

**LOK SABHA**

**SYNOPSIS OF DEBATES**

**(Proceedings other than Questions & Answers)**

**Tuesday, December 20, 2005 / Agrahayana 29, 1927 (Saka)**

**OBSERVATION BY THE SPEAKER**

**MR. SPEAKER:** While an inquiry is being conducted with regard to some serious allegations of improper conduct on the part of some hon. Members of Lok Sabha in the matter of submitting questions for answer by the Government, it is a matter of concern that further allegations against five Members including one Member, against whom an inquiry is already pending, have been made in a TV channel, Star News, regarding alleged improper conduct in the implementation of MPLAD Scheme. I discussed the matter with the leaders of different political parties in Lok Sabha and there is an agreement that an inquiry should also be held with regard to the new allegation which should be looked into with all the importance that it deserves. The Members namely, Shri Alemao Churchill, Shri Faggan Singh Kulaste, Shri Ramswaroop Koli, Shri Paras Nath Yadav and Chandra Pratap Singh will be requested to give their statements in the matter, and in the meantime, I am making a personal request to all of them please not to attend the Session of the House until the matter is looked into and a decision is taken. I will discuss the matter further with the hon. Leaders so that we can decide upon the form of inquiry and the composition of the Inquiry Committee.

**ANNOUNCEMENT BY SPEAKER**

**Re: Constitution of Inquiry Committee**

**MR.** In the morning, I expressed my concern about a news-item on Star News telecast yesterday relating to five Members of the House, namely, Shri Alemao Churchill, Shri Faggan Singh Kulaste, Shri Ramswaroop Koli, Shri Paras Nath Yadav and Shri Chandra Pratap Singh, allegedly indulging in improper conduct in the matter of implementation of MPLAD Scheme. I discussed the matter with the leaders of different political parties in Lok Sabha today, and decided to constitute an inquiry to probe the matter. I have requested the Members concerned not to attend the Session of the House until the matter is looked into and a decision is taken.

**SPEAKER:**

The statements/explanations given by the Members, which may be submitted on or before 21.12.2005, will be placed before Inquiry Committee consisting of the following hon. Members, Shri Pawan Kumar Bansal-Chairman, Prof. Vijay Kumar Malhotra, Mohd. Salim, Prof. Ram Gopal Yadav, Shri C. Kuppasami, Shri Prasanna Acharya, and Shri Devendra Prasad Yadav.

The Committee is requested to give its report to the Speaker by 31<sup>st</sup> January, 2006. The Committee is authorised to follow its own procedure and a report will be presented before the House for its consideration.

**STATEMENTS BY MINISTERS**

*(i) Re: The outcome of climate change negotiations held in Montreal, Canada.*

**THE MINISTER OF ENVIRONMENT AND FORESTS (SHRI A. RAJA):** The 11<sup>th</sup> Meeting of Conference of Parties (COP-11) of the United Nations Framework Convention on Climate Change (UNFCCC) and the 1<sup>st</sup> Meeting of Parties (MOP-1) of the Kyoto Protocol was held in Montreal from 28<sup>th</sup> November to 9<sup>th</sup> December 2005.

This Conference was a landmark event as it formally adopted various decisions popularly known as Marrakech Accord. It ensures that the Kyoto Protocol is now up and running. The Indian delegation played an important role in drafting the accord providing further guidance relating to the clean development mechanism (CDM). The prompt start projects activities commenced in the period between 1 January 2000 and 18 November 2004 and have not yet requested registration but have

either submitted new methodology or have requested validation by a designated operational entity by 31<sup>st</sup> December 2005 can now request retroactive credits after they are registered by the CDM Executive Board by 31<sup>st</sup> December 2005. Another favorable aspect of this decision has been new eligibility of programme based CDM activities. This ensures that many more CDM projects from India would be able to register with the CDM Executive Board. It may be worthwhile to mention that currently India is the global leader in generating CDM projects and has accorded Host Country Approvals to 203 CDM projects, which are expected to generate 195 million Certified Emission Reduction Units (CERs) and envisage an investment of Rs. 14,765 crores in the country.

Another important decision of this conference was to consider further commitments for developed country parties included Annex I for the period beyond 2012 in accordance with Article 3, Paragraph 9 of the Kyoto Protocol. An open-ended ad-hoc working group of parties to the Kyoto Protocol has been established to ensure that there is no gap between the first and second commitment periods. The meeting had also approved a five-year programme of work of the Subsidiary Body for Scientific and Technological Advice (SBSTA) on impacts, vulnerability and adaptation to climate change.

During the Conference, many countries both developed and developing pressed for further "broad basing" of GHG commitments. Our delegation was able to moderate this demand inclusion not only of non-Kyoto developed countries like India, China and Brazil to a dialogue on long-term cooperative action to address climate change, rather than negotiations on new commitments, by enhancing implementation of the Convention. This dialogue without prejudice to any future negotiations, process, framework or mandate under Convention and with the explicit provisions that it will not lead to new negotiations for new commitments, is meant to exchange experiences and analyze strategic approaches for long-term cooperative action to address climate change that includes the following areas :-

Advancing development goals in a sustainable way

Addressing action on adaptation

Realizing the full potential of technology

Realizing the full potential of market-based opportunities;

During my participation in the high-level segment of the Conference, I emphasized that despite 8 per cent annual GDP growth which we hope to attain in the near future, and which is absolutely essential to sustain if we have to succeed in alleviating poverty in our lifetime, it will be many decades before India's per capita GHG emissions approach anything close to the world average. While emphasizing that our first and overriding priority is economic and social development and poverty eradication, our delegation at the Conference maintained that India took its responsibilities and commitments under the Framework Convention very seriously and is committed to pursue the path of sustainable development. Further that we are actively pursuing policies, which are designed to control, reduce or prevent anthropogenic emissions of greenhouse gases in key sectors such as energy, transport, industry and forestry. Our stand at the Conference drew considerable appreciation and support, particularly from other developing countries.

The issues related to the Asia-Pacific Partnership on Clean Development and Climate, which is complementary to the Kyoto Protocol, were also discussed at the official level on the sidelines of the Montreal Conference. In January next year, the Partnership will adopt the Charter and the Work Program of this Partnership. The issue of climate change is very important and we are taking necessary action meeting with the associated political, scientific and economic challenges.

**(ii) Re: The reported decision of the Government to change the location of the proposed National Institute of Science from Bhubaneswar to Kolkata**

**THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE):** A couple of days ago, Hon'ble Member of Parliament Shri B. K. Tripathi and some other Hon'ble Members representing the State of Orissa wanted to know whether the Government has decided to change the location of National Institute of Science from Bhubaneswar to Kolkata. I assured the Hon'ble Members that after ascertaining the facts I shall come to the House and inform the Members.

The facts are – On 9<sup>th</sup> April, 2003, the University Grants Commission (UGC) has taken a decision to establish four Centres for Studies in Interdisciplinary Sciences at Allahabad, Bhubaneswar, Chennai and Pune. These Centres were proposed to be established under Section 12 (ccc) of the UGC Act. Vide this Section of the UGC Act, University Grants Commission is empowered to establish, in accordance with the regulation made under the UGC Act, institutions, for providing common facilities, services and programmes for a group of Universities or for the Universities in general. Ministry of HRD vide its letter dated 9<sup>th</sup> June 2003 had raised a query, whether UGC is legally empowered to set up such educational Centres under Section 12 (ccc) of the UGC Act. The matter

further examined in detail in the Ministry of HRD in consultation with the Ministry of Law. The Ministry of Law categorically opined that the UGC cannot establish the proposed Centres for Studies in Integrated Sciences under Sections 12 (ccc) or under 12 (j) of the UGC Act. The UGC was accordingly informed by the Ministry vide its letter dated October 28, 2003. As such UGC's proposal to establish four Centres for Studies in Integrated Sciences under Sections 12 (ccc) or under 12(j) of the UGC Act at Allahabad, Bhubaneswar, Chennai and Pune could not materialize.

The Government of India has at no time approved setting up of Institutes, as proposed by the UGC. The Chairman, UGC thereafter informed the Government vide his letter dated November 26, 2003 that the UGC would like to facilitate setting up of these institutions as fully autonomous institutions under the universities in which these institutions are to be established. Even this proposal was never agreed to by the Government.

The Scientific Advisory Council to the Prime Minister in its meeting held on 4<sup>th</sup> March 2005, New Delhi under the Chairmanship of Prof. C.N.R. Rao recommended creation of two new institutes devoted to science education and research and also recommended that they may be located at Pune and Kolkata. It was at the recommendation of the SAC-PM that the process of setting up of these two institutes at Pune and Kolkata was initiated by Ministry of Human Resource Development. As there was no decision by the Central Government at any time, to set up a science institute at Bhubaneswar, the question of shifting of the science institute from Bhubaneswar to Kolkata does not arise. Therefore, it cannot be said that the Institute has been shifted from Bhubaneswar to Kolkata.

*Responding to the points raised by several hon. Members, the Minister further said: My point is that this is not my subject. My point is that the hon. Members wanted to ascertain certain facts from the Ministry of Human Resource Development responsibility was to collect the information and to share the information with the hon. Members. I do never say that there demand from Orissa to have an institution. Every Member of Parliament is fully entitled to demand that. The point which I tried to develop is that whole one year was taken by the previous Government.*

#### CONSTITUTION (ONE HUNDRED AND FOURTH AMENDMENT) BILL, 2005

**THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI ARJUN SINGH):** Moved for leave to introduce a Bill further to amend the Constitution of India.

**SHRI DEVENDRA PRASAD YADAV**  
opposing said: In 1951, first historic constitution amendment was undertaken. For socially and educationally backward mentioned in article 15(4) this Bill has been introduced. In the Bill, there is a need to add socially, educationally backward classes of citizens to make it more clear. I request that there is a need to further explain OBC and also add the word OBC.

**SHRI SANTOSH GANGWAR** opposing said:  
Inclusion of the words classes of citizen is not going to address the problem. I submit that this is not going to give protect interests of OBC. Further, all the aided and unaided institutions should be covered under it. This is not correct to say that v against OBC.

**PROF. RAM GOPAL YADAV** opposing said:  
This amendment is specially meant for reservation in educational institutions, whether aided or unaided. When the Government has added the words "that is backward classes" there is no scope left for doubt.

**SHRI MOHAN SINGH** opposing said:  
Very first day I expressed my fears but the objects and reasons circulated by the hon. Minister have allayed my fears.

**SHRI VARKALA RADHAKRISHNAN** opposing said:  
As per the schedule of the Constitution, Education is a Concurrent Subject. Supreme Court judgement about religious minorities includes Christians, Muslims and all those religious minorities. In the State of Kerala 95 percent of the un-aided educational institutions are run by these communities. Some of them are giving reservation in the matter of admission. When this amendment Bill is passed, that admission will be stopped. However, the question is: Which is the authority to decide, to identify a religious minority? It must be given to the State, not to the Centre. If there is a definite provision with regard to identification of minorities, the Bill will become suffice.

**SHRI C. K. CHANDRAPPAN** opposing said:  
If this amendment is accepted it would take away the rights enjoyed by a large number of people in the unaided minority institutions.

**SHRI ARJUN SINGH** replying said:  
As is commonly understood, objection for the introduction of Bill is raised on the legislative competence of the legislature. There can be no other form competent to amend the Constitution. I am sure in the discussion, all the hon. Members will give the best of their time and their wisdom and we will try to see that the ultimate objective is achieved.

*The Bill was introduced*

#### **SUBMISSION BY MEMBERS**

**Re : Loss of lives in a stampede at a flood relief centre in Chennai, Tamil Nadu on 18.12.2005**

**Several hon. Members raised the issue regarding loss of lives in a stampede at a flood relief centre in Chennai, Tamil Nadu on 18.12.2005**

#### **\* MATTERS UNDER RULE 377**

**SHRI DHANUSKODI R. ATHITHAN** laid a statement on a matter regarding need to sanction a sum of Rs. 8 crore due to the Tirunelveli corporation for early completion of first phase of Under Ground Drainage Scheme at Tirunelveli, Tamil Nadu.

**SHRI SURENDRA PRAKASH GOYAL** laid a statement on a matter regarding need to check pollution caused by the effluents of Simbhawali Sugar Mills, Ghaziabad, Uttar Pradesh.

**SHRIMATI D. PURANDESWARI** laid a statement on a matter regarding need to charge reduced rate of interest on agricultural loans taken by the farmers of flood affected areas in Andhra Pradesh.

**SHRI M. SREENIVASULU REDDY** laid a statement on a matter regarding need for an alternative rail route from Nadikudi to Sri Kalahasti in Andhra Pradesh.

**DR. RAJESH MISHRA** laid a statement on a matter regarding need to take steps for modernization of Madarasas in Uttar Pradesh.

**SHRI TAPIR GAO** laid a statement on a matter regarding need to open border trade through Pangsus Pass on Indo-Myanmar border adjacent to Changlang district of Arunachal Pradesh.

**DR. RAM LAKHAN SINGH** laid a statement on a matter regarding need for construction of a new bridge on river Chambal on National Highway No. 92 in Bhind Parliamentary Constituency, Madhya Pradesh.

**SHRI RATILAL KALIDAS VARMA** laid a statement on a matter regarding need to consider the proposals in Petroleum Regulatory Board Bill as suggested by the Government of Gujarat.

**SHRI SANTOSH GANGWAR** laid a statement on a matter regarding need for construction of an over bridge at Heartman College rail crossing in Bareilly, Uttar Pradesh.

**SHRI LAKSHMAN SINGH** laid a statement on a matter regarding need to clear the proposal of the Government of Madhya Pradesh for maintenance of National Highway No. 3 between 410 and 418 kms.

**SHRI PRASANTA PRADHAN** laid a statement on a matter regarding need to provide financial assistance to the Government of West Bengal for modernization of irrigation system in Purba Medinipur district.

**SHRI RASHEED MASOOD** laid a statement on a matter regarding need for construction of a bypass at Saharanpur, Uttar Pradesh.

**SHRI CHANDRA BHUSHAN SINGH** laid a statement on a matter regarding need to provide a gate on railway line at Farukhabad bypass, Uttar Pradesh.

**SHRI GIRIDHARI YADAV** laid a statement on a matter regarding need to take over construction of Belharna Hydro Project by Central Government in Banka Parliamentary Constituency, Bihar.

**SHRIMATI M. S. K. BHAVANI RAJENTHIRAN** laid a statement on a matter regarding need to provide irrigation facilities and evolve comprehensive agricultural development scheme in Ramanathapuram Parliamentary Constituency, Tamil Nadu.

**SHRI TUKARAM GANPAT RAO RENGE PATIL** laid a statement on a matter regarding need to conduct a survey for laying of a new rail line between Wasim and Bedenira railway stations of South Central Railways.

**SHRI PRASANNA ACHARYA** laid a statement on a matter regarding need to include Padampur sub-division in Orissa in the KBK Scheme and Bargarh district in the National Food for Work Programme.

**SHRI JAYSINGRAO GAIKWAD PATIL** laid a statement on a matter regarding need to set up an earthquake measuring device in Beed Parliamentary Constituency, Maharashtra.

**SHRI RAVICHANDRAN SIPPAPARAI** laid a statement on a matter regarding need to provide stoppage of Nagercoil – Mumbai and Nagercoil – Howrah express trains at Sattur railway station, Tamil Nadu.

**SHRI MUNSHI RAM** laid a statement on a matter regarding need to provide stoppage of express trains Nos. 5209, 5210 and 4315, 4316 at Nagina railway station, Uttar Pradesh.

#### **CENTRAL SALES TAX (AMENDMENT) BILL, 2005**

**THE MINISTER OF FINANCE (SHRI P. CHIDAMBARAM)** moved that the Bill further to amend the Central Sales Tax Act, 1956, be taken into consideration and passed.

**SHRI VIJAY KUMAR KHANDELWAL** :  
The main objective of the Bill is to levy tax on the goods being sent from one State to other for sale purpose. In case of transfer of goods stock, tax will not be levied. This is commendable amendment. The time limit under clause 20 has been raised from days to 90 days. This is also a welcome step. An amendment is also being brought forward in respect of condonation of del These amendments will definitely provide relief to the people.

**SHRI K.S. RAO** :  
Our experience tells that the sincere taxpayer is being harassed on many occasions and a tax evader will get things done. I request the hon. Finance Minister that while making this law, it must be drafted in such a manner that there is a reward for sincere taxpayer and very severe punishment for the tax evader. Similarly, it is not enough to increase the number of levels. Since all these things are basically increasing the steps of corruption only, I wish that in every legislation that is going to brought, it should be taken care of. I understand some of the BJP ruled States are not implementing the VAT system. My humble request to all those BJP run Governments would be to immediately fall in line and implement the VAT system and increase their revenue also. In our country around 70 per cent of the people are living on agriculture. I would request the Finance Minister to take a liberal view in the case of agriculture and irrigation also. I have gone through the clauses of the Bill. They are all good and have been meant to make things simpler for the taxpayers. It could, however, be made more simplified.

**SHRI VARKALA RADHAKRISHNAN** :  
This Act of 2005 has been brought forward in order to clarify certain position in regard to State authorities and certain ruling. Most of the States so far have switched over to the VAT system and owing to switching over to this system of VAT, the States are likely to incur huge losses. The Central Government, may, as compulsory measure come to the rescue of the State Governments for these losses. I would like to draw the attention of the hon. Minister to some facts regarding the check posts. They are centres of corruption. If the Government can make the check posts effective in their functioning, all States will be gainers. I would also like to draw the attention of the hon. Minister regarding the matter of preferring appeals. Now, for a appeals, the highest authority is the Central Appellate Authority. That is also good. As regards the period in consumer matters, it has been raised from 45 days to 90 days. It is a welcome step. The tax evasion and other malpractices can be effectively checked

only if we have an effective machinery.

**SHRI MOHAN SINGH :**  
The appointment of Central Sales Tax Authority is a welcome step. Almost all the States are implementing VAT ev implementation by the Centre. One or two States have expressed their objection about the justification of Central Sales Tax when the States are abolishing the Sales Tax system. The hon. Finance Minister must look into this aspect and make effort redress this objection.

In order to remove corruption at Sales Tax check posts, all these posts should be computerized.

**SHRI GANESH PRASAD SINGH :**  
The amendments in respect of some of the clauses of Central Sales Tax Act, 1956 are appreciable. The amendments made in clause 19 and clause 20 are in the interest of people. Now the time limit is being raised to 90 days through the amendment. This will certainly provide relief to the common man.

**SHRI HARIBHAU RATHOD :**  
There is need to improve tax structure. VAT has been implemented in three States only and it has to be implemented in other States also. If tax structure is improved, it will help in development of the country.

**SHRI K. C. PALLANI SHAMY :**  
Sales Tax is levied on goods that are moved from one State to another. Tax on them differs accordingly and there is enough scope for misinterpretation and hence disputes. Smooth functioning of Central Sales Tax Appellate Authority is ensured through the amendment of section 19. This will help avoid delay in resolving disputes. This will help a thorough initial screening at the State level while helping the dealers too. The proposed amendments in Section 20 allows the State Governments also to file appeals when they are aggrieved with the ruling of the State level authority. Section 25 of the Act shall have an amendment which would enable transfer of pending cases back to appellate authorities in States from Central Sales Tax Appellate Authority.

**SHRI VIJAYENDRA PAL SINGH :**  
There were some problems regarding the Central, State disputes and the dealer problems. That is only being clarified so that these problems do not arise. India is becoming an economic giant and there are so many taxes but this Bill is only to sort out disputes between the States Sales Tax. Once the VAT comes into existence, I think all this will be sorted out in a big way. There are some problems also of the Commissioning agents and the entry tax. The Sales Tax is being levied, the Sales Tax of the State is being levied and that has lot of hindrances on the business and on the manufacturing. In textile industry the yarn is manufactured in one State. It goes to another State for making the cloth. The value addition gets and the loser is the consumer. What I feel is that the Commission agent should only be charged the Commission and not the entry tax, the Sales Tax. That must also be sorted out.

**SHRI P. CHIDAMBARAM :**  
replying to the discussion said : I am grateful to the hon. Members for broadly supporting the Bill. The Bill was amended by Acts of 2001 and then again by the amending Acts of 2003 and 2004. There are thousands of assessing authorities in various States. What was intended was that the appeal should be against the order of the final authority in that State. We have the Advance Rulings Authority of Income Tax. We are setting up the same authority as a tribunal so that we save money on infrastructure and administrative expenses. I think, the Central Sales Tax will be phased out. The Finance Ministers and the Committee are discussing the matter. We need an appellate tribunal at the national level to hear the appeals against the appellate authority in the State and that is what this amending Bill is intending to do. I appeal to hon. Members to pass this Bill.

*The Bill was passed.*

## COMMISSIONS FOR PROTECTION OF CHILD RIGHTS BILL, 2005

**THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCES DEVELOPMENT (SHRIMATI JYOTI BANSODKAR SINGH)**

moved the motion that Bill be taken into consideration said : Children constitute 40 per cent of our population. The exploitation and neglect of children are increasing due to poverty, social evils and by violating traditional social values. Government is committed to provide facilities to children for their overall development. India has signed UN Child Rights Convention on 11<sup>th</sup> December, 1992. As per that Convention all the countries who have signed that Convention, have to ensure protection of Rights of children mentioned in the Convention. Several programmes have been implemented by the Government for children in the last many years and more funds have been allocated for these programmes but these are not sufficient. The Government considered

it necessary to set up a effective machinery to review the implementation of laws and programmes formulated for children in the country. The Government considered it necessary also to set up a constitutional body for providing basic amenities to child whose recommendations can not be ignored and the Government can take effective measures to help children. A provision has been made in this Bill to set up Commission for Protection of Child Rights. A provision is made in this Bill to set up Commissions in States and to set up child courts also. The public opinion has been sought to give final shape to contents of the Bill. The social workers have also been consulted on this matter. This Bill was introduced in the Lok Sabha on 2<sup>nd</sup> May, 2005. It was referred to the Standing Committee on Human Resource Development Ministry to examine the matter and to submit its report. The Ministry has accepted all the recommendations made by the Committee. I appeal all the hon. Members to support this Bill so that Commission can be set up immediately.

**SHRIMATI**

**KARUNA**

**SHUKLA**

: There are about 4 lakh children in our country. I would like to suggest that women should be given proper representation in this Commission to protect children. Such Commission should be set up in States also. It should be ensured that this issue is not be politicized. It should be implemented properly and not remain law on papers only. There are so many Rights in the Constitution which have been provided to children. There is provision to impart free education to children in the Constitution. A survey should also be conducted regarding position of the children in the country.

**SHRIMATI**

**D.**

**PURANDESWARI**

: This Bill provides for the constitution of a National Commission and State Commissions for Protection of Child Rights Children's Courts for providing speedy trial of offences against children or of violation of child rights and for matters connected therewith. India is the country which is home to the largest child population in the world. Our Constitution has rightly guaranteed several rights for our children.

India is a signatory to the UN Convention on the Rights of the Child in the year 1992. India adopted the National Charter Children in the Year 2000. The Bill that is brought forward today seeks to set up a National Commission at the Centre Commissions in the various States which would effectively implement the provisions regarding the rights and privileges children. However, the Bill does not take care of those children who have been affected by drug addiction. For ensuring speedy trial of offences of violation of child rights, provisions have been made in the Bill for the setting up of child courts.

But there are certain inadequacies. The Bill does not apply to Jammu & Kashmir. On page 1 of the Bill, reference to Constitution of India should be made rather than to the Government policies. Similarly, in Clause 2(a), a reference to Constitution of India should be made. The President should be appointing authority and at least 50 per cent of the members of the Commission should be women. A Children Advisory Group should also be created. The selection of the Chairperson should also be done by a three-member Selection Committee headed by no lesser than our hon. Prime Minister and the Minister of Human Resource Development and also the Minister for Social Justice and Empowerment. The relationship between the national and the State-level commissions needs to be defined because otherwise this could lead to a conflict of jurisdiction.

The Supreme Court of India has given several directives and guidelines from time to time against child labour and child exploitation. However, they have not been enforced with any kind of sincerity. So, my apprehension is that those guidelines and directives might not be enforced with sincerity in the case of the State-level and national level Commissions and I appeal that should not be repeated.

**SHRIMATI**

**C.S.**

**SUJATHA**

: The Bill should give legal status to the rights of the child as enunciated in the Child Rights Convention and special rights of the girl child as proclaimed in the Beijing Conference. In our country, the child abuse and violation of child rights are rampant. To be effective, the Commission should be vested with judicial power. In addition to the powers mentioned in section 14 of the Bill, right to call for reports from the central Government and State Governments and right to give an interim relief to those subjected to violence on its body or mind and also to its family, is to be included. In addition to the duties mentioned in section 13 of the Bill, duties and responsibilities to investigate on child labour, child abuses, cruelty to children and interference in cases of violation of child rights with the permission of the court are to be included.

**SHRI**

**MOHAN**

**SINGH**

: We have constituted several Commissions for the Empowerment of Women, the upliftment of the backward classes and for the scheduled castes and scheduled tribes; but there was no Commission to look after and protect the rights and interests of the utmost weaker section of our society and family, that is the child. The Government has taken a laudable step by fulfilling humanitarian responsibility of bringing here this legislation to protect the rights of children. Today, most Indian children are victims of malnutrition. 25 per cent children suffer from diabetes and numerous cases of children suffering from HIV/AIDS coming to the fore. There are ever increasing cases of foeticides. This Parliament and the Government should seriously ponder over these problems. The Government schemes for eradicating child malnutrition suffer due to rampant corruption. Anganwadi projects have been launched at rural levels for the benefit of the children but everybody knows how much benefit really reaches to the end beneficiaries, that is the children. What is the success rate of the mid-day-meal scheme in primary schools?

Government should take every step to ensure the health of our children and make stringent provisions of punishment for conducting foeticides.

*Discussion not concluded*

### DISCUSSION UNDER RULE 193

**Re : Need to improve the infrastructure at Airports in view of increase in passenger and cargo traffic.**

**SHRI**

**KHARABELA**

**SWAIN**

initiating the discussion, said : The air travel is going to be mass mode of transport in the days to come. Economically, India is also going to be a super power. To attract foreign tourists, the aviation sector must grow. We opened up our aviation sector to a great extent in the last couple of years. But, do we have the infrastructure that is required to manage this ever-growing sector in civil aviation? Previously, the Indian Airlines had the monopoly in this sector. Now, there are many other private airlines in business. The private airlines from India have ordered more than 300 aircraft. Indian aviation sector will grow at an annual average of 25 per cent over the next five years. There are 80 operational airports in India. Most of them do not have the infrastructure. Except the runway, there is hardly anything there. In some of the airports, minor tasks like acquisition of 50 acres of land are pending for years together.

They require advanced air traffic management, upgraded software, and new parking space. Most of the airlines want to park their aircraft only in Delhi and Mumbai, which is creating further more congestion in these two major international airports of the country. Mumbai airport handles 30 percent of all the arrivals and departures but in Mumbai you will find that at one point of time there would be only one landing or one take off. In the West many aircraft land and take off at the same time. The second runway in Delhi and Mumbai remain almost unutilized. The main thing in an airport is the fast clearance of passengers. The faster you clear the passengers, more the money you earn. But here it is not the case because of lack of infrastructure. I would ask the hon. Minister about the parking lots which they are just going to build. When will they be operational? I would request the Minister to see that passenger take-in and take-off can be improved with the existing infrastructure through better management. I would also like to know from the hon. Minister if he is going to add more terminals to the existing strength. India needs 3,000 pilots, double the existing numbers. What is he going to do about it? In Orissa, there are so many steel plants. So, at least in the western Orissa another airport, the green field airport should come up. At present there is only one Indian Airlines flight, to Orissa. It lands there at 3 o' clock, i.e. in the noon. So, can it not be possible that you introduce a morning or evening flight to Bhubaneswar so that at least we would not waste the entire day? And lastly I do hope that you would train the pilot who would be able to land their aircraft even through the densest of the foggy situation.

**CHAUDHARY**

**LAL**

**SINGH:**

I thank the hon. Minister from the core of my heart that after his assuming office there has been a lot of improvements at airports of the country. There are two flights from Jammu-Kashmir in the morning. My submission is that from 7 O'clock morning to 12 noon, 2-4 flights should be introduced. Ours is a tourist State. Only Maa Vaishno Devi Shrine is visited every year by at least 70 lakh people but there are only two flights for them. From Delhi flights go directly to Srinagar, but most of the passengers are of Jammu. So, these flights should go via Jammu. You have given concessional rates to Srinagar but not to Ladakh. The runway area of the Jammu-Kashmir Airport is very small. This Government and the previous Governments have tried to acquire land for its expansion, but due to lack of coordination among government departments this has not been possible. There is a place Kishtwada where construction of an airport is proposed for a long time. The land there is quite vast and the project is not going to involve much expenditure. Two major projects are ongoing there – one the Baglihar Project and the other the Dulhasti Project, and another one Gudsal Project is coming up. If you have to benefit the pilgrims of the Vaishno Devi Shrine, you should allow your flights to land in Udhampur. I request you to introduce 2-4 flights during nights also. In the end, one more thing I would like to ask you to start a few flights to our neighbouring tourist countries such as Mauritius, Malaysia and Hong Kong. All these countries should be air-linked from Jammu-Kashmir and this airport should be accorded the status of an International Airport.

**SHRI**

**SHAILENDRA**

**KUMAR:**

I draw the attention of the hon. Minister towards Allahabad, Uttar Pradesh. Indian Airlines' services are very much in demand at such a historical and important place. Indian Airlines' services were there earlier but later they were withdrawn. It would be a very good gesture if you provide Indian Airlines' flights there as a New Year gift.

**SHRIMATI**

**SUMITRA**

**MAHAJAN**

**:**

The development of airports in terms of passenger and cargo traffic capacity, in a way contribute to the development of the country. We have been talking of improving road and rail transport. However, the question of the development of the infrastructure at airports has now also come into sharp focus. We cannot afford to be Delhi or Mumbai airports centric. In addition to the Delhi and Mumbai airports, the policies for the development of airports of non-metro cities has to be implemented timely otherwise the cost is likely to increase ten times on their development. I would like to thank the hon.

Minister for the introduction of an airbus to Indore. However, the question of providing cargo services remains to be addressed. Indore has potential to handle air-cargo very well. We should not delay implementation of whatever decision we take in that regard. This needs to be ensured that the rules are complied with wherever airbus or air-cargo facilities are proposed to be provided. Hence, whenever the work relating to the development of an airport or scheme is formulated in that regard, these things have to be taken into consideration. With the upgradation and development of the new airports, the question as to who is going to handle them needs to be taken into account. We need to provide training facilities there. We should have proper guidelines in that regard. Whenever we enhance the air-cargo facilities, we also contribute to the growth of the industries as well as the overall development of the country. Hence, keeping in view these things, the Government needs to focus more attention on the development of the air-cargo. I am sure that the work relating to the development of 25 to 30 airports in that country which are proposed to be undertaken would be completed at the earliest.

**SHRI TATHAGATA SATPATHY :**  
The issue being discussed today is the 'upgradation of airports'. We do not have the requisite runways. Even our Air Traffic Control is not fully equipped. So, we are unable to grow along with demand. If the growth of air traffic in India doubles, do we have the ability and the capability to handle that kind of traffic? We do not have even simple things like aero bridges. We lack in very basic infrastructure also which needs immediate attention. Airports need not only be modernized but they have to be made extremely safe for people who do not know how to use modern gadgets. You have to keep in mind their safety also which is not being done at the moment. There is a need to segregate air traffic like where you have jumble landings on the same runways. DGCA needs to have urgently one branch in Kerala, say, Thiruvananthapuram, one in Bhubaneswar, one Branch in Mumbai or Pune and of course, one in Delhi. That is only Authority which will take care of the growing demands of air traffic. They need to have more manpower. I would like to mention that there is a need to have an air regulatory authority on the lines of TRAI. I feel that dumping everything on the Airports Authority of India is not a correct move. The Government has to have a separate body which will formulate policy and will adjudicate.

Bhubaneswar Airport is very strategically located. So, that airport needs the hon. Minister's immediate attention. India needs to modernize all the airports, which should be made of international quality. Bhubaneswar is the right target. Thiruvananthapuram is another target. These two places need immediate attention of the hon. Minister.

**MD. SALIM :**  
We have provision for the separate railway budget, however, with the growth of air traffic movement, we would be required to have exclusive budget for civil aviation as well for the development of the country. Hence, a discussion in this regard should be held in the House. Even after so many years of our independence, we have failed to realise the importance of our airports. Recently, the Government has treated the airports as real estate only. In other countries, whereas the airports have been modernized, we lag far behind on that account. The question of safety, installing signals, handling take-off and landing of flights and providing other facilities at airports need to be considered. Bare minimum facilities required at airports need to be provided. Whatever buildings we have constructed at airports during the last 10 years are not as per the requirements of the passengers.

Congestion will be there if the Government does not keep pace with the industrial, traffic and cargo growth. Air traffic will have to be planned properly. The nearby airports of Delhi will have to be upgraded to international airports to decongest Delhi airport. If you plan an airport then this planning should be based on the requirements of the next 50 years. Leave the airports in the hands of the Airport Authority of India since none else has the experience to build airport. There is growth in civil aviation, the demand of airports is on the rise and the investable funds are ready to flow but you will have to execute these plans in a credible way.

**SHRI CHANDRAKANT KHAIRE :**  
Chikalthana airport comes under my Constituency. Sambhaji Nagar and Aurangabad are pilgrims place. The airport there is very small. The length of the runway of Chikalthana Airport should be increased from 7500 feet to 9000 feet so that big aircrafts can land there. Expansion is a must there. There is usually heavy rush. Nagpur produces orange in abundance. Banana and grapes etc. produced in Marathwara region are of such a good quality that these are exported from there. I urge that there should be a weekly cargo service from there. The Chairman of the Airport Advisory Committee is the Member of Parliament. A committee should be formed. Chikalthana Airport should be named as Raje Sambhaji Bhonsle Airport.

**SHRI ARUNA KUMAR VUNDAVALLI :**  
Mumbai, Pune and Nagpur airports are being upgraded. I come from the bank of Godavari which flows from Maharashtra to Andhra Pradesh. Therefore, I request the hon. Minister to upgrade the Rajahmundry airport as well. The importance of Rajahmundry is growing like anything due to ONGC wells. The Reliance company has found petroleum reserves. Unfortunately, in spite of having an airport there, for the last 18 years, there has been no air connectivity. Using this opportunity, I request once again to improve the airport of Rajahmundry.

**SHRI PRABODH PANDA :**  
The expectation of our country is that our airports should achieve world standards. But the present infrastructure is insufficient.

which is admitted from all corners. The Minister is aware of the fact that the Kolkata Airport is not sufficient. A second terminal is required. But the problem is with the place. In that case, he may choose the other place which is nearer to Kolkata, particularly for cargo traffics. Kalaikunda is very much known to all of us. It is the strongest airbase of the Defence. Kalaikunda is located in the heart of the agricultural area. That can be used for agriculture cargo traffic operations.

My point is about the concrete proposal that the Minister has said on another day about the new airports and about modernization of the airports. We are not against the privatization in all respects. But are we going to private the milking cc Other than the four metro, there are so many small airports. Their development in all respects is very much needed. I hope that the hon. Minister will think over it and will kindly satisfy us.

**SHRI A. KRISHNASWAMY :**  
Hon. Minister is a dynamic Minister. Under his leadership, our airports are growing very fast. But when we go to airports other than Metro airports, infrastructure is very less there. In Chennai airport, during the recent four or five spells of rains, aircraft were unable to take off on time. The entire airport was flooded. There is no facility to drain the water. So, I request the hon. Minister that the VIP lounge which has been flooded should be cleared for occupancy soon. There is also need for c infrastructure like accommodation or room availability.

Several hon. Members spoke about aerobridges. In our country, we have only four or five aerobridges. These are provided only for passengers flying public airlines. I have another humble submission to have a prepaid taxi service in Chennai. In Chennai there is a proposal to expand the airport. I would like to know when the expansion would be completed. I represent Sriperumbudur Parliamentary constituency. If the hon. Minister cannot get land in Chennai, we could have an international airport at Sriperumbudur which is near Chennai. I would also like to bring to his knowledge that Madurai, Trichy and Coimbatore are second rung cities of Tamil Nadu. These places should also be taken into consideration for development of airports. The hon. Minister has to promote those cities and if he wants to develop the infrastructure at airports.

#### DISCUSSION UNDER RULE 193

**Re : Need to improve the infrastructure at Airports in view of increase in passenger and cargo traffic.**

**SHRI VARKALA RADHAKRISHNAN:**  
The condition of Thiruvananthapuram international airport is deplorable. There is no fuelling facility. There is no infrastructure developed so far. Only a few things have been done. Whereas it is the most earning airport in India. The number of passengers at Thiruvananthapuram has also been considerably reduced for no fault of ours. There is no improvement in the airport for the poor Kerala workers, who fly everyday to the Gulf countries thousands in number. The buses are also not provided to the passengers. Many things have been sanctioned, but not implemented; many improvements have been sanctioned, but not implemented. It is one of the best airports that could be developed into international airport standard considering its location. Kozhikode airport also neglected. This is happening even as hundreds of people are flying to the Middle-East from these two airports.

\*\* Speeches made by other hon. Members have already been included in the main Synopsis.

**SHRI SHRIPAD YESSO NAIK:**  
Air India and international companies are expanding their network in such a way that our infrastructure is not sufficient for them. So there is need to enhance it. The work of extending of infrastructure of major airports has been started. This work should be completed at the earliest. There is urgent need of airbridge in Mumbai and Delhi as thousands of Non Resident Indians use it. At least two runways are required for Delhi and Mumbai. There is an international air port in Goa, however facilities of an international airport are not available there. There a place in Goa called Mopua where an international airport was proposed to be constructed. All the required formalities in this regard have also been completed. Its techno feasibility report has also been given which is positive. So the State Government may start construction work of airport through bid. The airport should be constructed there at the earliest as it will facilitate not only Goa but also Shirdi district.

**KUNWAR MANVENDRA SINGH:**  
We are lagging far behind as compared to Taiwan and Bangkok. That is why it is necessary that we provide more facilities on our airports. Lounge should be made more comfortable and full attention should be provided to sanitation. Mathura which is birthplace of Lord Krishna is thronged by three to four crore pilgrims every year from the world. Agra, near Mathura, is famous for Taj Mahal, which is a Tourist Heritage Centre visited by crores of domestic and foreign tourist from all over the world.

international airport should be established there.

**SHRI**

**RAM**

**KRIPAL**

**YADAV:**

I would like to draw the attention of Hon. Minister towards the Patna Airport and Bodh Gaya of Bihar. Bodh Pilgrims from corners of the world come to work to Bodh Gaya. The ongoing scheme of an international airport is pending for unknown reasons in Bodh Gaya. Hon. Minister should pay particular attention to it and should take effective measures for the construction of international airport under Consideration in Bodh Gaya. All the pilots are running away, which is causing heavy loss to the Government. The Government should make proper arrangements and make efforts to convert these losses into profits. Airports Authority should also be empowered. There is Darbhanga Airport in Bihar. If Cargos is properly developed the necessary fruit and vegetables can be transported on large-scale to foreign countries. Necessary facilities may be provided to the passengers so that the Country's economy and that of the State may prosper.

**SHRI**

**SUNIL**

**KUMAR**

**MAHATO:**

Ranchi should be given the status of an international airport. Last year hon. Prime Minister visited Jamshedpur during Legislative Assembly Elections. When the people of the area put up before him their request of an airport, he replied Jamshedpur should certainly have an airport. The Union Government has given recognition to sub economic zone and I thank the Government for it but alongwith this I would also like to submit that an airport should be constructed in Jamshedpur.

**SHRI**

**KINJARAPU**

**YERRANNAIDU:**

Most of the other airports, even at Delhi and Mumbai, are being run with one run way. The Government should take quick policy decision in this regard. After reaching even Delhi or Mumbai, the plane takes about 40-45 minutes to land due congestion. Therefore, the Government should develop airport infrastructure at both metro and non-metro cities. Andhra Pradesh is getting a lot of investment from different places. Visakhapatnam is getting a new port, ONGC terminal and oil industries but we have no airport there. I request the hon. Minister to complete the Visakhapatnam airport, including the terminal, as early as possible. Besides, I would request the Minister to develop these important places of Tirupati, Vizag and Rajahmundry and one aircraft should fly from Hyderabad to all these places. At the same time I would request Minister to convince other airlines also to operate flight from Hyderabad to Tirupati, Rajahmundry and Vijayawada.

**SHRI**

**SURESH**

**PRABHAKAR**

**PRABHU:**

Whenever the Government are creating a new airport or modernizing it. They set quality standards and all these airports or should conform to new quality standards. Good training should be given to the personnel. The Marhaba Services which are started in several airports like Dubai should be started here also. The small towns should also have airports. There are so many taxis and auto-rickshaw stand outside. The people who come out of the airport land into a real problem. Therefore, that also needs to be tackled. Touts should be removed.

**SHRI**

**VINOD**

**KHANNA:**

In Pathankot, about three years ago, the Airport Authority of India had done a survey to see if an airport and landing facility would be feasible over there. They built the most beautiful airport there. Pathankot is the gateway to both Himachal Pradesh and Jammu and Kashmir. All it requires is a flight. We are only asking for flight. There are five to six cantonments over there. Army people need a flight. We need a flight to feed Himachal Pradesh. The Government of India has made an Industrial Growth Centre in Pathankot itself by spending Rs. 35 crore.

**DR.**

**TUSHAR**

**A.**

**CHAUDHARY:**

Mandvi parliamentary constituency falls in Surat district. I would like to speak about Surat city. It does not have full-fledged airport. There is an airport but no flight takes off from there or lands there. It does not have the facility of flight landing. The length of the airstrip is also not sufficient due to which big aircrafts are unable to land there. Hon. Minister has sanctioned Rs. 30 crores for the development of airport at Surat. I would like to apprise the hon. Minister of a big dispute going on in management and contractor there. Therefore, it is my request to the hon. Minister to constitute a Committee of Members of Parliament and officers of Airport Authority for monthly review so that the works relating to the airport might be finished as early as possible.

**SHRI**

**P.**

**S.**

**GADHAVI:**

I thank Government of India for giving good infrastructure facilities at Bhuj – Airport. I request to restore the Indian Airlines Air Service on this route and to have direct flight from Delhi to Bhuj as there is very high demand for this Flight. Bhuj Airport may be given status of International Airport as there is high demand by the people of Kutch settled in almost all parts, particularly Middle East. Name of Bhuj Airport may please be given in the memory of 'Krantivir and Krantiguru Pandit Shyamji Krishna Verma. As Bhuj and Jamnagar Airports are under control of Air Force hence for night landing permission is not granted to Civil Air Flights, but civil Air Flights must be given permission for landing at least upto 7 p.m. to 8 p.m. Infrastructural facilities of International Airport Standard requires to be provided at Rajkot Airport.

**PROF.**

**M.**

**RAMADASS:**

The Union Territory of Pondicherry does not have an airport right now. We have a small airstrip there but it has been non-functional. The only problem is that we have to acquire a small area adjacent to Tamil Nadu. If that area is acquired, then we can resume airport services there and it will definitely benefit the development of Pondicherry.

**SHRI MANORANJAN BHAKTA:**  
I would request the hon. Minister to visit Port Blair, Andaman and Nicobar Islands with his officers in order to see whether airport at Port Blair can be declared as an international airport. I would also request him to see whether direct flights can be operated from Port Blair to Bangkok. If the Government does that, it will attract a lot of tourists. Even after one year of tsunami, we are not able to provide permanent shelters to the affected people. There are many problems like the problem of logistics. I would request the Minister to look into this matter and decide what can be done.

**SHRI SURAVARAM SUDHAKAR REDDY :**  
In the name of expansion and modernisation, FDI should not be allowed. If there is a will, it is possible for the Government of India to raise enough money without even privatizing all these airports. Regarding Hyderabad Airport, I would like to bring to the notice of the hon. Minister that an international airport is being planned there. The biggest worry is that even the national carriers are going to be shifted to the far off airport. The Hyderabad airport is very convenient for the passengers. Let the national carriers have their destinations in the present airport. Let the new airport be meant only for the international flights. The second worrying thing is that more than 1,500 staff are going to be retrenched as soon as this airport becomes operational. It is not acceptable. Recently, Visakhapatnam airport was continuously under rain water. There is a necessity to improve it. Regarding competitiveness of the Indian Airlines vis-à-vis private airlines, the Indian Airlines has signed an agreement with American Express. According to this agreement, ten per cent discount will be given to all those who book the tickets through the American Express Cards. I am asking the hon. Minister to think about the possibility of giving this concession to the passengers directly.

**SHRI P. KARUNAKARAN :**  
At the Calicut Airport, in recent times, there were even struggles from the side of the passengers and the runways. The destination of thousands of workers, who are engaged in Gulf countries, is Calicut Airport. The infrastructure is not at all adequate to meet the demands. As regards Cannanore Airport, I think, it is under serious consideration of the Government and may take a very speedy action on this.

**SHRI VIRENDRA KUMAR :**  
There is an airstrip in my Parliamentary constituency, Sagar (Madhya Pradesh). However, there are no routine flights. From Bhopal, air services to Bangalore, Chennai, Hyderabad and Kolkata are available. I demand that air services from Indore, Ahmedabad, Jaipur and Pune should also be started. Airport at Khajuraho tourist centre should be upgraded into International Airport. Similarly, number of flights from Jabalpur should be increased.

**SHRI SURESH ANGADI :**  
Belgaum Airport is operated only by the Deccan Aviation. I would request the Minister to direct the concerned authorities to start other airlines also like the Jet, Sahara, and Indian Airlines etc. Belgaum district is called a sugar district. We require, at least, weekly cargo. If the cargo is given, at least, twice in a week, the floriculture can be brought to other big cities like Delhi, Mumbai and other places. If the international airport is started, the employment generation will be more in this area. For developmental activities, we are having the technical universities in Karnataka. The foreigners are interested to come over here but because of the problem of air connectivity, most of them are not coming to Belgaum. So I would request the Minister to consider an international airport for Belgaum. The name should be kept as Rani Chennamma International Airport for Belgaum.

**SHRI MUNSHI RAM :**  
Delhi airport is quite busy. This airport caters to Western Uttar Pradesh cities like Bareilly, Moradabad, Bijnore and Meerut which are 200 kms. away from Delhi. Moradabad exports worth crores of rupees of brassware and handicrafts. To provide facilities to exporters of the region and to reduce traffic at Delhi airport, an international airport should be constructed.

**SHRI PAWAN KUMAR BANSAL :**  
Chandigarh has come on the world IT map. There has been increase in the flights also in the recent past. But the airport continues to be in the old, archaic condition. I would urge upon the hon. Minister to take steps to upgrade the Chandigarh Airport.

**SHRI C. K. CHANDRAPPAN :**  
The Airports in Kerala like the Thiruvananthapuram Airport, Kochi Airport and the Calicut Airport need upgradation. As the Minister when he came to Thiruvananthapuram, he promised the immediate starting of the Kannur Airport. I would like to know from the hon. Minister the stage in which the consideration of the Kannur Airport stands today. If airstrips are provided

important tourism centres as also pilgrims centres, smaller aircraft can be operated. I do not want the Airports Authority to start it. The Government can float a joint venture project.

**SHRI AVINASH RAI KHANNA :**  
An airbase is located at Adampur. Many industries are there in Jullandhar and Hoshiarpur. Whenever, the industrialists of the area have to meet any foreign delegation, they have to travel to Delhi because there is no air connectivity. If air connectivity provided at Adampur airbase, then it will be quite economical and industrially beneficial.

**SHRI P.C. THOMAS :**  
I support the views regarding the establishment of Kannur airport in which we all are interested. Kochi airport is one venture which has come out from the side of the people and private people also. So, in the same way we are asking for a new Kerala airlines. The Kerala airlines may be granted permission to also fly abroad. They have been trying for the hangar facility in Kochi airport. I think that must be allowed.

**DR. CHINTA MOHAN :**  
Tirupati is a very important place. We have a good airport but we are not getting aircraft regularly. I would request the Government to see that the airstrip is lengthened.

**PROF. RASA SINGH RAWAT :**  
Every year lakhs of people visit Ajmer. All the Governments have promised international airport at Ajmer and location has already been identified. Vast tract of land is available between Kishangarh and Ajmer for development because there an airport is already functional.

**SHRI BHANU PRATAP SINGH VERMA :**  
From my parliamentary constituency, if one has to travel by air to Delhi, then one has to first reach Lucknow, which is 200 kms. away, and then take a flight to Delhi. Air travel takes much more time than train journey. Close to my constituency is Jhansi which is frequented by foreign tourists. In Jhansi, there is a military airdrome, from where the government planes do. Therefore, I request that an airport at Jhansi should be constructed.

**SHRI GIRDHARI LAL BHARGAVA:**  
It was announced to upgrade Jaipur as international airport. I think it is yet to be implemented. All the infrastructure required to upgrade it as international airport is available there. Jaipur airport should be named as Maharaja Man Singh International Airport.

**SHRI HANSRAJ G. AHIR:** The production of fruits and floriculture by the farmers in the country is certainly on the rise. For the marketing of these items in the metro-cities and for their export, cargo transportation facility can be useful. I urge Government to develop the existing State Government owned airport in my Constituency, Chandrapur, Maharashtra. Chandrapur district is an industrial area. Industrialists, businessmen and officials visit and stay here in a large number. The Minister should talk to the State Government of Maharashtra for the upgradation of Chandrapur airport to provide air connectivity to this industrial and tribal dominated area on top priority.

**SHRI CHANDRA SEKHAR SAHU:**  
Orissa is having only one Airport that is at Bhubaneswar. There are other air fields but these are not operational. Air field Rourkela, near Sambalpur and Kalahandi are not developed. The air field near Berhampur in Rangailunde near Gopalpur is a tourist spot and having a very good sea shore. Rangailunde air field which is a very old air field since the British Raj was developed and flights can start from New Delhi to Vishakapatnam via Bhubaneswar and Berhampur (Rangailunde). At the same time Bhubaneswar air port also should be very soon converted as international airport.

**THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL)** replying to the discussion, said :  
I thank hon. Members for participating in an enlightening discussion on this subject of upgradation and modernization of airports and the overall improvement and expansion of the civil aviation sector in our country. We have a long way to go if really want to meet the aspirations of the people. Saying that our Airport Authority and our country's infrastructure has completely neglected would be a wrong statement to make. However, if we have to achieve the growth figure which we are now talking, we will have to seriously look at this aspect with the maximum concentration. I would like to say that the air infrastructure in our country, in the long run, cannot be met entirely by the Government and its own resources. Private participation can also bring a world-class product, good service and good convenience to the people who use airports. We will have to look at investing the right amount of money in infrastructure. We have plans to develop Mumbai and Delhi in a special way. A joint venture exercise through a public-private partnership for a limited period of time has been envisaged. The process is under way.

We are a large country. We have a population of about 110 crore people. The number of people who fly actually by air-out of 110 crore people-is less than one crore. In a country where our middle-class is growing by the day, we will have to see that we cater to the needs and aspirations of at least 10 crore people. So, I think, the single largest challenge before the Ministry of Civil Aviation and the Government of India is to build up infrastructure of world-class standards in the shortest possible time. Simultaneously, infrastructure also needs to go hand with regulatory issues because, after all, safety and security of the people who use the airlines is also of paramount importance to us. The Directorate-General of Civil Aviation, which is the government regulatory authority, needs to be strengthened. The Airport Economic Regulatory Authority is also going to be set up very soon. Mumbai and Delhi airports are not our focus alone. That is why, first we identified about 25 airports as select non-metro airports to be given treatment of world class airports standards. We have given it a geographical colour so that every region of the country is well represented. I can assure you that whatever we are planning is not just for tomorrow. I am looking at civil aviation as what it would be 50 years from now. Indore has been included in the list of non-metro airports. So far as the issue of granting the status of international airport to Jaipur airport is concerned, I assure you that by the year 2006 Jaipur will be an international airport. Udaipur will be included in the list of non-metro airports within few months. Kishangarh airport is under the control of the State Government. The State Government of Karnataka has signed an M.O.U. for the development of Mysore airport. The State Government of Jharkhand has expressed its desire to sign the M.O.U. for the development of Ranchi airport. You are aware of the problems at Patna airport. There is a botanical garden and we can not fell down the trees at our own. We have a development plan of Bodh Gaya and we are investing huge amount there. We are holding talks with the State Government of Panjab with regard to Ludhiana. The work of Aurangabad airport is likely to start in the year 2006. Srinagar airport has already been declared an international airport. Bhubaneswar airport is also amongst the top ten airports which have been taken up in the non-metro cities because we understand its importance. Thiruvananthapuram airport, will be getting a high-class international terminal. Regarding Kannur airport, the proposal has been received from the State Government. The potential of Goa is unlimited in terms of tourism. We have a proposal to build an international terminal even at the current Dabolim airport. As regards Port Blair, I can assure you that it is absolutely high on priority. Regarding names and other issues of airports, it is very difficult for me to respond suo motu. These decisions are taken with a larger consultation process as well as it ultimately goes to the Union Cabinet.

As regards the issue of pilots, I can assure you that the Indira Gandhi Rashtriya Udaan Academy (IGRUA) at Fursatganj right now has an intake of about 50 pilots at a time. The Government of India is proposing to start a second Academy in Gwalior, Maharashtra, in my own constituency. We are also in the process of encouraging more flying-training schools across the country and there is no bar or ban on opening of new flying schools.

*Discussion concluded*

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**P.D.T. ACHARY,**

*Secretary-General.*

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NOTE : It is the verbatim Debates of the Lok Sabha and not the Synopsis that should be considered authoritative.