Aviation' be reduced by Rs. 100."

[*Failure of Government to formulate a policy on Tourism.* (13)].

"That the demand under the head 'Ministry of Transport and Aviation' be reduced by Rs. 100."

[*Desirability of recognising the tourist industry as an export industry.* (14).]

"That the demand under the head 'Ministry of Transport and Aviation' be reduced by Rs. 100."

[*Need for the establishment of an autonomous Authority for tourist promotion.* (15).]

Shri Nath Pai: Madam Chairman, I should like to begin by cautioning the Minister, Shri Sanjiva Reddy, against being tempted to swallow the baited hook by which Shri Masani has left....

Shri Sanjiva Reddy: I will not.

Shri Nath Pai: Shri Reddy is known for his shrewdness and his stiffness and I do not think it is necessary to caution him, but the way he was nodding his head....

Shri Sanjiva Reddy: I will appreciate your points also equally well. That shows my attention. Nothing more than that. Ultimately, I will take my own decision.

Shri Nath Pai: I hope he will listen to all but will do what is best in the interests of the country. Shri Masani has in camouflage behind his very eloquent advocacy put forth two very dangerous pleas and I might as well expose them for what they are worth. One was backdoor devaluation of the rupee, something which the Minister seemed to be accepting. Now he has corrected me that his nodding does not mean that. I have to learn this thing. I now know that it is neutral non-involving shake of the head, only courtesy. I am glad to be assured like that, because we were feeling a little anxious. He suggested devaluation of the rupee by following what, he says, is the current fashion in the Soviet Union, by giving a premium if you sent money order in foreign currency or if you buy things in a hotel or a big factory. I do not know the details but, certainly, it will not be proper to accept this kind of devaluation in the country.

The second thing which he very eloquently pleaded is what he called the gangsterism and hooliganism which need to be suppressed. This is nothing but too strong words to misrepresent and mislead the House on a very delicate issue. Shri Masani told the Minister not to be pushed aside by the advice of "some misguided Members". Obviously, Shri Masani wants to reserve the monopoly of advising the Minister in taking the course of action on a very explosive situation. I shall also be telling facts. I must say that broadly Shri Sanjiva Reddy has adhered to facts in representing the case. He took a very strong position on the strike. I was glad that he adhered to the fact as far as possible. I do not say hundred per cent but broadly. I think "broadly" is a good enough phrase.

This is a healthy departure from the normal governmental procedure. Wherever Government is involved, it thinks its prestige is at stake and does not show such scrupulous regard for facts as is called for, particularly if the issue is a delicate and explosive one like the present one. I know some facts. We want to play a part by which, instead of worsening the situation, there is amicable settlement without loss of prestige. I would plead with Shri Reddy: let us not try to strike a very heroic posture at a wrong place, at the wrong time and on the wrong occasion. Shri Reddy has a reputation for toughness. He does not have to add to this reputation of being a very strong and able administrator by being a victor and conqueror against 41 of our technicians. That temptation must be strongly resisted. I hope he will.

I do not know whether Shri Reddy knows—I know it—this simple fact about awards. His whole case is this, that there was an award given by a tribunal and we all have to stand by the sanctity of the award. In the first place, the record of the Government of India, so far as awards are concerned, is not that good, that honest and that consistent. You

[Shri Nath Pai]

may say that you want to make a beginning. I would like to have a categorical declaration from the Ministry of Home Affairs, from the Ministry of Finance and all the employing Ministers, an assurance here, to this country and to this House that never again will they resort to governmental authority to modify awards. But what is the history of the Government of India? What happened to the Bank Award? What happened to the Award of the Second Pay Commission? What happened to the award of the Das Commission? I can go on citing awards which were sought to be modified by the Government. One of the reasons why there was this strike in 1960—you, Madam, and some Members made very strenuous efforts to avert it—one of the stumbling blocks was Government's arrogation of the authority to modify the award. So, this has been the practice in the past, Government unilaterally seeking to modify awards whose recommendations are not palatable to its taste. This was also an award. Since the Minister has pointed out the sanctity of the award, I have to point out that so far as this Government is concerned, during the past eighteen years it has modified awards wherever it suited the convenience of the Government. There was the recommendation of the Bonus Commission, Government went behind it. Then there has been the recommendation on Working Journalists, Government modified it. Does it lie in the mouth of this Government in particular to go on talking about the sanctity of awards?

Shri Sanjiva Reddy: Does he want awards to be modified? It is on that point that I would like to hear Shri Nath Pai. I would like to hear Shri Nath Pai on the point whether it is good to modify awards, whether it is necessary to modify awards.

16.13 hrs.

[Mr. DEPUTY-SPEAKER in the Chair]

Shri Nath Pai: I am glad that he has raised this point. In the first place,

let the House not be misled by raising this point about the sanctity of the award.

I should like to point out that none of us is very happy about the strike. The strike is costing the country very heavily. You do not know that I had been talking to the navigators two things when they approached me. I said that it would be better if there is no strike, it would be better if the issue is settled amicably by negotiation. I told their leaders when they approached me—I am disclosing it now; I did not disclose it to the press or the public then—I hope you know how much it is costing every day in terms of foreign currency and, even more, how long it will take to recoup lost customers which may be as much as 6 to 8 months. But, having said that, I should say that there was a responsibility on the part of the management, on the part of the officials concerned, to advise the Minister properly. Once the strike was there, it was no use just taking a purely legalistic or technical view as to who is right and who is wrong. Greater statemanship was needed....

Shri Sanjiva Reddy: Where was the time to consider it? 12½ hours notice.

Shri Nath Pai: Therefore, I said it was unfortunate. I did not mince words. I said it was unfortunate. Here I would like to disclose some facts. We thought that the strike being on the effort should be to reach the goal of some settlement and withdrawal of the strike as quickly as possible. Now, what was to be the attitude? One attitude could be: you have gone on an illegal strike; you must come on bended knees. It is easier said than done. It is not going to solve any problem or take you anywhere. Now, I do not want to set up any quarrel between you and your distinguished colleague but he took a stand not dissimilar to mine. There were talks between him and some of his party colleagues and some of the leaders of the Navigators' Guild. It

was, among other things, agreed—and now I would like to quote and disclose something and I hope, Mr. Deputy-Speaker, that you will be a little more liberal than usual in giving me time to explain this very important issue—

“In Particular, the Navigators have a deep sense of grievance against ranking and emoluments awarded by the National Tribunal, which are disproportionately low, keeping in view the responsibilities that they are supposed to shoulder which have further enhanced due to the increase in the speed of the aircraft. It was agreed”—agreed between Shri Poonacha and the leaders—“that a Special Technical Committee....”.

The Minister of State in the Ministry of Transport and Aviation (Shri C. M. Poonacha): Sir, may I just offer a personal explanation on this point since my hon. friend, Shri Nath Pai, has chosen to refer to my name directly? I should explain to this House that this is not true. The fact is that we had discussions. It is a fact that they explained their position and then I tried to persuade them not to take a very rigid attitude. Later on, they went back and shoved a draft at me saying “this is agreed to” “this is agreed to” as between Government and themselves. It is certainly wrong. It is fabrication; not fabrication, but, may I say, totally wrong and a misrepresentation attempting to put the Government in the wrong. This is not fair, considering the latitude shown to them in trying to discuss and understand their problems.

Shri Nath Pai: Mr. Deputy-Speaker, this document was not handed over to me by one of the navigators. I would like to assure Shri Reddy and Shri Poonacha through you, Sir, that no navigator approached me since the 19th, that is, after the strike came on. I told them my unhappiness at the fact that the strike was already on. I did plead with them that there should be settlement. I said that the Prime Minister of India is about to go abroad,

it will not be very much in keeping with the dignity of the country because we have Air India International whose record in many respects has been very satisfactory. It was I who singled it out, after castigating the failure of the public sector enterprises, in my speech on the budget; I singled out Air India and praised it for its magnificent performance. But that does not mean that whenever there is a lapse we should not point it out. I suggested to them two things immediately; one, that they should announce unilaterally that they will fly the Prime Minister, strike or no strike, and bring her back. They were ready. But what was the response of a high-placed official of Air India?

In a cavalier manner he says, “I am not going to entrust my aircraft to the strikers”. They did not belong to any official; they did belong to Parliament and this country. There the whole approach has been, “We are there permanently; we are to run the show as we like.” This attitude causes this irritation and often leads to strikes. It is not as simple as Shri Sanjiva Reddy says. I saw that.

Then I suggested, “Anyway, the Prime Minister is leaving, why do you not suspend the whole strike till she comes back?” They agreed. I wrote to the Prime Minister the same and this message was conveyed to the Prime Minister and to the Chief Minister of Maharashtra. In order to keep your way of negotiations safe, open and smooth, we never disclosed it. But this fact remains and others were trying their very best to avert the strike or to stop the strike and to bring about a settlement.

I am glad, he corrected the word. The document was not handed over to me by a member of the Navigators' Guild. This was the draft that was reached; maybe, there was disagreement later on. It was handed over to me by one of those who played a very key role in the negotiations. It is up

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to you to own it or disown it. I have nothing there.

An hon. Member: Who was it?

Shri Nath Pai: Things need not be said. There is such a thing as commonsense. Those who did it should acknowledge it. I am not here to bandy names. I do not think I have ever been accused of bringing documents which are false.

These are the facts, therefore, of the strike. We all agreed that it should be averted. What should be the approach?

Shri P. Venkatasubbalah (Adoni): We should like to know the name of the gentleman.

Shri S. M. Banerjee: Please do not interrupt.

Shri Nath Pai: Let us not make a false issue of prestige, I would plead with Shri Sanjiva Reddy and his colleagues. Air India has too much to gain by putting an end to the strike and too much to lose by its continuation. Let there not be the attitude of teaching them a lesson as Shri Masani wanted. Let Shri Reddy remember that Shri Masani may be accepting the right to strike but Shri Masani's basic philosophy precludes him from accepting a worker, whether he gets Rs 10 or Rs. 3,000, as a partner. He basically is a wage-earner and is to be put in his proper corner. That is the philosophy in which he believes. He is a personal friend, but I must say: Should that be the attitude of a government like ours where we say, "You went on strike; you were indisciplined and you shall be broken"? This may break the strike but it will leave a taste behind which the Government of India, the Air India and you are too big—you will not be holding this portfolio too long nor are you very satisfied with the portfolio; therefore why do you want to use your talent for breaking the strike..... (Interruption).

Shri Sanjiva Reddy: Why do you think so? I am more than satisfied.

Shri Nath Pai: I would suggest to Shri Reddy that a more imaginative and realistic approach should be taken. Let us bury the hatchet and try to see that there is an amicable settlement as far as possible.

Shri Sanjiva Reddy: Right. Please tell us the way also.

Shri Nath Pai: I am prepared to sit with you. My time will be consumed.

Shri Sanjiva Reddy: I wish you have also written to me earlier.

Shri Nath Pai: I will be for any amicable settlement.

Here I want to point out one thing. No personal criticism should be mentioned. We saw the good sides of Air India; only, take care that the same individual does not go on occupying the same position indefinitely as if it is a hereditary position which you inherit when you reach maturity and that goes when you die. That happens with a couple of your officials. Some of your managers in foreign countries have been sitting there incubating the same office for more than 12 years. I have been travelling for the past 17 years; so, I know. Since my student days I find the same faces again and again. This should not be. If there is a good job done, give them promotion and transfer the man somewhere; but the same man should not be there. That is the main criticism about Air India.

Now, coming to the IAC, it has a record. I think, far from satisfactory in spite of the fact that in terms of the balance sheet there might have been some gain here and there. The IAC should take a more realistic view at itself and have a look at its working. Apart from the record of accidents, which partly can be, the kind of service the IAC is giving to the country, the passengers and the public,

is far from satisfactory. This is a disappointing thing.

Let us begin at the top. I do not want to say anything against the present incumbent of the office of Chairman. He is a very able officer as the Secretary, but can we not bring about a bifurcation of the office? How long are we going to have this farce of so-called autonomous corporations where the Secretary and Chairman is the same person, when the Secretary particularly happens to be saddled with more responsibility as in the present case? He is the Chairman of the IAC; he is the Secretary of the Department; of some Hotel Association, I think and he is the Secretary of that key commission which, Parliament now knows, has been appointed to go into the problem of administrative reforms. Are our talents so limited as to be stretched like this? It is unfair. I have nothing to say against the proven ability of Shri Shankar. I regard him as one of our very able men. I think this practice must be rectified. This practice leads to deprivation of that attention which the Corporation's Chairman should be able to give.

I would now like to say another thing which you can rectify. One of the reasons why the IAC is failing in maintaining any kind of a record about regularity is that your fleet is inadequate. Every IAC plane needs at least nine hours for servicing. After it has done the round, the plane needs to be serviced. Everybody's nerves are on edge; everybody there is on tenterhooks; everybody is angry with everybody else with the result that IAC plane coming in time is an exception than a rule. You have complained about it recently yourself.

Two things can be done. Either buy more planes and if the foreign exchange position is so stingy as not to admit of this, then cut down some of your routes rather than have this kind of a contingency all the while. Nobody, who travels by the Caravelle, knows if he can reach the plane, if he can catch the plane and, if he

catches, reach in time. That has been the experience.

There are some other suggestions that I would like to throw in for his consideration about the IAC's functioning. It is a torture to the human ear to listen to the pronouncements they make at airports. I have never been able to decipher what is being told to me. I am all the while anxious like a villager going to the station, looking here and there and pathetically listening and wondering, "Is that my plane?" because I do not make out any head or tail of what is being said. The announcement is so slapped in your face. One day I, a gentle spirit by nature, had to rush to the Bombay Aerodrome Officer and ask him, "Will you kindly tell me in intelligible English or Gujarati, Marathi or Hindi, the other languages that I know, what exactly this gentleman wanted to announce?" They seem to be slapping you in the face when they announce something. Something is said which we guess may be concerning us, him or some other fortunate fellow who is able to go there. You go and queue and after waiting for 15 minutes you realise that the plane is about to take-off. You hear the announcement or suspect that the announcement has been made and then after being made to wait for 15 minutes you realise that the people who had been queuing before you had nothing to do with the flight—they were waitlisted and there is no separate queue for them—you are lumped with them and for being late you are scolded. I ask, "What could I have done? You put them in the same queue as me; I have got an okay ticket". Ordinary matters which could be attended are completely neglected. No point is missed, no chance is missed, no opportunity is lost where they can annoy the public, where they can render disservice to the man who has paid his money to fly with the IAC.

I do not want to advocate Shri Masani's remedy and say that the IAC does this because the IAC has got a

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monopoly. This is not my contention, but the IAC needs to look at its record and not to throw in our face only a balance sheet where they show a profit.

There are many other things wrong with the IAC, but I will be taking only one minute and I do not want to compel you to ring the bell.

About the road transport business Shri Masani has said something of interest. I must say that during the past 18 years in some respects the progress on transport has been admirable but I do not think we are realising the lesson of the rest of the world. The whole world is showing a new awareness, a new kind of enlightened approach to the problem of road transport. Here we are taking a narrow-minded view. We say that we have invested Rs. 1,400 crores in our railways and the railways must receive priority. But whose wealth is this that has been invested in roads? Is not this our wealth? Can we take such a narrow outlook? Do not be misled by the gentlemen of the Railway Board that somehow the railways must come first. Every means of transport must have the same consideration from the Government and Parliament.

The Neogy Commission's recommendations in this respect should command your careful consideration and the stepmotherly attitude towards road transport must come to an end. India needs to give greater attention to road transport. Ultimately the arteries of industrialist India will have to be not only the railways but roads to a very large extent. Every modernised country, if you take the Soviet Union, Sweden or Britain or the USA, has to swing from railways to roads.

I am not going into the delicate question, whether road transport should be private or public. I am saying that there is a kind of discount on road transport development in this

country, a wrong attitude, because we have Rs. 1,400 crores invested in the railways. That needs to be rectified.

I want to sit down with a good word about him. Even his record can not only be condemnation; even he must have a redeeming feature. Shri Reddy has announced in the other House in response to anxiety and disquiet expressed in a very wide section of the public, press and the country, about a certain private shipping company—I never go into that kind of affair; that has not been my record in this House; but I am glad that he has appointed, not because I suspect anything wrong but only because when such doubts are raised from all sides, it is better to remove the doubts and bring out the truth whatever it may be. But there is one aspect of the inquiry. One name has been announced, I understand; but that name, though of a very distinguished civil servant, happens to be also of the man who was a director or member of the Board of Directors of the company.

Shri Sanjiva Reddy: Government representative.

Shri Nath Pai: Government nominated. It is not that he is disqualified. I do not say that you remove him. But I would suggest that it would be desirable that somebody who is an expert in shipping affairs is also associated in some way because the matters that have been raised are of such a nature that a man like him will be baffled. I am not casting aspersions . . .

Shri E. Ramanathan Chettiar (Karur): We welcome your suggestion.

Shri Nath Pai: Normally, I make suggestions which find support from all reasonable-minded Members in this House. That has been my past experience.

I sit down by saying a few words about tourism. Here again—I am an

advocate of public enterprise—let us concentrate on what will be the countervailing and propelling units of the public sector, not to go on everywhere. This is a concept which you will have to examine with your advisers as to what will be the countervailing and propelling sectors of industry which the Government of India must have under its control—opening of a hotel here and there for raising your prestige is good but try to have more constructive approach towards fostering tourism. Here, you sit down with the men of Mr. Sachindra Chaudhuri's Department and you will see that the Customs and these gentlemen do more harm to India in 15 minutes of their examination than what the Pakistani and Chinese propaganda can do in a year. Every foreigner who lands is treated as if he is a thief, he is a robber, he is an unwanted person, *persona non grata*. The kind of treatment that is accorded to a new-comer, his first contact, matters. I do not want to go into your favourite subject like prohibition, permits, etc.—there is no time at my disposal. That is a very delicate subject, I would not touch it now. I would plead with him if he is seriously interested in promoting tourism in this country. Even the Soviet Government is giving priority to tourism and is giving all facilities to tourists to come to their country. Every country does it. We have so much to show, we have nothing to hide and much to gain by expanding frontiers of our tourism. Among the things will have to be that the Customs know that the tourist is a welcome guest and not a hobber to be avoided.

Sir, these are some of the constructive suggestions that I would like to make.

Shri Joachim Alva (Kanara): Mr. Deputy-Speaker, Sir, there are two golden sentences which always come back to my mind. They were uttered by an ace-pilot of the Indian Air Force. It was my fortune to be driven by him to Farnborough in 1957 due to the kindness of Madam Pandit who

sent him to take me to the Farnborough Air Show. I enquired of him about the details of his life. He was one of the ace-pilots of the Indian Air Force—I do not know his name; I am ashamed that I have forgotten his name. But I often remember this episode. He said, "How can I marry? Who will look after my wife and children?". This is the fate of our men who have guarded our skies and defended our freedom. They are living in uninhabitable quarters of which we should be ashamed when we are putting up big buildings for others. Here are 50 pilots or 100 pilots, 50 navigators and 50 flight engineers who hold us to ransom and who draw fat salaries and big allowances for their wives and children. Compared to the luxuries and the amenities granted to pilots, navigators and flight engineers, what have these great men of the Indian Air Force, the greatest defenders of our freedom and liberty, got? I recall the question put by that pilot—I have never forgotten it—asking, "Who will look after my wife and children?". These are youngmen who have defended us. Here are 100 commercial pilots who got Rs. 150 allowance per flight, whenever they fly and lay their unholy hands on unwilling hostesses, these indecent things that have damaged our culture.

I am glad that the Minister is strong and uncompromising. This is the best ministerial team—I would not say the best because others will get angry with me—in the present Government. The Minister is very strong and adamant and sometime or other, he says, "thus far and no further" and aided by his Minister of State, his unrivalled experience in State Corporation, looks after tourism and gets more foreign exchange. They have to stop it sometime or other. How can we get along with this in this way? When I was reading about the life sketch of the Chief of the Army Staff of America how did he advise the boys going to Vietnam is something which will raise your hair. He said:

"Any time you are going through the jungle and come

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across a nonpoisonous snake," he advised, "pick him up and put him in your shirt. If you find yourself without food, pull him out and eat him. A poisonous snake can also be eaten, said Weaver, "if you cut his head off just below the poison sacs." . . .

How tough their job is? Whether they be of America or of any other country, how tough their job is? Whether they put it in a shirt or under a pillow, this is a tough life in the defence of their objectives. How tough their job is to pick them up and put them in the pocket and eat them in the jungles, if they find themselves without food, in defence of whatever cause they might fight for. Further on, the Chief of the Staff says:

"I want no pickled brains leading my troops." One of his generals who got publicly involved with a subordinate's wife was summoned to Washington and swiftly resigned. In Johnson's jealous view, "The man or wife who will cheat on his partner will cheat on me."

These are the hard standards they want to enforce. Here are the pilots who go on the strike and the hostesses put on badges. What has happened to our discipline? How are we going to run our country? We really want labour to have its right share. We want our public sector bodies to have human relations with labour. We do not want officials at the top to have a gala time forgetting about others. We do not want officers minding about their own sons and nephews only in regard to employment and not worry about others. I know these cases. I pleaded the case of a youngman who was later on put in the Cement Corporation and who was, unfortunately, drowned. He was the only son of his parents. I pleaded for him to get a job of a purser in Air India. His mother showed me the books that he was studying Russian. He was the

N.C.C. cadet. And yet he was not taken. He was taken later on in the Cement Corporation. But, unfortunately, he was drowned. There is a job-racket in our Corporations in our public sector bodies.

Here, I must pay a tribute to Mr. J.R.D. Tata, the Chairman of the Air India. He is one of the rare type of Indians and the great aviators. At the age of 60, he flew from Karachi via Ahmedabad to Bombay and I was one of the very few people gathered at the airport. If there were a film star, there would have been a great crowd to greet him. It is not an easy job for a man of 60 years of age to have undertaken a flight like that. The Air India has shown a very good record.

The I.A.C. is no-man's land. I must pay a tribute to the Air Vice Marshal Lal. He is one of the noblest and the ablest officers in the Government of India. When he ran the Airlines, he was the best Manager they have had. The present Chairman, like a nawab, has to mind two wives, one wife is Air India and the other wife is Indian Airlines Corporation. The Chairman of the Indian Airlines Corporation who is also the Secretary of the Ministry of Civil Aviation. He has to mind the business of these two wives. We took strong objection last year to this appointment and I hope the new Minister will see to it that something is done in this regard. Mr. Shankar, no doubt, is a very genial person and one of our ablest officers. Perhaps he is out of the most widely travelled Secretaries to the Government of India. But his holding of this position is untenable and improper, of being the Secretary of the Ministry and the Chairman of the Indian Airlines Corporation. This country is full of talent and we can get a man for the mere asking in any Department of the Government of India. We can get women to run our shows. If women can run ships in the Soviet Union, there can be daring pilots and managers amongst us.

There have been too many changes in the I.A.C. In the first Air India strike of 1948, in my capacity as the Sheriff of Bombay, I intervened and I got the strike called off. I did not get a word of thanks from the management. But I can never forget the sight of a huge bunch of roses I got from the workers. Many years afterwards due to the kindness of the then Air Marshal Engineer, I went round the Hindustan Aircraft Factory immediately after the strike was over there. Today, the Hindustan Aircraft Factory is a peaceful place where the strikes are not there and where the bitterness does not prevail so much. Once and for all, the things have been settled in I.A.L. However, due to these 50 people—shame for us—due to the generosity of the foreign airlines of the Soviet Government and the American Government—we thank them—they said, "Your Prime Minister can fly in our planes." But what about our own planes? Why should the Prime Minister of a great country like ours fly in the planes of the foreign airlines when we have got enormous resources, when we have got the planes and we have got the men to fly them? These navigators have become redundant. Many airlines have dispensed with navigators. The D.M.E. the Distance Measuring Equipment—and Doppler equipment have come to stay, with the result that the navigators can be disposed off altogether.

There is one thing that I would like to say. The appointment of retired high court judges for the court of inquiry is altogether not correct. We have seen that there were allegations made against a judge in a Bombay case recently. Even judges are human and especially the retired judges. While we shall not question their verdicts, the verdicts can also be pressurised. If it is a question of a few lakhs of rupees, we have sitting judges of the High Court to decide the cases. Here it is a question of crores of rupees and the number of

employees concerned is enormous. We must, therefore, appoint a High Court sitting judge in charge of inquiries and we must no longer have a retired judge to conduct such important, national inquiries.

In regard to housing for the employees, I may say that some of the traffic assistants and others who are drawing less than Rs. 300 are taking shelter with fellow government employees in P. & T. quarters and they are asked to get out. The authorities should not eject them until they get proper accommodation. In the case of Assam, especially, they have to go far far away to reach the aerodrome. But nothing seems to have been done. Enormous profits have been derived by the Air India and the Indian Airlines Corporation; yet, nothing seems to have been done for housing for employees except for top people. No one should be transferred to a far off place until you say, "here is a house; you can occupy; you can go and stay there". My friend, Mr. Borooah, put in a plea for Assam. Assam has been the cockpit of many deaths of many great and good pilots. We must see that they get all the necessary facilities—good aerodromes, all flight, communication and other equipment—so that the danger to life is less. Safety may also be granted to all the pilots who take the hazards of crossing Assam. As a matter of fact, when people fly from Assam to Calcutta, they get frightened and they do not know whether they will reach the end of their journey at all. You have to put an end to all these hazards.

Regarding airports, the best of our airports are the backyards of the airports of Europe. The Airport of Rome is a fabulous Airport where home-made goods are sold in plenty. How many home-made and handicraft goods are sold at our airports? Our airports are still third-class airports. Our airports are the contractors' paradise. The contractors join with some officials and reap enough profits and the airports are left to take care

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of themselves. We are perhaps third rate in the matter of quality of airports and in regard to show pieces. We must build first class airports and make them better and better indeed. In fact, Bombay, which had the first airport of India, has only a third-class airport.

In Moscow, recently I saw one of the civil airports; I saw 150 civil transport planes; I actually counted them; it was 150. Now you tell me how many planes you have and I shall tell you what your country is.

We are borrowing from other countries; we are buying from other countries. Our country is a show-piece for other countries' manufactured goods. Sweden, with a population of only 7½ million, has been able to build an aircraft industry, a military aircraft industry, a self-sustaining industry and one of the best in Europe. But here in our country, we have a population of 450 million and we have engineers of high calibre and, school boys who are able to do a lot of aircraft designs, map drawing and other things; but they are not able to have an aircraft industry on account of want of money. It is time that we had an international air show, though we may have only two planes to put up. It is time that we had a big international air show so that our boys and girls could see and be inspired by great heroic things. You must have heard of Hannah Reitz, a great woman pilot of Germany. I invited that lady to come and speak to the MPs. She was a great admirer and follower of Hitler. We are not enamoured her Hitlerian; but she was a daring woman and she showed what was the defect in the V-2 plane while the men pilots had failed to discover that. She was nearly 60 when she came here. When women are able to show such daring feats, it is time we built up an industry to inspire our young boys and girls in schools, colleges and universities, so that we may have more aircraft, so that we are not the last nation on the list of

countries manufacturing planes. We should at least make a start by having an international air show, so that boys and girls, in thousands, could come and see the air show. We must hold an international air show, whether we hold it in Bombay or Bangalore or Delhi, so that we may thereby inspire our boys and girls to have a real manufacturing industry for the country. It will be the backbone of our Defence and we can stand up well when aggression comes.

Flying clubs and gliding clubs should be the foundation of the aviation progress of our country. Flying clubs and gliding clubs were the backbone of Hitlerite aviation and navigation. We do not want to be aggressive. But, I said, these constituted the backbone of Hitlerite Germany in aviation and they went on like this terrorising the whole of Europe.

I spoke on research and development programme on the last occasion. I do not think that we have spent a rupee or made an inch of progress in research and development in aviation. We are far far away from it.

Mr. Deputy-Speaker: The hon. Member may conclude now.

Shri Joachim Alva: I shall conclude within a few minutes.

I shall now talk about the Indian Airlines. There are a number of points.

I shall now come to pilots' drinking. I am indebted to that valuable paper, Asian & Indian Skyways; it was edited by the late Commander Vaughan Fowler, one of the ablest writers on aviation in the world; he is no more now; the paper contains valuable articles and they are carrying on his traditions. They have a valuable point on drinking; on alcohol:

"Accident investigation has indicated that alcohol in reasonable probability has been a

factor in a significant number of general aviation fatal aircraft accidents. According to data on general aviation flying in 1963, the toxicological analysis of tissues from the 158 pilots in command who were fatally injured in aircraft accidents, who were subjected to autopsies, showed a measurable blood alcohol in 56—35 per cent of these were autopsied—cases.

"In fact, after drinking a modest amount of alcohol, there is a feeling of fatigue and drowsiness as much as 10 to 12 hours afterward, long after the alcohol has left the blood stream but still exerting an effect upon brain tissue."

Mr. Deputy-Speaker: He may conclude now.

Shri Joachim Alva: Now I come to the quality and quantity of the food served in the Indian Airlines. They are far from satisfactory and they should be upgraded by at least 50 per cent.

In regard to fares, our fare structure is very costly and our people cannot afford it. Every Soviet citizen almost travels by airlines and they are subsidised.

In regard to hostesses, they must imbibe the culture of the land in wearing their sarees. They must not wear sarees in such a way that they look like film-stars on the aircraft. Their dress should reflect an Indian woman, a Hindu woman. They should wear sarees in such a way that they cover all parts of their body.

Coming to radio announcer, in times of emergencies, the announcer is very important. The instruments are not effective and therefore, the hostesses are not able to announce properly. In times of emergencies, the radio announcer is your life belt and if that is defective, then God save all the passengers.

The latrines in aerodromes are badly kept and are very dirty. I would like that more attention should be paid to closets and bath rooms. I myself have taken out my handkerchief and wiped out one of the corridors in Parliament where a child had urinated, so as to set an example to the staff. Mahatma Gandhi told his followers: "If you want to become a leader, first go and clean the latrines" and his closest followers did all that.

I now come to the last point. We do not want any private individuals or firms to be representatives or agents of the Indian Airlines. In Goa, there is still a private agency of Portuguese....

Shri Shinkre: Who said so? These are not facts. We have nothing to do with the old Portuguese agents....

Shri Joachim Alva: I have met him and clashed with him. Perhaps, my hon. friend does not know that there are still many private agencies all over the country. We want that the IAC should directly take over this work. There are still many practices in the IAC which should be put a stop to. The IAC should come up to the standard of Air India. The management of the IAC has been changing so often, but I hope that the new management will set things right.

Shri U. M. Trivedi: We are all very much obsessed with the Air India strike. Probably, the debate on the Transport and Aviation Ministry's Demands is being somehow or other bottled up into the strike business. We are not able to apply our mind to the whole of the subjects covered by the Ministry. Shri Nath Pai was no doubt able to rush through the various items very rapidly, but then nine-tenths of the time was still on the Air India.

Shri Nath Pai: About 50 per cent.

Shri U. M. Trivedi: As regards the difficulty about Air India, I shall put it in a nutshell. There is a strike

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there, and a strike by very well paid officers. Government have conveyed it to us that the strike is on the ground that the pay scales of the flight engineers was brought on a level with those of the navigators. If that information is correct, then I should say that there is something radically wrong with the whole Administration. I would request the hon. Minister that he should please investigate it. It is not enough that there must be an award. The hon. Minister must try and find out what is wrong with the administration.

I have got papers with me to indicate that this *beemari* or malady had come into existence from 1960 onwards. For five years, Government were sitting over it. This is the sixth year in which the bubble has burst, and this has caused serious loss to the country. I do not want to dwell upon the pros and cons of the various claims which have been brought to my notice. I do not want to enter into that matter now, but I want to impress upon you the fact that there is something radically wrong. I would request the hon. Minister to go to the root of it. There is a chronic disease which must be cured. It is not a very acute thing, but it seems to be something chronic.

What is this air hostesses business that we hear? What impression do the things that come to our ears carry to the outside world?

Shri Nath Pai was telling us about the question of announcements and carelessness in announcements. It is a botheration for all of us. Has the hon. Minister travelled at any time from Trivandrum via Madurai to Madras? Then he would know that he would not be fed on the way; although it is lunch time, he would not be given any lunch because there is no provision for any lunch.

Shri S. Kandappan (Teruchengoda):
There is no rice.

Shri U. M. Trivedi: I do not know what type of administration it is which is running all this show. Has the man who runs this show any sense of proportion? Has the hon. Minister ever visited the IAC office or been inside the IAC office to purchase a ticket? If he had been then he would have felt insulted. I would request him to go there and stop there or halt there for five minutes, and then he would know how those small chaps there would insult him; they would not even care to look at him. They have got their friends talking with them; they sit at the counter but the customers stand. I would suggest that it is better that they should recruit some railway booking clerks; they can pay them less and get more work from them. After all, the people in the IAC issue only about five or six tickets per day, and they are being paid heavily, and because they are paid heavily they think and act as if they are snobs. This sort of thing is growing in the administration. I would, therefore, say, that this should be set right. You can pay them well. After all why should they be paid well? They should be paid well in order to save our lives; they also risk their lives in running the services. Off and on we hear that an aircraft has fallen down, or an aircraft is damaged or an aircraft is completely crashed, and so on. We hear of so many things that are happening. So, the man who flies the aircraft carries his life in his hands, and so does he carry the lives of all of us who travel also in his hands. So, we must have good and great experts and good people, but at the same time, they must not be snobs; they must be persons who have knowledge of how to fly in the air, and they must also be good persons. I do not want to enter into the whole strike now.

I was very happy when I read this morning that the strike was going to end. I do not know whether the strike has been ended or not. I do not know whether it is going to be ended soon,

but the sooner it is ended, the better it is for the country. After all, nothing is lost; the nose of the Government or the administration will not be cut; as it is put in the ordinary language; 'Naak naheen kategi aap baraabar tasalee se is kaam ko keejiye'; no question of Government's prestige or the administration's prestige will arise. Let the navigators or the flight engineers or the pilot guilds also feel that they are also not going to have their prestige lost by agreeing to end the strike.

One of their demands is this. I was just reading it in one of the papers that was brought to my notice, and I agree fully to it and I endorse it also. That demand is that there should be a public inquiry and a clean-up of the administration and the responsibility of the persons for the chronic crises in the industry must be fixed.

When I think of this inquiry business, immediately the Jayanti Shipping Co.'s case comes to my mind. How is it that Government had advanced such big loans to them? How is it that they were not able to look into the matter for so long? How is it that that man is playing ducks and drakes with us? How long are Government going to tolerate the position that that man has brought about? And what is all this that is going on? Government have appointed a certain officer who was already a managing director or a director nominated by them, a man who had already signed the balance-sheet, to inquire into the matter and come to a finding. What is this that is being done? Have Government consulted any lawyer about it? Have they completely analysed the pros and cons and the consequences of such an appointment? Have they not set at nought the principles of natural justice? How is it that they are appointing man who had signed the balance-sheet of 1965 already, to look into the very affairs on which he had put his signature? Are they going to care for his opinion? I

do not think that Government should care for his opinion; however big he may be and whatever position he may hold, I am not going to accept it; I cannot expect any justice from such a man under those circumstances. Why should Government not appoint a committee of some good men, some experts who have got knowledge and who know the pinch of the country to look into the affairs of the Jayanti Shipping Co.? It is a wretched thing which has been there; for the last so many years Government went on tolerating the things one after the other. The buying of the fleet was a big problem month after month it dragged on, and yet Government went on tolerating that position. This is the net result that we find now. And why should there be political pulls about this matter? We cannot understand it at all. Why should a wonderful man, one stenographer who happened to be in the service of the Prime Minister now happen to be a big man who is rolling in wealth? A man who was hardly getting about Rs. 700 before is now getting a salary of about Rs. 1800 and he has built a big house also. What is this that is going on? Why are all these things going on, and why should this kind of thing come to our ears? It is high time that Government had a look into the entire administration. This kind of thing must end in our country for ever. If they have become very fond of running public limited concerns or public corporations, then they must see that the public corporations must run for the benefit of the public and not for the benefit of the few or for the benefit of those who want to draw big salaries only and become snobs in our country at the cost of the whole country; this kind of thing must change.

Now, I shall pin-point the attention of the hon. Minister on road transport. My hon. friend Shri Nath Pai was right when he made his submissions in this regard. If Government feel themselves that it is not possible to nationalise the whole of it, at least let

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them frame rules under the Motor Vehicles Act in such a manner that all those who run it run it under a set of proper rules. People send thousands and lakhs of rupees worth of their goods through road transport; some of the road transport operators are not the owners, but they have got the trucks etc. only by the hire-purchase system, and the result is that they have not a single farthing or penny left in their pockets to pay for any loss that is incurred. If these losses are incurred, then what happens? Who suffers? The public suffers these heavy losses, and no payment is made to them.

Government should consider the question of applying the same principles to these road transport operators, which they had applied in the days when the railway systems were run by the different companies. Although the railways were run by private companies, yet, the Railway Act was there, and the rules framed thereunder were also there. Similarly, in the case of the carriers of goods by

road transport also, all the liabilities of an ordinary carrier should be on them. Besides, there should be compulsory insurance also, so that the people may not suffer in the end if their goods are ultimately lost.

Then, as regards the operation of the Motor Vehicles Act and its administration, I do not know why there should be different departments doing it; why should the Central Government or the Transport Ministry at the Centre not manage it through their own agency and see that all the operators work in a particular specified manner and in a generalised way under particular rules framed by Government.

The provision is there, but no use is being made of it. . . .

Mr. Deputy-Speaker: He can continue tomorrow, as it is 5 p.m.

17 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Tuesday, April 5, 1966 | Chaitra 15, 1888 (Saka).