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Thursday,  
5<sup>th</sup> December, 2024  
14 Agrahayana, 1946 (Saka)

PARLIAMENTARY DEBATES

# RAJYA SABHA

OFFICIAL REPORT (FLOOR VERSION)  
(PART-II)

## CONTENTS

Birthday Greetings (page 1)

Papers Laid on the Table (pages 2 - 10)

Reports of the Committee on Welfare of Other Backward Classes-*Laid on the Table*  
(2024-25) (pages 10 - 11)

Statements by Minister-

Status of implementation of the recommendations contained in the 15th, 20th  
and 22nd Reports of the Department-Related Parliamentary Standing  
Committee on External Affairs-*Laid on the Table* (pages 11 - 12)

Matters raised with Permission-

Concern over suspicious and conspicuous attacks on national interest from  
abroad (pages 12 - 14)

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RAJYA SABHA SECRETARIAT  
NEW DELHI

## Oral Answers to Questions (pages 15 - 42)

*[Answers to Starred and Un-starred Questions (Both in English and Hindi) are available as Part -I to this Debate, published electronically on the Rajya Sabha website under the link <https://sansad.in/rs/debates/officials>]*

## Government Bill-

The Bharatiya Vayuyan Vidheyak, 2024-*Passed* (pages 43 - 104)

## Special Mentions-

Demand for restoration of Sikh reference library (page 105)

Concern over widespread use of substandard and adulterated materials in construction projects (pages 105 - 106)

Need for more trains in North Kerala (pages 106 - 107)

Request to increase the frequency of 16861/62 Puducherry-Kanyakumari Weekly Express to a daily service (pages 107 - 108)

Demand for Bharat Ratna for Veer Savarkar and Rash Behari Bose (page 108)

Demand for setting up a dedicated cell to assist Indian citizens abroad facing medical emergencies or serious illness (pages 108 - 109)

Demand to declare lightning strike as a natural calamity (pages 109 - 110)

Demand for conferment of Bharat Ratna on Maharaja Jagaddipendra Narayan Bhup Bahadur of Cooch Behar (pages 110 - 111)

Demand for stoppage of trains at Rishabhdev and Bichiwada railway stations situated on Udaipur-Asarwa (Ahmedabad) railway route (page 111)

Demand to establish a Central Agricultural University in Chandauli District, Uttar Pradesh (pages 111 - 112)

Concern over low utilisation of funds under Project Tiger and Project Elephant (pages 112 - 113)

Request to increase the number of direct flights and air routes from Jabalpur (page 113)

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## **RAJYA SABHA**

*Thursday, the 5<sup>th</sup> December, 2024 / 14 Agrahayana, 1946 (Saka)*

*The House met at eleven of the clock,*

*MR. CHAIRMAN in the Chair.*

### **BIRTHDAY GREETINGS**

MR. CHAIRMAN: Hon. Members, I am pleased to extend greetings to hon. Members of Parliament, Shrimati Rajani Ashokrao Patil and Shri Subhash Barala, on their birthday today.

Shrimati Rajni Ashokrao Patil is currently serving her second term in this House, since September 2021. She has earlier served as Member of this House from 2013 to 2018. Joining electoral politics in 1992, she came to be elected to the Beed Zila Prishad, and later, in 1996, winning from the Beed Lok Sabha Constituency. She hails from a renowned family of freedom fighters. Her grandfather, late Shri Vishnu Ganesh Pingle, was a founding member of the Ghadar Movement. And, her father, Shri Atmaram Bapu Patil, a distinguished freedom fighter, was elected as a Member of the Central Legislative Assembly in 1937, and was later also elected to the Maharashtra Legislative Council.

Shrimati Rajani Patil holds a BA degree in German language from the University of Pune. Over the years, she has represented India at various international fora, including the United Nations. Married to Shri Ashok Patil, the couple is blessed with sons, Aditya and Amit, and daughter, Tejasvini.

Hon. Members, on my own and your behalf, I wish her a long, healthy and happy life.

Shri Subhash Barala, in his first term in this August House, representing the State of Haryana since April 2024, has also represented the Tohana Constituency from 2014-2019 in the Haryana Legislative Assembly. Shri Ramnath Educational and Welfare Society, an organisation founded by him, is taking commendable initiatives in welfare activities in rural Haryana. Shri Barala was President of the BJP in Haryana, 2014-2020, and also served as Chairman of Haryana Bureau of Public Enterprises from 2020-2023. Married to Shrimati Darshana, the couple is blessed with son, Vikas, and daughter, Tamanna.

Hon. Members, on my own and your behalf, I wish him a happy, long and healthy life, and extend greetings to his family Members.

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## PAPERS LAID ON THE TABLE

### **Reports and Accounts (2022-23) of NNM, Nalanda, Bihar; SCZCC, Nagpur, Maharashtra and IBC, New Delhi and related papers**

MR. CHAIRMAN: Now, Papers to be laid on the Table.

THE MINISTER OF CULTURE (SHRI GAJENDRA SINGH SHEKHAWAT): Sir, I lay on the Table, a copy each (in English and Hindi) of the following papers: -

- (i) (a) Annual Report of the Nava Nalanda Mahavihara (NNM), Nalanda, Bihar, for the year 2022-23.
- (b) Annual Accounts of the Nava Nalanda Mahavihara (NNM), Nalanda, Bihar, for the year 2022-23, and the Audit Report thereon.
- (c) Review by Government on the working of the above Institute.
- (d) Statement giving reasons for the delay in laying the papers mentioned at (a) & (b) above.

[Placed in Library. See No. L. T. 702/18/24]

- (ii) (a) Annual Report and Accounts of the South Central Zone Cultural Centre (SCZCC), Nagpur, Maharashtra, for the year 2022-23, together with the Auditor's Report on the Accounts.
- (b) Review by Government on the working of the above Centre.
- (c) Statement giving reasons for the delay in laying the papers mentioned at (a) above.

[Placed in Library. See No. L. T. 795/18/24]

- (iii) (a) Annual Report and Accounts of the International Buddhist Confederation (IBC), New Delhi, for the year 2022-23, together with the Auditor's Report on the Accounts.
- (b) Review by Government on the working of the above Confederation.
- (c) Statement giving reasons for the delay in laying the papers mentioned at (a) above.

[Placed in Library. See No. L. T. 703/18/24]

### **I. Notification of the Ministry of Earth Sciences**

### **II. Reports and Accounts (2023-24) of ECIL, Hyderabad; IREL, Mumbai; BIRAC, New Delhi; UCIL, Singhbhum, Jharkhand and related papers**

### **III. Reports and Accounts (2023-24) of various Institutes, Centre, Council, Association, Academy and Foundation and related papers**

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY AND THE MINISTER OF STATE IN THE DEPARTMENT OF ATOMIC ENERGY (DR. JITENDRA SINGH): Sir, I lay on the Table:—

I. A copy (in English and Hindi) of the Ministry of Earth Sciences Notification No. S.O. 1437(E)., dated the July 21 — July 27, 2024 (Weekly Gazette), designating Dr. Aparna Shukla, Scientist, Ministry of Earth Sciences, New Delhi and Dr. Avinash Kumar, Scientist, National Centre for Polar and Ocean Research, Goa as Inspectors for performing the duties and exercising the powers of inspections in India under the provisions of the Indian Antarctic Act, 2022, under Section 57 of the said Act.

[Placed in Library. See No. L. T. 1005/18/24]

II. A copy each (in English and Hindi) of the following papers, under sub-section (1) (b) of Section 394 of the Companies Act, 2013: -

(i) (a) Fifty-seventh Annual Report and Accounts of the Electronics Corporation of India Limited (ECIL), Hyderabad, Telangana, for the year 2023-24, together with the Auditor's Report on the Accounts and the comments of the Comptroller and Auditor General of India thereon.

(b) Review by Government on the working of the above Corporation.

[Placed in Library. See No. L. T. 1001/18/24]

(ii) (a) Seventy-fourth Annual Report and Accounts of the IREL (India) Limited (IREL), Mumbai, Maharashtra, for the year 2023-24, together with the Auditor's Report on the Accounts and the comments of the Comptroller and Auditor General of India thereon.

(b) Review by Government on the working of the above Company.

[Placed in Library. See No. L. T. 1002/18/24]

(iii) (a) Twelfth Annual Report and Accounts of the Biotechnology Industry Research Assistance Council (BIRAC), New Delhi, for the year 2023-24, together with the Revised Auditor's Report on the Accounts and the comments of the Comptroller and Auditor General of India thereon.

(b) Statement by Government accepting the above Report.

[Placed in Library. See No. L. T. 1003/18/24]

- (iv) (a) Fifty-seventh Annual Report and Accounts of the Uranium Corporation of India Limited (UCIL), Singhbhum, Jharkhand, for the year 2023-24, together with the Auditor's Report on the Accounts and the comments of the Comptroller and Auditor General of India thereon.

- (b) Review by Government on the working of the above Company.

[Placed in Library. See No. L. T. 1000/18/24]

III. A copy each (in English and Hindi) of the following papers:-

- (i) (a) Annual Report and Accounts of the Maharashtra Association for the Cultivation of Science (MACS) - Agharkar Research Institute, Pune, Maharashtra, for the year 2023-24, together with the Auditor's Report on the Accounts.

- (b) Review by Government on the working of the above Institute.

[Placed in Library. See No. L. T. 993/18/24]

- (ii) (a) Annual Report and Accounts of the Bose Institute (BI), Kolkata, West Bengal, for the year 2023-24, together with the Auditor's Report on the Accounts.

- (b) Review by Government on the working the above Institute.

[Placed in Library. See No. L. T. 997/18/24]

- (iii) (a) Annual Report and Accounts of the Centre for Nano and Soft Matter Sciences (CeNS), Bengaluru, Karnataka, for the year 2023-24, together with the Auditor's Report on the Accounts.

- (b) Review by Government on the working of the above Centre.

[Placed in Library. See No. L. T. 998/18/24]

- (iv) (a) Annual Report and Accounts of the Technology Information, Forecasting and Assessment Council (TIFAC), New Delhi, for the year 2023-24, together with the Auditor's Report on the Accounts.

- (b) Review by Government on the working of the above Council.

[Placed in Library. See No. L. T. 999/18/24]

- (v) (a) Annual Report and Accounts of the Indian Science Congress Association (ISCA) Kolkata, West Bengal, for the year 2023-24, together with the Auditor's Report on the Accounts.

- (b) Review by Government on the working the above Association.

[Placed in Library. See No. L. T. 996/18/24]

- (vi) (a) Annual Report and Accounts of the Indian Academy of Sciences (IASc), Bengaluru, Karnataka, for the year 2023-24, together with the Auditor's Report on the Accounts.  
(b) Review by Government on the working of the above Academy.  
[Placed in Library. See No. L. T. 995/18/24]
- (vii) (a) Annual Report and Accounts of the Anusandhan National Research Foundation (ANRF), New Delhi, for the year 2023-24, together with the Auditor's Report on the Accounts.  
(b) Review by Government on the working of the above Foundation.  
[Placed in Library. See No. L. T. 994/18/24]
- (viii) (a) Annual Report and Accounts of the Homi Bhabha National Institute, Mumbai, Maharashtra, for the year 2023-24, together with the Auditor's Report on the Accounts.  
(b) Review by Government on the working of the above Institute.  
[Placed in Library. See No. L. T. 992/18/24]

**I. Various Reports of the Law Commission of India**

**II. Report and Accounts (2023-24) of Indian Law Institute (ILI), New Delhi and related papers**

THE MINISTER OF STATE OF THE MINISTRY OF LAW AND JUSTICE (SHRI ARJUN RAM MEGHWAL): Sir, I lay on the Table, a copy each (in English and Hindi) of the following Papers:-

- (i) Two Hundred Seventy-eighth Report of the Law Commission of India on the Urgent need to amend rule 14(4) of Order VII of the Code of Civil Procedure, 1908 (March, 2023).
- (ii) Two Hundred Seventy-ninth Report of the Law Commission of India on Usage of the Law of Sedition (April, 2023).
- (iii) Two Hundred Eightieth Report of the Law Commission of India on the Law on the Adverse Possession (May, 2023).
- (iv) Two Hundred Eighty-first Report of the Law Commission of India on the Compensation for damage due to installation of towers and transmission lines under the Indian Telegram Act, 1885 and the Electricity Act, 2003 (August, 2023).

- (v) Two Hundred Eighty-second Report of the Law Commission of India on the Amendment in section 154 of the Code of Criminal procedure, 1973 for enabling online registration of FIR (September, 2023).
- (vi) Two Hundred Eighty-third Report of the Law Commission of India on the Age of Consent under the Protection of Children from Sexual Offences Act, 2012 (September, 2023).
- (vii) Two Hundred Eighty-fourth Report of the Law Commission of India on the Revisiting the Law on Prevention of Damage to Public Property (January, 2024).
- (viii) Two Hundred Eighty-fifth Report of the Law Commission of India on the Law on Criminal Defamation (January, 2024).
- (ix) Two Hundred Eighty-sixth Report of the Law Commission of India on the Comprehensive Review of the Epidemic Diseases Act, 1897 (February, 2024).
- (x) Two Hundred Eighty-seventh Report of the Law Commission of India on the Law on Matrimonial Issues relating to Non-Resident Indians and Overseas Citizens of India (February, 2024).
- (xi) Two Hundred Eighty-ninth Report of the Law Commission of India on the Trade Secrets and Economic Espionage (March, 2024).

[Placed in Library. For (i) to (xi), see No. L. T. 1625/18/24]

- II. (a) Sixty-seventh Annual Report and Accounts of the Indian Law Institute (ILI), New Delhi, for the year 2023-24, together with the Auditor's Report on the Accounts.
- (b) Review by Government on the working of the above Institute.

[Placed in Library. See No. L. T. 1625/18/24]

**Reports and Accounts (2023-24) of SJVN Limited, Shimla, Himachal Pradesh and POWERGRID, New Delhi and related papers**

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRI SHRIPAD YESSO NAIK): Sir, I lay on the Table, a copy each (in English and Hindi) of the following papers, under sub-section (1) (b) of Section 394 of the Companies Act, 2013:-

- (i) (a) Annual Report and Accounts of the SJVN Limited, Shimla, Himachal Pradesh, for the year 2023-24, together with the Auditor's Report on the Accounts and the comments of the Comptroller and Auditor General of India thereon.
- (b) Review by Government on the working of the above Company.

[Placed in Library. See No. L. T. 1030/18/24]



- (ii) (a) Annual Report and Accounts of the Power Grid Corporation of India Limited (POWERGRID), New Delhi, for the year 2023-24, together with the Auditor's Report on the Accounts and the comments of the Comptroller and Auditor General of India thereon.
- (b) Review by Government on the working of the above Corporation.

[Placed in Library. See No. L. T. 1026/18/24]

## **I. Notifications of the Ministry of Communications**

## **II. Reports and Accounts (2023-24) of the ITI Limited, Bengaluru and TCIL, New Delhi and related papers**

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (DR. CHANDRA SEKHAR PEMMASANI): Sir, I lay on the Table—

I. (a) A copy each (in English and Hindi) of the following Notifications of the Ministry of Communications (Department of Telecommunications), under Section 37 of the Telecom Regulatory Authority of India Act, 1997: -

- (1) No. RG-8/1/(9)/2021-B AND CS(1 AND 3)., dated the 8<sup>th</sup> July, 2024, publishing the Telecommunication (Broadcasting and Cable) Services Standards of Quality of Service and Consumer Protection (Addressable Systems) (Fourth Amendment) Regulations, 2024.
- (2) No. RG-8/1/(9)/2021-B AND CS(1 AND 3)., dated the 8<sup>th</sup> July, 2024, publishing the Telecommunication (Broadcasting and Cable) Services Interconnection (Addressable Systems) (Sixth Amendment) Regulations, 2024.
- (3) No. RG-10/2/(1)/2023 [E-10742]., dated the 25<sup>th</sup> July, 2024, publishing the Registration of Consumer Organisations (Amendment) Regulations, 2024.
- (4) No. RG-17/(3)/2022-QoS., dated the 5<sup>th</sup> August, 2024, publishing the Standards of Quality of Service of Access (Wireline and Wireless) and Broadband (Wireline and Wireless) Service Regulations, 2024.
- (5) No. RG-8/1/(9)/2021-B AND CS(1 AND 3)., dated the 14<sup>th</sup> August, 2024, publishing a Corrigendum to the Notification No. RG-8/1(9)/2021-B AND CS(1 AND 3), dated the 8<sup>th</sup> July, 2024.
- (6) No. C-2/3/(2)/2021-QoS., dated the 28<sup>th</sup> October, 2024, publishing the Rating of Properties for Digital Connectivity Regulations, 2024.

[Placed in Library. For (1) to (6), see No. L. T. 1010/18/24]

(b) A copy each (in English and Hindi) of the following Notifications of the Ministry of Communications (Department of Telecommunications), under sub-section (3) of Section 56 of the Telecommunications Act, 2023:-

- (1) G.S.R. 530(E)., dated the 30<sup>th</sup> August, 2024, publishing the Telecommunications (Administration of Digital *Bharat Nidhi*) Rules, 2024.
- (2) G.S.R. 576(E)., dated the 17<sup>th</sup> September, 2024, publishing the Telecommunications (Right of Way) Rules, 2024.
- (3) G.S.R. 674(E)., dated the 30<sup>th</sup> October, 2024, publishing the Telecommunications (Commercial Radio Operator Certificate of Proficiency to Operate Global Maritime Distress and Safety System) Rules, 2024.
- (4) G.S.R. 675(E)., dated the 30<sup>th</sup> October, 2024, publishing the Telecommunications (Amateur Services) Rules, 2024.

[Placed in Library. For (1) to (4), see No. L. T. 1011/18/24]

(c) A copy (in English and Hindi) of the Ministry of Communications (Department of Telecommunications) Notification No. S.O. 3948(E)., dated the 14<sup>th</sup> September, 2024, publishing the Telecommunications (Removal of Difficulties) Order, 2024, under sub-section (2) of Section 58 of the Telecommunications Act, 2023.

[Placed in Library. See No. L. T. 1012/18/24]

II. A copy each (in English and Hindi) of the following papers, under sub-section (1) (b) of Section 394 of the Companies Act, 2013: -

- (i) (a) Seventy-fourth Annual Report and Accounts of the ITI Limited, Bengaluru, Karnataka, for the year 2023-24, together with the Auditor's Report on the Accounts and the comments of the Comptroller and Auditor General of India thereon.
- (b) Performance Review of the above Company, for the year 2023-24.

[Placed in Library. See No. L. T. 1009/18/24]

- (ii) (a) Annual Report and Accounts of the Telecommunications Consultants India Limited (TCIL), New Delhi, for the year 2023-24, together with the Auditor's Report on the Accounts and the comments of the Comptroller and Auditor General of India thereon.
- (b) Performance Review of the above Company, for the year 2023-24.

[Placed in Library. See No. L. T. 1311/18/24]

**Notification of the Ministry of Labour and Employment**

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SUSHRI SHOBHA KARANDLAJE): Sir, I lay on the Table, a copy (in English and Hindi) of the Ministry of Labour and Employment Notification No. G.S.R. 715(E)., dated the 19<sup>th</sup> November, 2024, publishing the Employees' Deposit-Linked Insurance (Second Amendment) Scheme 2024, under sub-section (2) of Section 7 of the Employees' Provident Funds and Miscellaneous Provisions Act, 1952.

[Placed in Library. See No. L. T. 1152/18/24]

**Notifications of the Ministry of Environment, Forest and Climate Change**

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (SHRI KIRTIVARDHAN SINGH): Sir, I lay on the Table:—

(i) A copy (in English and Hindi) of the Ministry of Environment, Forest and Climate Change Notification No. G.S.R. 690(E)., dated the 6<sup>th</sup> November, 2024, publishing the Commission for Air Quality Management in National Capital Region and Adjoining Areas (Imposition, Collection and Utilization of Environmental Compensation for Stubble Burning) Amendment Rules, 2024, under sub-section (3) of Section 25 of the Commission for Air Quality Management in National Capital Region and Adjoining Areas Act, 2021.

[Placed in Library. See No. L. T. 871/18/24]

(ii) A copy (in English and Hindi) of the Ministry of Environment, Forest and Climate Change Notification No. G.S.R. 696 (E)., dated the 11<sup>th</sup> November, 2024, publishing the Water (Prevention and Control of Pollution) (Manner of Holding Inquiry and Imposition of Penalty) Rules, 2024, under sub-section (3) of Section 63 of the Water (Prevention and Control of Pollution) Act, 1974.

[Placed in Library. See No. L. T. 872/18/24]

(iii) A copy (in English and Hindi) of the Ministry of Environment, Forest and Climate Change Notification No. G.S.R. 701(E)., dated the 12<sup>th</sup> November, 2024, publishing the Air (Prevention and Control of Pollution) (Manner of Holding Inquiry and Imposition of Penalty) Rules, 2024, under sub-section (2) of Section 53 of the Air (Prevention and Control of Pollution) Act, 1981.

(iv) A copy (in English and Hindi) of the Ministry of Environment, Forest and Climate Change Notification No. G.S.R. 702(E)., dated the 12<sup>th</sup> November, 2024, exempting the categories of industrial plants, as mentioned therein, from the application of the provisions of sub-section (1) of Section 21 of the Air (Prevention and Control of Pollution) Act, 1981, issued under the said sub-section of the said Act.

[Placed in Library. For (iii) and (iv), see No. L. T. 873/18/24]

(v) A copy (in English and Hindi) of the Ministry of Environment, Forest and Climate Change Notification No. G.S.R. 703(E)., dated the 12<sup>th</sup> November, 2024, exempting the categories of industrial plants, as mentioned therein, from the application of the provisions of sub-section (1) of Section 25 of the Water (Prevention and Control of Pollution) Act, 1974, issued under the said sub-section of the said Act.

[Placed in Library. See No. L. T. 872/18/24]

### **Report and Accounts (2022-23) of LNIPE, Gwalior, Madhya Pradesh and related papers**

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING; AND THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. L. MURUGAN): Sir, on behalf of my colleague, Shrimati Raksha Nikhil Khadse, I lay on the Table a copy each (in English and Hindi) of the following papers: -

- (a) Annual Report and Accounts of the Lakshmibai National Institute of Physical Education (LNIPE), Gwalior, Madhya Pradesh, for the year 2022-23, together with the Auditor's Report on the Accounts.
- (b) Review by Government on the working of the above Institute.
- (c) Statement giving reasons for the delay in laying the papers mentioned at (a) above.

[Placed in Library. See No. L. T. 1626/18/24]

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### **REPORTS OF THE COMMITTEE ON WELFARE OF OTHER BACKWARD CLASSES (2024-25)**

**सुश्री कविता पाटीदार**(मध्य प्रदेश): महोदय, मैं अन्य पिछड़े वर्गों के कल्याण संबंधी समिति (2024-25) के निम्नलिखित की गई कार्रवाई संबंधी प्रतिवेदनों की एक-एक प्रति (अंग्रेजी तथा हिंदी में) सभा पटल पर रखती हूँ:-

- (i) First Report on Action Taken by the Government on the Observations/Recommendations contained in the Twenty-Sixth Report (Seventeenth Lok Sabha) of the Committee on 'Measures undertaken to secure representation of OBCs in employment and for their welfare in All India Institute of Medical Sciences (AIIMS)' pertaining to the Ministry of Health and Family Welfare;
- (ii) Second Report on Action Taken by the Government on the Observations/Recommendations contained in the Twenty-Seventh Report (Seventeenth Lok Sabha) of the Committee on 'Measures undertaken to secure representation of OBCs in employment and for their welfare in Steel Authority of India Limited (SAIL) and Rashtriya Ispat Nigam Limited (RINL)' pertaining to the Ministry of Steel;
- (iii) Third Report on Action Taken by the Government on the Observations/Recommendations contained in the Thirtieth Report (Seventeenth Lok Sabha) of the Committee on 'Measures undertaken to secure representation of OBCs in employment and for their welfare in various Departments/ Organisations/ Institutions under Department of Personnel and Training (DoPT)' pertaining to the Ministry of Personnel, Public Grievances and Pensions; and
- (iv) Fourth Report on Action Taken by the Government on the Observations/Recommendations contained in the Thirty-Third Report (Seventeenth Lok Sabha) of the Committee on 'Measures undertaken to secure representation of OBCs in employment and for their welfare in Central Reserve Police Force (CRPF)' under the Ministry of Home Affairs.

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### STATEMENTS BY MINISTER

#### **Status of implementation of the recommendations contained in the 15th, 20th and 22nd Reports of the Department-Related Parliamentary Standing committee on External Affairs**

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE; AND THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI KIRTIVARDHAN SINGH): Sir, I lay the following statements regarding:—

- (i) Status of implementation of the recommendations contained in the 15<sup>th</sup> Report of the Department-related Parliamentary Standing Committee on External Affairs on 'Welfare of Indian Diaspora; Policies/ Schemes'.
- (ii) Status of implementation of the recommendations contained in the 20<sup>th</sup> Report of the Department-related Parliamentary Standing Committee on External Affairs on 'Demands for Grants for the year 2023-24'.
- (iii) Status of implementation of the recommendations contained in the 22<sup>nd</sup> Report of the Department-related Parliamentary Standing Committee on External Affairs on 'India's Neighbourhood First Policy'.

MR. CHAIRMAN: Hon. Members, I have received one notice under Rule 267 from Shri Tiruchi Siva seeking discussion over the recent Cyclone Fengal in Tamil Nadu. While a detailed ruling need not be reiterated, this issue has been raised earlier also by way of Rule 267 and otherwise in the House. Dr. Thambidurai, hon. Member, had also spoken to me on this on several occasions. I will accommodate Shri Tiruchi Siva during the Zero Hour on this issue today. I will accommodate. Now, let us take up Zero Hour submissions. Dr. Sudhanshu Trivedi.

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### MATTERS RAISED WITH PERMISSION

#### Concern over suspicious and conspicuous attacks on national interest from abroad

**डा. सुधांशु त्रिवेदी** (उत्तर प्रदेश): सभापति महोदय, मैं एक अत्यंत गम्भीर, महत्वपूर्ण और चिंताजनक विषय की ओर सदन का ध्यान आकृष्ट करना चाहूंगा। जब से भारत श्री नरेन्द्र मोदी जी के नेतृत्व में एक उभरती हुई सामरिक, आर्थिक और कूटनीतिक शक्ति बनकर उभरा है, तब से यह बहुत सहज रूप से देखा जाने लगा है, विशेषकर विगत तीन वर्षों से, जब से भारत को विकसित भारत बनाने का लक्ष्य रखा गया है। विदेश की बहुत-सी ऐसी गतिविधियां हैं, जो भारत की व्यवस्था के आर्थिक पक्ष, भारत की व्यवस्था के नैतिक पक्ष और सामाजिक पक्ष पर आक्रमण कर रही हैं। इस संदर्भ में एक रिसेंट जानकारी आई है, जिसे हम कह सकते हैं - Organised Crime and Corruption Reporting Project (OCCRP). A French publication has recently published its own report based on its own investigation on Sarajevo-based OCCRP. This media report has claimed ...*(Interruptions)*...

MR. CHAIRMAN: You will lay the report on the Table of the House.

DR. SUDHANSHU TRIVEDI: Okay, Sir.

MR. CHAIRMAN: Please go ahead.

**डा. सुधांशु त्रिवेदी:** इस रिपोर्ट के अनुसार यह कहा गया है कि इस प्रोजेक्ट को फॉरेन गर्वनमेंट्स की फंडिंग है और उसका फोकस इंडिया के ऊपर भी है। इस फॉरेन गर्वनमेंट की फंडिंग के साथ-साथ George Soros के साथ भी इनका कनेक्शन है। यह मैं केवल रिपोर्ट के आधार पर नहीं कह रहा हूँ। मैं सदन का ध्यान आकृष्ट करना चाहूंगा कि विगत तीन वर्षों से क्या यह एक संयोग है कि जिस समय भारत की संसद का सत्र चलता है। मैं सिर्फ एक क्रम के बारे में बता रहा हूँ। भारतीय फॉर्मर्स के बारे में 3 फरवरी, 2021 को एक रिपोर्ट आती है और 29 जनवरी, 2021 से बजट सत्र शुरू हो जाता है। पेगासस की रिपोर्ट 18 जुलाई, 2021 को आती है और 19 जुलाई, 2021 से मानसून सत्र शुरू होता है। उसके बाद 31 जनवरी, 2023 से भारत की संसद का बजट सत्र शुरू होता है और 24 जनवरी, 2023 को हिंडनबर्ग रिपोर्ट आती है। जनवरी, 2023 में भारत की संसद का सत्र शुरू होता है और 17 जनवरी, 2023 को बीबीसी की 'India: The Modi Question' डॉक्यूमेंट्री आती है। इससे भी गंभीर और महत्वपूर्ण बात है कि 20 जुलाई, 2023 को भारत की संसद का सत्र शुरू होता है और मणिपुर वॉयलेंस का वीडियो 19 जुलाई, 2023 को ठीक एक दिन पहले जारी होता है। अगर हम पूरे सीक्वेंस में चलें, तो मैं याद दिलाना चाहूंगा कि 10 मई, 2024 को कोविड वैक्सीन के बारे में एक रिपोर्ट छपती है, जिस समय भारत का चुनाव प्रचार अपने चरम पर था। फिर अभी वर्तमान सत्र को लीजिए। हम बताना चाहते हैं कि मानसून सत्र 22 जुलाई से 9 अगस्त के बीच में शुरू होता है और 10 अगस्त को हिंडनबर्ग की रिपोर्ट आती है। वर्तमान सत्र 25 नवंबर से प्रारंभ होता है और 20 नवंबर को बिजनेस हाउस के संदर्भ में अमेरिकन कोर्ट के एक अटॉर्नी की रिपोर्ट आती है। मैं सिर्फ देश के सामने यह बात रखना चाहता हूँ।...(व्यवधान)...

MR. CHAIRMAN: Nothing will go on record except. ...(Interruptions)... Hon. Members, I will give time, please listen to me. This is a very serious issue and we need to have opinion of everyone. ...(Interruptions)... We cannot allow the largest democracy to be made dysfunctional by deep state anywhere. ...(Interruptions)... This House should be united in neutralizing any trend, any initiative, that is pernicious and dangerous to our sovereignty. ...(Interruptions)... I allow Dr. Sudhanshu Trivedi to continue. ...(Interruptions)...

**डा. सुधांशु त्रिवेदी:** मैं सिर्फ यह बताना चाहता हूँ कि विगत चुनाव, भारत के राजनैतिक इतिहास के एकमात्र चुनाव थे।...(व्यवधान)...

MR. CHAIRMAN: I will give you also time. ...(Interruptions)...

**डा. सुधांशु त्रिवेदी:** जब विदेश में कोई रिपोर्ट नहीं ...(व्यवधान).... मैं विपक्ष के सदस्यों से कहना चाहता हूँ कि भारत के इतिहास का एकमात्र चुनाव था ...(व्यवधान).... जब विदेश की एक रशियन

गर्वनमेंट ने एक ऑफिशियल स्टेटमेंट दी कि भारत के चुनावों में विदेशी हस्तक्षेप हो रहा है। ...**(व्यवधान)**... ऐसा भारत के इतिहास में कभी नहीं हुआ। ...**(व्यवधान)**... इसके बाद दूसरी सरकार के द्वारा उसका खंडन किया गया। ...**(व्यवधान)**... महोदय, मैं अपने विपक्ष के साथियों से पूछना चाहता हूँ कि यह जानबूझकर हो रहा है या अनजाने में हो रहा है। ...**(व्यवधान)**... अगर अनजाने में हो रहा है, तो ईमानदारी से आइए और खुलकर चर्चा कीजिए। यदि जानबूझकर हो रहा है, तो मैं अनुरोध करना चाहूंगा कि इसके बारे में गहरी जांच होनी चाहिए। ...**(व्यवधान)**... सभापति महोदय, मैंने कोई घटना क्वोट नहीं की है। ...**(व्यवधान)**... मैंने केवल एक रिपोर्ट क्वोट नहीं की है, बल्कि मैंने तीन वर्षों का सीक्वेंस दिया है। ...**(व्यवधान)**... सदन में बैठा हुआ हर व्यक्ति अपने आप उसे साफ-साफ देख सकता है। ...**(व्यवधान)**... सभापति महोदय, मैं यह भी कहना चाहता हूँ, यह बहुत सहज, स्वाभाविक सी-बात है कि जिन लोगों के दिल में यह ख्वाब है कि वे भारत को झुका देंगे, तो मैं उनसे कहना चाहता हूँ कि हम भी नरेन्द्र मोदी जी के नेतृत्व में जिस प्रकार से आगे बढ़ रहे हैं, ...**(व्यवधान)**... आप यह मत सोचिए कि आज विदेश से किसी चीज़ का प्रभाव पड़ने वाला है। आज भारत अपने स्वाभिमान के साथ आगे बढ़ रहा है।

सर, मैं उन लोगों के लिए कहना चाहूंगा, जो विदेश में जाकर विचार करते हैं, जो यह कहते हैं कि डिफेंडर्स ऑफ डेमोक्रेसी यहाँ पर क्यों कुछ नहीं कर रहे हैं। मैं उनके लिए कहना चाहता हूँ कि वे जिन्हें डिफेंडर्स ऑफ डेमोक्रेसी कहते थे, वे देश भी प्रधानमंत्री जी की तारीफ कर रहे हैं। इसलिए विदेश का लाभ लेकर, विदेश की छाँव लेकर जो भारत में हो रहा है, मैं उसके लिए एक पंक्ति कहना चाहूंगा,

*'अपने वतन पर सदियों तक रहीं हैं हुकूमत गैरों की  
लेकिन कुछ चेहरों पर अब तक है धूल उनके पैरों की।'*

MR. CHAIRMAN: The following hon. Members associated themselves with the matter raised by Dr. Sudhanshu Trivedi:- Dr. Bhim Singh (Bihar), Shri Sadanand Mhalu Shet Tanavade (Goa), Shri Samik Bhattacharya (West Bengal), Shri Devendra Pratap Singh (Chhattisgarh), Shri Chunnilal Garasiya (Rajasthan), Shri Banshilal Gurjar (Madhya Pradesh), Shri Govindbhai Laljibhai Dholakia (Gujarat), Shri Dorjee Tshering Lepcha (Sikkim), Shrimati Sangeeta Yadav (Uttar Pradesh), Shri Mission Ranjan Das (Assam), Shri Rameswar Teli (Assam), Shri Mithlesh Kumar (Uttar Pradesh), Shri Rajib Bhattacharjee (Tripura) and Dr. Sumer Singh Solanki (Madhya Pradesh). Shri Derek O'Brien ...*(Interruptions)*...

SHRI DEREK O'BRIEN: Sir ...*(Interruptions)*...

MR. CHAIRMAN: The House stands adjourned to meet at 12 noon today.

*The House then adjourned at seventeen minutes past eleven of the clock.*



*The House reassembled at twelve of the clock,  
MR. CHAIRMAN in the Chair.*

### ORAL ANSWERS TO QUESTIONS

MR. CHAIRMAN: Q. No. 106.

*\* Q. No. 106 [The questioner was absent.]*

#### **Safety of nuclear power plants**

\*106. SHRI C. VE. SHANMUGAM: Will the PRIME MINISTER be pleased to state:-

- (a) whether Government is aware that nuclear power plants pose great threat to human lives and property in case of leaks in the reactors etc.;
- (b) if so, the details thereof;
- (c) whether Government has taken adequate measures for the safety of the nuclear power plants in the country;
- (d) if so, the details thereof; and
- (e) further steps taken by Government in this regard?

THE MINISTER OF STATE IN THE DEPARTMENT OF ATOMIC ENERGY (DR. JITENDRA SINGH) (a) to (e) A statement is placed on the Table of the House.

#### **Statement**

(a) and (b) Nuclear power plants are designed, constructed and operated adopting highest safety standards and the probability of leak of radioactivity is extremely low. Even in the highly unlikely event of leak of radioactivity in the public domain, emergency preparedness plans are in place to ensure that no major threat is posed to human lives.

(c) Yes

(d) Highest priority is accorded to safety in all aspects of nuclear power viz. siting, design, construction, commissioning, and operation. Nuclear power plants are

designed adopting safety principles of redundancy, diversity and provided fail-safe design features following an overlapping defence-in-depth approach, in line with codes and guides of Atomic Energy Regulatory Board (AERB). Nuclear power plants are constructed to highest quality standards and the operations are performed adopting well laid out procedures by highly qualified, trained and licensed personnel. There is a robust regulatory mechanism of safety reviews at multiple levels. The safety of nuclear power plants is continuously monitored and reviewed by the AERB. A detailed emergency preparedness plan in line with the guidelines of the Atomic Energy Regulatory Board (AERB) is put in place at each of the nuclear power plant sites before start of their operation. Environmental Survey Laboratories (ESLs) of Bhabha Atomic Research Centre, established at Nuclear Power Plants (NPP) regularly monitor different environmental matrices around NPP sites and demonstrate compliance of regulatory limits stipulated by Atomic Energy Regulatory Board, ensuring safe operation of NPPs. The methodology adopted for radiological assessment is at par with international standard recommended by IAEA.

Also, a twenty-year study, carried out by BARC, around NPP sites concluded that the public doses around NPPs are considerably below the regulatory limits, ensuring safe, efficient operations, and strict regulatory compliance. The findings are published in “Science of Total Environment”, a reputed international journal.

(e) Safety is not static and improvements/ upgrades are effected in nuclear power plants based on evolving global standards, events and operating experience feedback.

MR. CHAIRMAN: Shri C. Ve. Shanmugam. Not present. Now, supplementaries. Prof. Manoj Kumar Jha.

SHRI MANOJ KUMAR JHA: Through you, Sir, I request the hon. Minister to let us know whether the Government plans to review the Civil Liability for Nuclear Damage Act, 2010 to address any gaps like limited liability, ecological consequences, etc.

DR. JITENDRA SINGH: Sir, although the question is not related to the original question asked, nevertheless, I would like to mention that as far as the civil nuclear liabilities are concerned, there is already a treaty in place. India is a part of that and all the safeguards have been taken care of and in no way will the supplier be affected, which was actually the apprehension in the early phases, which led to some amount of disenchantment on account of the foreign supply. Let me read it out for the benefit

of hon. Member. The Civil Liability for Nuclear Damage Act, 2010 prescribe that in case of accident, the first liability is on the operator. In case of operator proving the supplier's fault, then it is the second one. Supplier plus operator insured for Rs. 1,500 crore and the operator, that is the NPCIL, pays a premium of Rs. 120 crore approximately. Beyond Rs. 1,500 crore and upto Rs. 3,000 crore, the Government of India pays. And, beyond that, as per the Convention on Supplementary Compensation for Nuclear Damage, to which India is a signatory, it is taken care of as far as the nuclear damage is concerned. So, all the apprehensions have been addressed from time to time, and, I think, this debate is now no longer alive because it had been taken care of several years ago. At the same time, I am sure that the hon. Member would be glad to know that in the recent few years, the Department of Atomic Energy, the Department of Space has acquired an extreme degree of esteem at the world platform. Just as in the case of the space sector, in the last three years, after it was open to the private sector, it has made a quantum leap, and, from just one digit startup, now, we have 300 startups. In the space sector also -- the question pertains to the atomic energy, I would rather stick to that -- we have certain world records achieved in the last few years, particularly, in the last 10 years, ever since Prime Minister Modi took over.

The Kaiga Generating Station, KGS-1, in Karnataka, has completed a record number of 962 days of continuous operation. So, India, which was considered to be having a very dismal capacity as far as nuclear energy is concerned, is now setting also role parameters for other countries. Similarly, our Tarapur plant has completed 50 years of operation, which itself is also a record. And, the first indigenous pressurized water reactor is coming up at Kakrapar, Gujarat. All the four units have been made functional. The Kudankulam plant, which was envisaged somewhere in 1989 and which was lying pending, is also now functional. And besides that, I think, living up to Homi J. Bhabha's declaration of using atomic energy for peaceful purposes, today, it is no longer confined only to the limited functions or limited applications. We have atomic energy being applied in a large scale in agriculture, in food preservatives, in developing jackets for security persons, etc. So, I can go on and on. But having said that, I think now is the time when instead of being led, as far as the scientific initiatives are concerned, India is also in a position to lead in certain ways and also offer cues to others.

MR. CHAIRMAN: Now, Shri Jairam Ramesh.

SHRI JAIRAM RAMESH: Sir, I would like to remind the hon. Minister that it takes over 10 years to commission a nuclear plant. So, if nuclear plants are being commissioned now, they had been set up over 10 years ago. So, let us not get into that subject. My question to the hon. Minister is very simple. Over 40 years ago, the Atomic Energy Regulatory Board was established to enforce safety standards in the functioning of nuclear plants. The hon. External Affairs Minister is here. In one of his previous avatars, he has dealt with this issue. My question to the hon. Minister is, is the Government thinking of creating an independent statutory atomic energy regulator or will you allow the regulator to be a part of the nuclear establishment itself, which is somewhat unique to India? So, the question is very straight. Will you bring a law in Parliament to set up an atomic energy regulator?

DR. JITENDRA SINGH: Sir, I will give a very straight answer to that. But before that, picking up from his opening remark that it takes 10 years, and that left-handed compliment, Chairman, Sir, I need your protection, your indulgence and your permission to make one observation, precisely replying to the first remark. The hon. Member often accuses the Government of pre-celebrations. But sometimes it appears, in his haste to corner the Government, he tends to get the facts wrong. And I am carrying with me, because I knew he would ask somewhere. Only yesterday...

MR. CHAIRMAN: I greatly appreciate the rapport between the two of you. He asked a supplementary and you have a written note.

DR. JITENDRA SINGH: No, Sir.

MR. CHAIRMAN: I appreciate this synergy between you.

DR. JITENDRA SINGH: Only yesterday, he went to the media to say that the Minister gives contradictory figures in his replies. I am glad that he has given me an occasion to talk. But in his haste to corner the Minister or the Modi Government, what he mistook, in spite of all his intellectual pretensions, was that in one of my questions, the amount mentioned was related to the construction cost of the nuclear plant and in the other question, it related to the cost for power generation. He had mixed up the two and tried to find fault. So, I don't know whether the hon. Member has done a very honourable job in doing so, but nevertheless, if you are in a compulsive habit of doing this, please try to avoid mischief with me. ...*(Interruptions)*...

SHRI JAIRAM RAMESH: Give reply to the question.

DR. JITENDRA SINGH: And now, I come to the answer. ...*(Interruptions)*... I was responding to his opening remark. ...*(Interruptions)*... I have a right to respond to his opening remark. Now I will reply the question *per se*. ...*(Interruptions)*...

SHRI SHAKTISINH GOHIL: Why are you not replying to the question? ...*(Interruptions)*...

DR. JITENDRA SINGH: Why did he make that opening remark then? Why did he have to make that under-the-cuff remark? So, I have responded to his opening remark and I will now respond to the question *per se*. Chairman, Sir, in the Department of Atomic Energy, we follow the rule of safety first, production next. The hon. Member himself says that it takes 10 years to set up a plant. This Government has been in place for nearly 11 years. We have not only set up new plants, but we have also made those plants functional which were left unfinished by them, which includes the Kundankulam plant, which belongs to the District where the hon. Member, who is not here, has put the question.

SHRI JAIRAM RAMESH: Sir, it was set up during the Manmohan Singh Government.

DR. JITENDRA SINGH: It did not become functional. ...*(Interruptions)*... No; it did not become functional. You can ask anybody in Tamil Nadu. It was lying, but it was not made functional. Secondly, as far as safety is concerned, ...*(Interruptions)*... No, it was not made functional. It is only now. Please get your facts right. You may indulge in this mischief with others, but please spare me because I am equally good at doing so. We belong to the same school of learning. Now, coming back, Sir, as far as the safety is concerned, for the benefit of the rest of the House ...*(Interruptions)*... because that is an important question, it is for the benefit of all.

MR. CHAIRMAN: I hope there are not many people from the same school in the House. We can suffer the two of you.

DR. JITENDRA SINGH: But this is important as far as safety is concerned. I am sure the entire House would be eager to learn about this. Of course, I will come to that. At the time of selection of site itself, the Atomic Energy Regulatory Board Guidelines are followed. Then every three months during the construction, there is an inspection.

After the plant becomes functional, then it is done every six months. After five years, there is renewal of the licence. It is not limited only to the Atomic Energy Regulatory Board which, of course, is in place as the hon. Member rightly mentioned. We have international organisations also supervising it. For example, the World Association of Nuclear Operations (WANO) makes periodic reviews. Similarly, for the safety purpose, we have evidence now which was not done earlier. It is done only now. We have measured it. I think all of us, including the hon. Member, would learn not to talk without evidence which he did yesterday. The measure is in microsieverts. We have done a small survey in all the Indian plants. The critical value of radiation safety from any plant is 1,000 microsieverts. But in none of the Indian plants, it crosses even two digits. In some of the plants, including the Kudankulam, it is 0.081. My next observation may not be very pleasant for the hon. Member.

In the last ten years, the level of radiation has gone down tremendously. For example, in Kudankulam itself, if it was 0.081 microsieverts, today it is 0.002. In case of Kalpakkam, it was 23.140 in 2014 when you left the Department of Atomic Energy and now it is 15.961. I think progressively there has been a decline in radiation emitted which is based on evidence. Furthermore, the safety part has also been taken care of. We have learned from the experience of others. For example, if you go by the location, our eastern coast is located about 1,300 km away from the tsunami zone which is in Indonesia and our western coast where we have Tarapur and other plants is located nearly 900 km from tsunami zone of Pakistan. We also follow other parameters. We take the highest level of flood in case of sea level and then go beyond that to locate the plant above. We also measure high tide levels. I think there is enough reason to be reassured.

MR. CHAIRMAN: Hon. Minister, you said that he gave you the opportunity which you were thinking of. Actually, give me the credit I deserve. I gave you the opportunity by calling upon the hon. Member to ask the supplementary question.

**प्रो. राम गोपाल यादव :** सर, यह सही है, जो माननीय मंत्री जी ने अपने written उत्तर में दिया है कि जब इसको बनाया जाता है, तो सुरक्षा का बहुत ख्याल रखा जाता है। मेरा जो सवाल है, वह सुरक्षा से ही संबंधित, लेकिन दूसरी तरह का है। कलपक्कम, जो आपका Fast Breeder Nuclear Reactor है, which is the only Fast Breeder Nuclear Reactor, वह बिल्कुल बंगाल की खाड़ी के किनारे ही है। सामने हिन्द महासागर है और एक तरफ लाल सागर है। प्रश्न यह है कि बहुत बड़े पैमाने पर कहीं से भी अगर दुश्मन की पनडुब्बी आकर इसको damage करे, तो इसको रोकने के लिए आपने क्या व्यवस्था की है? वहाँ हम लोगों की कमिटी गई थी, तब भी हमने देखा था कि उसकी सीमाएँ असुरक्षित हैं। दूसरी तरफ आपने पेड़-पौधे लगा दिए, वहाँ कुछ सिपाही खड़े रहते

हैं। They cannot protect it. यह हो सकता है। जयशंकर जी बैठे हुए हैं, अब चारों तरफ आपके आसपास मित्र देश नहीं हैं। मेरा सवाल यह है कि क्या आप कलपक्कम जैसे important Fast Breeder Nuclear Reactor को सुरक्षित रखने के लिए कोई naval warship या अपनी पनडुब्बी उसकी सुरक्षा के लिए लगाएँगे, ताकि वह उसकी निगरानी करती रहे?

**डा. जितेन्द्र सिंह:** सभापति जी, रामगोपाल यादव जी हमारे बड़े सीनियर और वरिष्ठ सदस्य हैं। उन्होंने बड़ा संवेदनशील विषय उठाया है। जहाँ तक इस प्रोजेक्ट की या इस प्लांट की सुरक्षा का संबंध है, वह तो मैं स्पष्ट कर चुका हूँ कि उसके लिए पर्याप्त व्यवस्था की गई है।

जहाँ तक इस विषय का संबंध है, हालाँकि यह मूलतः इस विभाग से संबंधित नहीं है, थोड़ा-बहुत विदेश मंत्रालय से है और थोड़ा-बहुत रक्षा मंत्रालय से भी है, लेकिन यह सच है कि इसकी सुरक्षा व्यवस्था में नेवल गार्ड्स और अन्य सुरक्षा संस्थाओं का भी सहयोग लिया जाता है तथा रडार इत्यादि के माध्यम से भी इसके ऊपर vigil रहता है। यह जितना संभव हो सके, उतना किया गया है, परंतु आपका कहना भी ठीक है कि जिस प्रकार से टेक्नोलॉजी दिन-प्रतिदिन बढ़ती जा रही है, उस प्रकार से हमें भी उसमें नए प्रावधान और नई व्यवस्थाओं की योजना भी बनानी पड़ती है और उसके लिए सोचना भी पड़ता है। अभी तक इस प्रकार की कोई घटना हुई नहीं है। सीआईएसएफ भी वहाँ पर है और external threats के लिए मिसाइल तथा aero crash के लिए भी व्यवस्थाएं रखी गई है कि how to counter that possibility. जहाँ तक इसकी सुरक्षा का ताल्लुक है, पिछले दिनों समाचार पत्रों में आया था कि हमारे कुछेक प्रोजेक्ट्स के काम रुक गए। अब चूँकि सारे सदस्यगण यहाँ बैठे हैं, तो मैं बता देता हूँ कि राजस्थान में कुछ प्रोजेक्ट्स रुक गए, कहीं और भी रुक गए कि इससे कैंसर फैलता है, इत्यादि। हमने उसके लिए भी एक सर्वे किया और हमारे आंकड़े यह दर्शाने लगे कि cancer और birth defects, जिनकी रेडिएशन से होने की अधिकतर सम्भावना रहती है, उसका prevalence भाखड़ा में, इन संस्थानों में और इन प्लांट्स में काम करने वाले कर्मियों में कम था, बनिस्बत जो औसतन राष्ट्रीय स्तर पर था, तो उसकी भी चिंता है, मुझे लगता है कि उसमें भी हमें सारे सदस्यों का सहयोग रहेगा, क्योंकि हमारे बहुत सारे प्लांट्स इस कारण से रुक जाते हैं।

MR. CHAIRMAN: Hon. Members, since the hon. Member asking the question was not present, I will accommodate two more Members so that the number of supplementaries is five.

**श्री संजय राउत:** सर, मैं मंत्री जी से एक थोड़ा अलग सवाल पूछना चाहता हूँ। यह जो न्यूक्लियर पावर प्लांट है, यह देश के विकास के लिए बहुत महत्वपूर्ण होता है। इसी राष्ट्रहित की भावना से महाराष्ट्र में तारापुर न्यूक्लियर पावर प्लांट लगा है। उसके लिए हमारे हजारों किसानों ने अपनी उपजाऊ जमीन, खेत और घर छोड़ दिये। किसानों के साथ-साथ वहाँ समुद्र किनारे रहने वाले जो मछुआरे हैं, उनका भी व्यवसाय, काम-धंधा बंद हो गया, उन्होंने भी समझौता कर लिया। लेकिन आज भी उस एरिया के न्यूक्लियर प्लांट से प्रभावित जो 2,000 परिवार हैं, उनका पुनर्वास नहीं हो सका है। ये 2,000 से भी ज्यादा परिवार हैं। उनके बारे में जो वायदे किए थे कि उन परिवारों को

नौकरी मिलेगी, उनको घर मिलेंगे, पक्के मकान मिलेंगे। ऐसा एक भी वादा उन परिवारों के बारे में पूरा नहीं हुआ। इसकी प्रधान मंत्री तक शिकायत की गई है। मंत्री जी आपसे भी डेलीगेशन मिला है। मंत्री जी से मेरा सवाल है कि ये जो लोग हैं, जो अभी भी पुनर्वास के लिए ठोकें खा रहे हैं, उनकी समस्या के बारे में क्या आप गम्भीरता से विचार करेंगे?

**डा. जितेन्द्र सिंह:** सभापति महोदय, यह प्रश्न बड़ा मानव संवेदनशीलता से जुड़ा हुआ है और यह सच है कि सरकार ने भी इस विषय पर प्लान्ट स्थापित करने के समय से ही विचार करना प्रारंभ कर दिया था। अब तो हमने इसमें कुछेक नियमावली भी स्थापित कर दी है। उसमें कुछ R&R provisions हैं कि अगर उनको वहां अपनी जमीन छोड़नी पड़ेगी, जगह छोड़नी पड़ेगी या land vacate करना पड़ेगा, तो उन्हें पुनः कहां पर settle किया जाए, एक बात तो यह है। उसके अतिरिक्त हमारा जो CSR fund रहता है, उसमें से भी इनके लिए व्यवस्थाएं की जाती हैं, स्कूल इत्यादि भी खोले जाते हैं। तीसरी बात यह है कि जहाँ तक नौकरियों का संबंध है, उसमें रियायत भी दी जाती है। उदाहरण के तौर पर यदि किसी पद के लिए 12वीं कक्षा मिनिमम क्वालिफिकेशन है, तो इन परिवारों के सदस्यों के लिए दसवीं कक्षा कर दी गई, कहीं age relaxation कर दी गई। होता यह है कि साल गुजरने के साथ-साथ परिवार बढ़ते जाते हैं और क्लेमेंट्स भी बढ़ते जाते हैं, इसलिए उसमें प्रशासन को निर्धारित करने में थोड़ा-सा समय लगता है, लेकिन यह क्रम निरंतर जारी है।

MR. CHAIRMAN: Dr. Kanimozhi NVN Somu; fifth Supplementary.

DR. KANIMOZHI NVN SOMU: Mr. Chairman, Sir, through you, I would like to ask the Minister as to how the proposed Away-From-Reactor Facility at Kudankulam Nuclear Power Plant aims to manage spent nuclear fuel and what the safety assurances towards it are.

DR. JITENDRA SINGH: Actually, this question arose earlier also in the context of Kalpakkam and the hon. Member has, I think, earlier also expressed her concern. It is because there was dumping of used fuel happening and some apprehension arose that this might create some problems. But, it is not so. Actually, this is a known practice. It is not even the waste as such. It is again used. 'Away From Reactor' means that for a certain period of time, you store it at the same location. Then, 'Away From Reactor' means a few metres away. It is kept there for a few months. Then it is taken away. So, this is a normal practice and the containers are such that there is no room for radiation to escape out and cause any damage to the surroundings. This is an in-built mechanism in every plant. Somehow, this apprehension arose from Kalpakkam a couple of years ago. But it is, actually, being done. And, through the hon. Member, because she also hails from that area, I would also like her to convey



to others that at one point in time, there was some news reports somewhere in the media last year that this re-used fuel from other plants would also be dumped at Kalpakkam which is, actually, unfounded. Each of the plant has its own such mechanism.

MR. CHAIRMAN: Now, Q. No. 107

### **Modernization of Post Offices**

#\*107. SHRI NARHARI AMIN: Will the Minister of COMMUNICATIONS be pleased to state:

- (a) whether any scheme has been contemplated upon, in order to modernize the post offices in the country and provide modern facilities therein; and
- (b) if so, the details of facilities that are being commenced in post offices under these schemes?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (DR. CHANDRA SEKHAR PEMMASANI): (a) and (b) A statement is laid on the Table of the House.

### **Statement**

(a) No new scheme has been contemplated. However, the approved schemes aimed at modernization of post offices and provision of modern facilities are as follows:

- (i) Postal Operations
- (ii) Setting up of India Post Payments Bank
- (iii) IT Modernization Project 2.0.

(b) The facilities provided under the schemes for modernization of post offices and provision of modern facilities include the following.

(i) For mail and parcel services, track and trace facility is available and delivery status is updated through the Postman Mobile Application. E-Clearance of letter boxes through a mobile app has been implemented.

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# Original notice of the question was received in Hindi.

- (ii) Dakghar Niryat Kendras (DNKs) have been established to support commercial export through the postal channel to facilitate online filing of postal bill of export and self-booking of commercial items.
- (iii) Core banking services have been provided for Post Office Savings Bank (POSB), with 1000 Automated Teller Machines (ATMs) interoperable with other banks and online fund transfer facilities.
- (iv) The India Post Payments Bank (IPPB) has been established, which is a paperless and fully digital payments bank.
- (v) The Core Insurance Solution has been implemented for Postal Life Insurance.

**श्री नरहरी अमीन:** माननीय सभापति महोदय, माननीय प्रधान मंत्री श्री नरेन्द्र मोदी जी की सरकार के द्वारा 1,64,000 डाकघरों के जरिए हर गांव, हर घर, हर व्यक्ति तक citizen centric services दे रही हैं।...(व्यवधान)... 2014 से 2024 तक 5,000 से ज्यादा डाकघर खोले गए हैं, 1,28,000 लोगों को रोजगारी मिली है, 13,500 से ज्यादा डाकघरों में आधार सेवा केंद्र बने हैं, तीन करोड़ से ज्यादा सुकन्या समृद्धि खाते खोले गए और उनमें 1,41,000 करोड़ रुपए डिपॉजिट हुए हैं।

महोदय, मैं आपके माध्यम से माननीय मंत्री जी से यह जानना चाहता हूँ कि सरकार द्वारा पोस्ट डिपार्टमेंट का रेवेन्यू बढ़ाने के लिए पोस्ट डिपार्टमेंट के नेटवर्क के जरिए ई-कॉमर्स और अन्य value added सेवाओं का विस्तार करने के लिए क्या कदम उठाए गए हैं? ...(व्यवधान)...

**श्री सभापति:** माननीय सदस्य, आप मंत्री जी से जो पूछना चाहते हैं, वह पूछें, बाकी मंत्री जी को बताने दीजिए। ...(व्यवधान)... माननीय मंत्री जी। ...(व्यवधान)...

**श्री शक्तिसिंह गोहिल:** सर, यह उनका दोष नहीं है। ...(व्यवधान)...

**श्री सभापति:** मंत्री जी पर आरोप मत लगाइए। नए मंत्री हैं, युवा मंत्री हैं। ...(व्यवधान)... Yes, hon. Minister.

DR. CHANDRA SEKHAR PEMMASANI: Sir, from stamps to savings, post card to payment banks, letter to livelihoods, post offices have been transformed, under the visionary leadership of Shri Narendra Modi, to be a backbone of financial inclusion for rural communities, especially, women. Sir, we provide services from post card, mail to savings bank, payments bank and everything that you can imagine in a rural community; more than 80 services, Government to citizen, business to citizen services, whether you call it paying the bills, buying train tickets or receiving Government beneficiary schemes such as MGNREGA or PM-KISAN. Sir, the Post Office must be looked at the larger construct of what we want to do for rural

communities, especially, women because if you look at it, on an average the national banks have around 20 per cent of women accounts. Ever since Modi ji envisioned the development of women and the initiation of India Post Payments bank, we have opened more than 45 per cent of women accounts. It was never in the history. *...(Interruptions)...* I am coming to that one-by-one. Please. *...(Interruptions)...* Let me answer, Madam. I respect all of you. Let me answer. You can put supplementaries. I am happy to answer. Sir, under IT modernization, we spent Rs.5,700 crores and we have given 1.4 lakh mobile phones, 1.4 lakh thermal printers, three lakh biometric devices to make every postman a mobile ATM so that they can go to the doorsteps of every rural household and deliver banking services. What can we charge for this and how we can account the amount of money that we spend on these people! Sir, not everything that the Government provides should be considered as part of business. There is a moral, social responsibility that we make our services not only achievable but also affordable for everybody.

MR. CHAIRMAN: Second supplementary; Shri Narhari Amin.

**श्री नरहरी अमीन:** माननीय सभापति जी, सरकार द्वारा देश भर में कितने 'डाकघर निर्यात केन्द्रों' को स्थापित किया गया है और इन केन्द्रों से किन-किन वस्तुओं को एक्सपोर्ट किया जा रहा है?

MR. CHAIRMAN: Now the hon. Minister. *...(Interruptions)...* Hon. Minister is a young Minister.

DR. CHANDRA SEKHAR PEMMASANI: I can also answer without looking at him. *...(Interruptions)...*

MR. CHAIRMAN: He is doing a good job. Kindly lend your ears to him. Let us have some positive approach. If he reflects to his leader, well, everyone does. It is a matter of pride for him also, for all of us also. Come on, go ahead!

DR. CHANDRA SEKHAR PEMMASANI: Sir, again, the Post Offices have been there since 1800. No one ever imagined that there should be an export centre other than Modi ji. We have envisioned how to help our rural women, especially, self-help group people and we designed one product for one district. In that context, how to export these exceptionally well done innovative rural products across the world! We designed one DNK for each district. Sir, there are close to 719 districts. However, the programme was so successful that we expanded to more than 1,000 DNKs. With that

process, we spent so much money and it is a kind of a continuous handholding for these rural women so that their lives can be better. And, in that process, DNKs, what they have achieved is 2.2 lakh shipments and Rs.54 crores as of today. And, the beauty of this is, all they need is one-time registration and it is integrated with the customs of all the countries; it is API integrated and it can be done at the local post offices. When you look at the rural women, they cannot go to the custom houses and all those places as it would be difficult. So, that is the beauty of these DNKs. Thank you.

MR. CHAIRMAN: Third supplementary, Dr. V. Sivadasan.

DR. V. SIVADASAN: Sir, the people of the country expect very good service, effective service from the Postal Department, but sad to say that due to shortage of employees in post offices, the service is very pathetic in our nation. Sir, in my district, Kannur, I have participated in the struggle of postal employees. They raised slogans against shutdown of post offices. So, my question is this. How many post offices have been shut down by this Government since 2019? And, what is the number of employees reduced by this Government since 2019? This is my question. I am expecting a very clear answer from our young Minister.

MR. CHAIRMAN: Hon. Member, first, the hon. Minister has enlightened through us, to everyone that post offices are virtually emerging as nerve-center for rural people. And, I quite appreciate, going to a custom house for anyone, particularly a rural woman, is a challenge. She will give up. So, we have high expectations from the Minister.

DR. CHANDRA SEKHAR PEMMASANI: Sir, I am happy to answer. To give background, by the time the UPA Government came, from 2004 to 2014, -- we used to have 1,55,000 post offices earlier -- they reduced it to 700 post offices in their 10 year tenure. After we came, since the Government envisioned post office is not for letters, that this is for the complete upliftment, we have increased the number of post offices to about 10,500, namely, from 1,55,000 to 1,65,000. Out of these, 90.1 per cent, that is close to 1,50,000 post offices, is located in rural places and far-reached places. Out of these 10,000 new post offices, more than 5,000 were created at Left-Wing Extremism (LWE) affected areas and the other post offices, approximately around 4,700 to 4,800, were constructed where people do not have any post office within five kilometer range. So, the goal of the Government of India is to have one

post office minimum in a three kilometer radius and in worst case, within five kilometers. So, with all these 1,65,000 post offices, we connected every village. And, there are no post offices that were closed, as far as I know. Thank you.

MR. CHAIRMAN: Now, Ms. Dola Sen, fourth supplementary.

MS. DOLA SEN: Sir, through you, I want to know from the hon. Minister, given the modernization process of post offices under *Viksit Bharat*, whether the law of the land, the labour laws as per the Constitution, is being maintained by the Ministry or the Department. Incidentally, the citizens of our country, that is, we the people of India, according to the Constitution, got service or job in post office through or by passing the UPSC examination. And then they are being deprived now with disinvestment and corporatization process. I would like to ask whether this is called modernization.

MR. CHAIRMAN: Ms. Dola Sen is a very experienced Member of this House.

DR. CHANDRA SEKHAR PEMMASANI: Madam, thank you for your concern. Sir, I will use the round figures so that it will become easier for everyone to understand. In 2013-14, the number of total employees that we had was around 4,50,000, out of which Departmental employees were 2 lakhs and GDS were 2,50,000. Today also, we maintain the exact same number--4,50,000. So, the number of employees have not been downsized. Sir, when it comes to modernization, before 2014, recruitment of employees, especially the GDS (Gramin Dak Sevaks), or transfer of employees or compassionate appointments would be at the discretion of the competent authority. Ever since we came to power, we made the whole process completely transparent and online. The recruitment process is merit-based. I have to tell you that this is my first term as a Member of Parliament from local area. A lot of people come and ask me, 'can you transfer an employee in your Postal Department'? Sir, I myself cannot transfer even a single employee. What does that mean? It means, it is completely a transparent mechanism. And the process of compassionate appointment is also highly transparent. So, the entire modernization process is extremely well done and rest can be assured. ...*(Interruptions)*...

MR. CHAIRMAN: Hon. Minister, you can respond only when the Member rises and ask some question. Ms. Dola Sen was sitting on her seat and, therefore, she will have to seek an appointment to interact. Now, last supplementary by Shri P. Wilson.

SHRI P. WILSON: Sir, from birth to death, no doubt, Postal Department played a very crucial role in conveying the messages to the citizens once upon a time. Sir, now, we have to see how the quality of the Postal Department is affected. One of the reasons is not filling up of various vacancies in the Postal Department, particularly vacancies meant for Scheduled Castes, Scheduled Tribes and OBCs which are lying vacant for years together. The filling up of vacancies would take care of manpower. Sir, another problem is that the postal Pin Codes change very often. Today, I am residing in a postal Pin Code of 600029, suddenly, one day they come and say your postal Pin Code has changed to 600030. This creates a lot of confusion. Sir, there are other problems like infrastructure challenges, technological issues, high volume operations, bureaucratic challenges due to their inefficiency, budget constraints, private courier service challenges and lack of internet in rural areas. How are you going to handle these problems? Once these problems are solved, then only, you can say that there is modernization in the Postal Department.

MR. CHAIRMAN: Shri P. Wilson is a distinguished lawyer, he has raised many issues at a time.

DR. CHANDRA SEKHAR PEMMASANI: Sir, you have asked multiple questions. Firstly, the recruitment of the people is according to the Governmental norms. As I said, it is according to a routine employment process. So, I cannot comment on that. Secondly, he has raised the issue of introduction of online services, the internet. Sir, there used to be no internet before 2014. Then with IT modernization, we have provided not one, minimum two internet connections to every post office so that there will be some redundancy. And, number three, as I said earlier, we bought 1.4 lakh mobile phones because more than 95 per cent of all rural areas are 4G-connected. All these new phones are compatible with 4G and 5G. And, most of these postal services are being implemented at the doorstep through mobile phones. In addition, we upgraded 22,000 computers and all the hardware. Sir, technology upgradation is a continuous process. As you know, desktops get outdated, the infrastructure has to be updated, cloud services will be coming. So, this will be a continuous process. If there are any specific one or two areas, we will be happy to address. Please come to our office and tell us. We have a mechanism to address them.

MR. CHAIRMAN: For that, you have to invite.

DR. CHANDRA SEKHAR PEMMASANI: Of course, Sir.

MR. CHAIRMAN: Well, I think, the sense of the House would be that the honourable young Minister faced bouncers, but he has performed well. We must appreciate the level of preparation. Q.No. 108.

### **India's Position on Palestine**

\*108. SHRI P. P. SUNEER: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

- (a) the number of resolutions concerning Palestine that came up for consideration in the United Nations (UN) and related bodies since the beginning of Israel-Hamas conflict;
- (b) the details of the position India took on each of such resolutions in the UN and other UN related bodies;
- (c) the details of the aid India has sent to Palestine during the period directly and through UN and other related bodies, yearly data since 2021; and
- (d) whether India is considering any proposal to shape global opinion to affect a ceasefire in Palestine?

THE MINISTER OF EXTERNAL AFFAIRS (DR. SUBRAHMANYAM JAISHANKAR): (a) to (d) A statement is laid on the Table of the House.

### **Statement**

(a) to (d) India's policy towards Palestine has been long standing and we have always supported a negotiated two State solution, towards establishment of a sovereign, independent and viable State of Palestine within secure and recognized borders, living side by side in peace with Israel. India has strongly condemned the terror attacks on Israel on 7 October 2023 and also the loss of civilian lives in the ongoing Israel-Hamas conflict. We remain concerned at the security situation and have called for a ceasefire, release of all hostages and peaceful resolution of conflict through dialogue and diplomacy. We emphasized the need for safe, timely and sustained delivery of humanitarian assistance to the people of Palestine. Our voting on UN resolutions on the issue of Israel Palestine have been in line with our stated policy.

Since the beginning of Israel- Hamas conflict, 13 resolutions concerning Palestine were brought in UNGA out of which India voted in favour in 10 resolutions and abstained on 3 resolutions. Details of India's voting position in UN and other related bodies since Israel Hamas conflict, are placed at ***Annexure- I.***

The Prime Minister and the Minister of External Affairs have spoken to several leaders in the region and across the globe, including President, Prime Minister and Foreign Minister of Israel and President and Foreign Minister of Palestine. We have also reiterated our position in various bilateral and multilateral forums such as UN, BRICS, NAM, Voice of Global South, etc. Prime Minister met Palestine President on the sidelines of Summit of the Future in New York on 22 September 2024 and called for ceasefire, release of hostages and return to path of dialogue and diplomacy.

India extends humanitarian assistance to the people of Palestine both bilaterally and through United Nations Relief and Works Agency for Palestinian refugees in Near East (UNRWA). Since the beginning of the conflict, we have provided around 70 MT of humanitarian aid, including 16.5 MT of medicines and medical supplies in 2 tranches. We released \$ 5 million last year and we have disbursed another \$ 5 million this year to UNRWA. Recently, we also sent 65 tonnes of medicines to UNRWA and Palestine Ministry of Health in October and November 2024. Details of our aid to Palestine are at ***Annexure- II.***

***Annexure-I***

<b>Details of India's voting position on resolutions concerning Palestine in UNGA since beginning of Israel-Hamas conflict</b>				
<b>S. N.</b>	<b>Voted in favour-Y/ Abstained-A</b>	<b>Resolution Number</b>	<b>Subject</b>	<b>Date of resolution</b>
1	A	A/RES/ES-10/21	Protection of civilians and upholding legal and humanitarian obligations	27/10/2023
2	A	A/RES/78/76	Work of the Special Committee to Investigate Israeli Practices Affecting the Human Rights of the	07/12/2023



			Palestinian People and Other Arabs of the Occupied Territories	
3	Y	A/RES/78/78	Israeli settlements in the Occupied Palestinian Territory, including East Jerusalem, and the occupied Syrian Golan	07/12/2023
4	Y	A/RES/78/77	The occupied Syrian Golan	07/12/2023
5	Y	A/RES/78/74	Assistance to Palestine refugees	07/12/2023
6	Y	A/RES/78/73	Operations of the United Nations Relief and Works Agency for Palestine Refugees in the Near East	07/12/2023
7	Y	A/RES/78/75	Palestine refugees' properties and their revenues	07/12/2023
8	Y	A/RES/ES-10/22	Protection of civilians and upholding legal and humanitarian obligations	12/12/2023
9	Y	A/RES/78/170	Permanent sovereignty of the Palestinian people in the Occupied Palestinian Territory, including East Jerusalem, and of the Arab population in the occupied Syrian Golan over their natural resources	19/12/2023
10	Y	A/RES/78/192	The right of the Palestinian people to self-determination	19/12/2023
11	Y	A/RES/78/251	Proposed programme budget for 2024 Section 26, Palestine refugees	22/12/2023
12	Y	A/RES/ES-10/23	Admission of new Members to the United Nations	10/05/2024

13	A	A/RES/ES-10/24	Advisory opinion of the International Court of Justice on the legal consequences arising from Israel's policies and practices in the Occupied Palestinian Territory, including East Jerusalem, and from the illegality of Israel's continued presence in the Occupied Palestinian Territory : resolution / adopted by the General Assembly	18/09/2024
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Organization	Session	Details of resolution/ decision	India's position
WHO	World Health Assembly 77 (WHA77), May-June 2024	Health conditions in the occupied Palestinian territory, including east Jerusalem	In Favour
	World Health Assembly 77 (WHA77), May-June 2024	Collaboration with the UN system and other inter-governmental organization.	In Favour
	World Health Assembly 77 (WHA77), May-June 2024	WHO's work in Health Emergencies in OPT, including East Jerusalem.	In Favour
Human Rights Council (HRC)	55 <sup>th</sup> Session of HRC, April 2024	Human Rights Situation in the Occupied Palestinian Territory, including East Jerusalem, and the obligation to ensure accountability and justice	Abstain
	55 <sup>th</sup> Session of HRC, April 2024	Right of the Palestinian people to self-determination	In Favour

	55 <sup>th</sup> Session of HRC, April 2024	Israeli Settlements in the Occupied Palestinian Territory, including East Jerusalem, and in the occupied Syrian Golan.	In Favour
ILO	352nd Session of Governing Body, October 2024	Decision concerning the status of Palestine and its participation rights in ILO meetings	Adopted without a vote.
UNESCO	42 General Conference UNESCO (Nov 2023)	Agenda item: Impact and consequences of the current situation in the Gaza Strip/Palestine in all aspects of UNESCO's mandate	Abstained
	219 Executive Board (March 2024)	Agenda item: Impact and consequences of the current situation in the Gaza Strip/Palestine in all aspects of UNESCO's mandate	With Consensus. The Draft Decision was approved by consensus.
	220 Executive Board (October 2024)	Agenda item: Impact and consequences of the current situation in the Gaza Strip/Palestine in all aspects of UNESCO's mandate	With Consensus. The Draft Decision was approved by consensus.
	217 Executive Board (Oct 2023) 219 Executive Board (March 2024) 220 Executive Board (Oct 2024)	Agenda item: Occupied Palestine	With consensus.
	217 Executive Board (Oct 2023)	Agenda item: Implementation of 42 C/Resolution 49 and 219 EX/Decision	With consensus.

	219 Executive Board (March 2024) 220 Executive Board (Oct 2024)	23 concerning educational and cultural institutions in the occupied Arab territories.	
	8 <sup>th</sup> Special Session of Executive Board (ExB) of UNESCO (25 November 2024)	Agenda item: Supporting the continuity of UNRWA's educational activities in the occupied Palestinian territory.	In favour

***Annexure-II*****India's aid to Palestine**

India's developmental assistance to Palestine through various forms amounts close to USD 160 million over the years. Currently, we are actively engaged in developmental projects worth USD 40 million to improve the lives of the Palestinian people, in addition we have also provided a total of USD 39.53 million as assistance to UNRWA since 2002.

In response to the humanitarian crisis in Gaza, India has also sent 70 tonnes of humanitarian assistance including 16.5 tonnes of medicines and medical supplies in two tranches on 22 October and 19 November 2023. In October and November 2024, we also sent close to 65 tonnes of life-saving medicines to UNRWA and Palestinian Ministry of Health.

**India's contribution to UNRWA**

2020-21	5 million
2022-23	5 million
2023-24	5 million
2024- 25	5 million
<b>Total (2002 to 2024)</b>	<b>39.53 million</b>

SHRI P. P. SUNEER: Sir, what is the amount of exports to Israel, since the beginning of the conflict, including equipments that aid in manufacturing weapons.

SHRI S. JAISHANKAR: Sir, the supplementary asked by the hon. Member is not directly related to the question because the question focuses on our position on Palestine, our voting in the UN the aid sent to Palestine, which I will be very happy to share with the House. With regard to our exports to Israel, in particular, any export which is related, directly or indirectly, to munitions or militarisation is not the information that is in the public domain.

SHRI P.P. SUNEER: Sir, what is the position of the Government of India on the International Court of Justice issuing warrants against Israeli Prime Minister, Benjamin Netanyahu, former Israel Defence Minister, Yoav Gallant, and the Hamas leader for war crimes, in accordance with international law and rule based on global order?

SHRI S. JAISHANKAR: Sir, the hon. Member would be aware that India is not a Member of the International Criminal Court. When the International Criminal Court was constituted, the question of our membership was considered for very good reasons. But, after a great deal of deliberations, India decided not to become a Member. So with regard to any decision passed by the ICC, it is not binding on us. So, it is not a matter on which we have taken any formal position.

SHRI TIRUCHI SIVA: Sir, the hon. Minister is aware that India extends humanitarian assistance to the people of Palestine, both bilaterally and through United Nations. But, a Resolution has come up on 27th of October, 2023, in the UN, that is, protection of civilians and upholding legal and humanitarian obligations, on which India abstained. Both are contradictory. Why should India abstain from such a genuine resolution?

SHRI S. JAISHANKAR: Sir, India has given assistance to the people of Palestine at this particular time. Through you, I would like to bring to the notice of the House that we make an annual contribution of five million dollars to the UNRWA, which is the main assistance providing agency. In recent times, in terms of the conflict, we have provided 70 metric tonnes of aid, of which 16.5 metric tonnes was of medicines in 2023. We have given 65 metric tonnes of medicines to Palestinian authority and to UNRWA in 2024. We have provided 33 metric tonnes of medicines to Lebanon. Now, with regard to the particular Resolutions, which the hon. Member referred to,

we abstained. In fact, during this period, there have been in the General Assembly a number of Resolutions. We have voted in favour of many; we have abstained on some. Generally, when we abstain, there are reasons; say, the Resolution is not balanced, the Resolution is more divisive, the Resolution can set a precedent which has consequences for us or the Resolution has larger implications. In this particular case, Sir, we felt that the Resolution was not well drafted; it was not well considered. We had reservations on the language; our concerns were not accommodated; and, that is why we abstained.

MR. CHAIRMAN: And, as a matter of fact, I think, the entire House knows, India has been virtually first responder when there are issues of earthquake or requirement of medicines, even during COVID. That soothing input I get from foreign dignitaries calling on me or I calling on them. So, that, I think, goes to the credit of this House and the Government.

As a matter of fact, when it comes to evacuation, when it comes to security on high seas, when it comes to supplying medicines during COVID, these are the inputs. I am not saying this on my own, people have expressed their gratitude to me. Therefore, I am sharing with the House.

SHRI TIRUCHI SIVA: Sir, we ...

MR. CHAIRMAN: Shri Saket Gokhale, supplementary no. 4. ...(*Interruptions*)... Tiruchiji, I am sure, you will appreciate with your experience, the hon. Minister has given a very exhaustive answer, that being abstention on a resolution is driven by several circumstances — the script of the resolution, the consequence of the resolution and its long-term impact. It is not simpliciter that it expresses what you indicated. That, as a matter of fact, is driven by our civilization. Wherever there is a need for humanity, we have been supplying and, sometimes, in toughest of situations diplomatic also. Now, Shri Saket Gokhale.

SHRI SAKET GOKHALE: Sir, let me express gratitude to the hon. Minister for the fact that India has always, previous Governments included, been a supporter of a two State solution in Israel and Palestine, and for the aid that is being sent by the Indian Government. Because the question pertains to India's position on Palestine, I have two very specific questions on which I would like to know the Government of India's position. Number one, the hon. Minister just said that we will be providing five million dollars of aid to the UNRWA. The UNRWA has now been banned by the Israeli

Government. So, what is our position on the UNRWA being banned and how are we sending aid? The second point on which I want to know the position is that India has, traditionally, always, including this Government, supported a two State solution. In the United Nations, we abstained on a resolution against Israeli illegal settlements in the West Bank. What is India's position on the illegal settlements made by Israel in the West Bank and Palestine?

MR. CHAIRMAN: Before the hon. Minister responds, the little I gathered in diplomacy, if you win a battle by argument, you lose it. Now, hon. Minister.

SHRI S. JAISHANKAR: Sir, regarding our support and contribution to the UNRWA, this is a decision which we took as a Government; we continue to stand by that decision. We have, in fact, just released the latest tranche of support to the UNRWA. So, I hope the Member is reassured on that score. Regarding the two State solution, we supported two State solution and we have been public and unambiguous about that. So, I think there should be no cause for confusion regarding two State solution. Regarding resolutions, both what the hon. Member asked and what the previous hon. Member also asked, again, it depends. Resolutions have implications as you noted. Their wording is important, for example, in the Resolution, which the previous Member too had referred to, Sir. There was no reference to terrorism. There was no reference to hostage-taking. So, in our mind, a resolution which does not reflect the entirety of the situation is not a balanced resolution. And a country like India, which is itself a victim of terrorism, if we countenance the fact that terrorism is underplayed and ignored, it is not in our interest that we do so. So, when we look at any resolution, we look at the wording, we take a very, very mature view about it, and I want to say, as a matter of principle, we condemn terrorism, we condemn hostage-taking, we do believe countries have a right to respond to these situations but countries should be mindful of civilian casualties, they must observe humanitarian law, and we would like a ceasefire and an early end to violence. So, our position has been very, very clear but we would like this duly-reflected in well-worded resolutions which are balanced. ...*(Interruptions)*...

SHRI SAKET GOKHALE: Sir, I asked about illegal settlements. ...*(Interruptions)*...

MR. CHAIRMAN: Last supplementary, Dr. John Britas. ...*(Interruptions)*...

DR. JOHN BRITTAS: Sir, the hon. Minister has got extensive experience and expertise. He is hands-on on all these issues.

MR. CHAIRMAN: I think no one disputes that.

DR. JOHN BRITTAS: No one disputes that.

MR. CHAIRMAN: Okay, go ahead.

DR. JOHN BRITTAS: Sir, I would refer to the diplomatic facet of an issue which I hope that the Minister would sincerely respond to. Is it a fact that Palestinian Authority's Minister of State on Foreign Affairs met our Ambassador, Ms. Renu Yadav, requesting to reconsider arms sales to Israel due to their usage against Palestinian civilians and also the need for international pressure on Israel to stop their violence on Gaza? If so, what has been the response of the Ministry?

MR. CHAIRMAN: Hon. Minister, the hon. Member seeks sincere response.

SHRI S. JAISHANKAR: Sir, the issue of India's exports, including India's exports of anything, which directly or indirectly has any military implications, is guided by our national interest and by our commitments to various regimes. So we are very responsible members of various international regimes, including the Wassenaar Arrangement. We have an export control and licensing process and we take decisions regarding any exports which is based on what we consider to be our national interest. Where Israel is concerned, it is a country with which we have a strong record of cooperation in national security. It is also a country that has stood by us at different moments when our national security was under threat. So, when we take any decision, we will bear in mind, obviously, the larger circumstances but we will, definitely, be driven by our national interest in this matter.

MR. CHAIRMAN: Q. No. 109.

### **Retirement age of Judges**

\*109. SHRI RAGHAV CHADHA: Will the Minister of LAW AND JUSTICE be pleased to state:



- (a) whether Government has considered increasing the retirement age of Judges in High Courts and the Supreme Court to address the rising pendency of cases in the judiciary;
- (b) the current number of pending cases across various courts in the country and its impact on access to justice;
- (c) the measures taken by Government to fill judicial vacancies and improve case disposal rates;
- (d) whether increasing the retirement age of Judges would help retain experienced legal minds and reduce the backlog of cases; and
- (e) the timeline for implementing reforms to improve judicial efficiency and reduce pendency?

THE MINISTER OF STATE OF THE MINISTRY OF LAW AND JUSTICE (SHRI ARJUN RAM MEGHWAL): (a) to (e) A statement is laid on the Table of the House.

#### **Statement**

(a) There is no such proposal for increasing the retirement age of Judges of the Supreme Court and High Courts.

(b) to (e) As per information available on National Judicial Data Grid (NJDG), the number of pending cases in courts across the country, as on 28.11.2024, is as under:

S. No.	Name of court	No. of pending cases
1.	Supreme Court of India	82,396
2.	High Courts	61,11,165
3.	District and Subordinate Courts	4,55,98,240

Judges of the Supreme Court and High Courts are appointed under Article 124, 217 and 224 of the Constitution of India and according to the procedure laid down in the Memorandum of Procedure (MoP) prepared in 1998 pursuant to the Supreme Court Judgment of October 6, 1993 (Second Judges case) read with their Advisory Opinion of October 28, 1998 (Third Judges case). As per MoP, initiation of proposal for appointment of Judges in the High Courts vests with the Chief Justice of the concerned High Court. Chief Justice of the High Court is required to initiate the proposal to fill up vacancy of a High Court Judge six months prior to the occurrence

of vacancy. However, this timeline is often not adhered to by the High Courts. All the names recommended by High Court Collegium are sent with the views of the Government to the Supreme Court Collegium (SCC) for advice. Only those persons who are recommended by the SCC are appointed as Judges of the High Courts.

Filling up of vacant positions in the case of District and Subordinate courts is the responsibility of the High Courts and State Governments concerned. In exercise of powers conferred under proviso to Article 309 of the Constitution read with Articles 233 and 234, the respective State Governments, in consultation with the concerned High Courts frame the rules and regulations regarding the appointment and recruitment of Judicial Officers in their respective State Judicial Services. The Supreme Court, vide order passed in January 2007, in the Malik Mazhar Sultan case, has, inter-alia, stipulated certain timelines, which are to be followed by the States and the respective High Courts for recruitment of judges for District and Subordinate Courts.

Disposal of cases in courts is within the exclusive domain of the judiciary. Timely disposal of cases is affected by several factors which, inter-alia, include availability of physical infrastructure and supporting court staff, complexity of facts involved, nature of evidence, co-operation of stake-holders viz. bar, investigation agencies, witnesses and litigants and proper application of rules and procedures as also frequent adjournments. The Government is, however, fully committed to speedy disposal of cases. The Government has taken several initiatives to provide an ecosystem for faster disposal of cases by the judiciary. The National Mission for Justice Delivery and Legal Reforms established by the Government has adopted a coordinated approach for phased liquidation of arrears and pendency of judicial administration through various strategic initiatives, including improving infrastructure for courts, leveraging Information and Communication Technology for better justice delivery, and filling up of vacant positions of Judges in High Courts and Supreme Court.

**श्री राघव चड्ढा:** सर, इस सदन के नेता रहे स्वर्गीय अरुण जेटली जी, जिनके साथ मेरा व्यक्तिगत रिश्ता कुछ खट्टा-मीठा रहा है, वे कहा करते थे कि 'Pre-retirement judgements get influenced by post-retirement jobs.' मुझे लगता है कि सदन में बैठे कई सारे साथी इस कथन से अपनी सहमति दर्ज करेंगे। सर, पिछले कई सालों से, एक लंबे समय से एक चलन चलता आ रहा है कि जजों की रिटायरमेंट के बाद उन्हें एग्जीक्यूटिव या पोलिटिकल रोल्स दिए जाते हैं। कुछ लोग हमारे सदन में राज्य सभा सदस्य बनकर आ जाते हैं और कुछ लोग रिटायरमेंट के बाद कई सूबों के गवर्नर लग जाते हैं। इससे जनता के मन में कई प्रकार से सवाल आते हैं। Conflict of

interest का सवाल आता है, executive interference in judicial process का सवाल आता है, independence of Judiciary का सवाल आता है।

मेरा सरकार से यह सवाल है कि कुछ सुझाव जो लगातार कई समितियों के माध्यम से भी सरकार के पास आए हैं, उनमें सरकार का क्या विचार है? पहला, जजों की रिटायरमेंट के बाद एक कूलिंग ऑफ पीरियड होना चाहिए कि करीब-करीब दो साल तक किसी भी जज को रिटायरमेंट के बाद कोई एग्जीक्यूटिव या पोलिटिकल रोल न दिया जाए और किसी समिति की चेयरमैनशिप भी न दी जाए। ...**(व्यवधान)**... उस सुझाव पर सरकार का क्या कहना है? मेरा दूसरा सुझाव...

MR. CHAIRMAN: Well, to satisfy my very dear friend, Shri Jairam Ramesh, in the United States, they brought in a serious issue, conflict of interest of advocates. They wanted to keep lawyers away from the Congress and the Senate. It was severely debated. Ultimately, it was found that if the conflict of interest issue has to dominate, then the House will be empty because someone will always have a conflict of interest.

SHRI JAIRAM RAMESH: Sir, I was referring to Justice Hidayatullah.

MR. CHAIRMAN: Justice Hidayatullah, hon. Members, for your benefit, happens to be the only one in the country who was Chief Justice of India, Vice-President of India and also discharged the functions of President of India without being Vice-President or elected President, something very rare.

SHRI JAIRAM RAMESH: Sir, we wish you the best.

**श्री सभापति:** राघव जी, आप अपना क्वेश्चन पूछिए।

**श्री राघव चड्ढा:** सर, क्या मैं फिर से शुरू करूँ? ...**(व्यवधान)**... सर, मैं समाप्त कर रहा हूँ।

**श्री सभापति:** आपने एक बात कही, मुझे अजीब लगी। आपने कहा कि अरुण जेटली जी से आपके खट्टे-मीठे रिश्ते थे। मुझसे भी आपके खट्टे-मीठे रिश्ते हैं। इन खट्टे-मीठे रिश्तों को अब आप छोड़िए, सिर्फ मीठे रिश्ते ही रखिए।

**श्री राघव चड्ढा:** सर, आपसे तो मीठे रिश्ते हैं। सर, मैं सवाल तो खत्म कर लूँ। सर, आपसे तो बहुत मीठे रिश्ते हैं। परमात्मा करे आपसे हमेशा रिश्ते मीठे रहें, खट्टे न हों।

सर, मेरा जो सवाल था, वह यह था कि जो तीन सुझाव लगातार तमाम समितियों के माध्यम से सरकार के विचाराधीन आए हैं, उन पर सरकार का क्या कहना है? पहला कि जजों की रिटायरमेंट के बाद उन्हें दो साल का cooling-off period देना चाहिए, यानी कि रिटायरमेंट के

दो साल तक किसी executive या political role में उनकी नियुक्ति नहीं होनी चाहिए। दूसरा सुझाव, उनकी पेंशन को इतना बढ़ा दिया जाए कि जजों की आर्थिक निर्भरता किसी भी post retirement jobs पर न हो, न उनके मन में कुछ इच्छा हो कि हम रिटायरमेंट के बाद सरकार से कोई पोजीशन ले लें। तीसरा सुझाव, जो लगातार आता रहा है कि merit-based appointment का एक process होना चाहिए, जिसके तहत जजों को रिटायरमेंट के बाद नियुक्त किया जाए, न कि सरकार की whims and fancies के तहत।

**श्री अर्जुन राम मेघवाल:** चेयरमैन सर, माननीय सदस्य ने जो सवाल पूछा है, उसमें इन्होंने political angle देने का प्रयास किया है। सुप्रीम कोर्ट में हाई कोर्ट के जजों की नियुक्ति संविधान के आर्टिकल 124, 217, 224 तथा सुप्रीम कोर्ट के 1993 Second Judge case और 1998 Third Judge case के आधार पर बनाए गए Memorandum of Procedure के अनुसार की जाती है। यह इनको भी पता है। वर्तमान में हाई कोर्ट के जजों की retirement age 62 years है, सुप्रीम कोर्ट के जजों की retirement age 65 years है और जो district courts हैं, उनके जजों की retirement age 60 है। ये जिसका जिक्र कर रहे हैं कि एक चीफ जस्टिस कॉन्फ्रेंस हुई थी, उसमें एक resolution लिया गया कि जजेज की retirement age बढ़ानी चाहिए। ये 2010 की एक Parliamentary Standing Committee का जिक्र कर रहे हैं, उसने भी अपनी 39<sup>th</sup> रिपोर्ट में हाई कोर्ट के जजों की उम्र 62 से 65 करने की recommendation दी। इसका इन्होंने जिक्र किया। लेकिन इन्होंने इसका जिक्र नहीं करके एक दूसरा विषय cooling period का रखा। मैं आपको यह बताना चाहता हूँ कि वर्तमान में तो जजों की जो retirement age है, उसको बढ़ाने का कोई प्रस्ताव सरकार के पास विचाराधीन नहीं है।

**श्री सभापति:** मंत्री जी, आप पहले यह बताइए कि यह 'cooling period' क्या है? यह मेरी समझ में नहीं आया है।

**श्री अर्जुन राम मेघवाल:** सर, आप तो संविधान के ज्ञाता हैं और देश संविधान से ही चलता है। संविधान में कोई 'cooling period' word है ही नहीं। इन्होंने मोदी जी की आलोचना करने के लिए इसे ईजाद किया है, और कोई विषय नहीं है। मैं यह कहना चाहता हूँ कि जहाँ तक सुप्रीम कोर्ट और हाई कोर्ट के रिटायर्ड जज की बात है, तो ये जो statutory bodies बनी हैं, क्या ये मोदी जी ने बनाई हैं; ये tribunals बने हैं, क्या ये मोदी जी ने बनाए हैं? ये देश में पहले से ही हैं। आपने expert आदमी के लिए योग्यताएँ तय की हुई हैं कि हाई कोर्ट का रिटायर्ड जज होना चाहिए या हाई कोर्ट का चीफ जस्टिस होना चाहिए या सुप्रीम कोर्ट का रिटायर्ड जज होना चाहिए। अगर हम इनको भरेंगे ही नहीं, तो इनमें काम कैसे होगा?

*[Answers to Starred and Un-starred Questions (Both in English and Hindi) are available as Part — I to this Debate, published electronically on the Rajya Sabha website under the link <https://sansad.in/rs/debates/officials>]*

MR. CHAIRMAN: The House stands adjourned to meet at 2.00 p.m.

*The House then adjourned for lunch at one of the clock.*

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*The House reassembled after lunch at two of the clock,*  
MR. CHAIRMAN *in the Chair.*

## GOVERNMENT BILL

**<sup>\$</sup>The Bharatiya Vayuyan Vidheyak, 2024**

MR. CHAIRMAN: Now, we shall take up further consideration of the motion moved by Shri Kinjarapu Rammohan Naidu on the 3<sup>rd</sup> of December, 2024. On the 3<sup>rd</sup> of December, 2024, Shri Raghav Chadha had concluded his speech while participating in the discussion. I now call upon the Members whose names have been received for participation in the discussion. Shri Shambhu Sharan Patel.

श्री जयराम रमेश (कर्नाटक): सर, मंत्री जी कहाँ हैं! ...(व्यवधान)...

श्री शंभू शरण पटेल (बिहार): मंत्री जी तो हैं। ...(व्यवधान)...

श्री जयराम रमेश: नहीं, कंसन्ड मंत्री कहाँ हैं! ...(व्यवधान)...

श्री सभापति: गजेन्द्र सिंह शेखावत जी दिख रहे हैं न! ...(व्यवधान)...

श्री जयराम रमेश: सर, ये सिविल एविएशन में नहीं हैं। ...(व्यवधान)...

MR. CHAIRMAN: The Government has collective responsibility. ...(*Interruptions*)...  
Oh my God! What a scene! That is great. The Minister has come from behind.

सुश्री सुष्मिता देव (पश्चिमी बंगाल): सर, जयरामजी और रामजी में अंडरस्टैंडिंग हो गई है।  
...(व्यवधान)...

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<sup>\$</sup> Further discussion continued on a motion moved on 3rd December, 2024.

**श्री सभापति:** आज का दिन बड़ा शुभ है। जो अंडरस्टैंडिंग ऑनरेबल मिनिस्टर डा. जितेन्द्र सिंह की जयराम से थी, that was remarkable. And, now, of course, we have smiling Mr. Naidu. Now, Shri Shambhu Sharan Patel.

**श्री शंभू शरण पटेल:** सर, मेरे लिए भी आज शुभ दिन है, क्योंकि इतने दिनों में आज पहली बार मुझे आपके सामने बोलने का सौभाग्य प्राप्त हुआ है। इसलिए आज मेरे लिए भी शुभ दिन है।

MR. CHAIRMAN: So, your time is ten minutes.

**श्री शंभू शरण पटेल:** सभापति महोदय, अपने मुझे वायुयान विधेयक, 2024 पर बोलने का अवसर दिया, इसके लिए मैं आपको हृदय से धन्यवाद देता हूँ, आभार व्यक्त करता हूँ। महोदय, यह विधेयक केंद्र सरकार को किसी भी विमान या विमान की श्रेणी के लिए नियम बनाने और विमान संचालन की सुरक्षा सुनिश्चित करने का अधिकार देता है। इसका उद्देश्य सरकार को किसी भी हवाई दुर्घटना या घटना की जाँच करने के लिए नियम बनाने का अधिकार देता है। इस विधेयक में वायुयान के डिजाइन, निर्माण अनुरक्षण, अधिकार, उपयोग, संचालन, बिक्री, निर्यात, आयात, विनिमयन और नियंत्रण तथा इससे संबंधित मामलों का प्रावधान है।

महोदय, 2014 के बाद, जब से माननीय प्रधानमंत्री आदरणीय नरेन्द्र मोदी जी देश की गद्दी पर बैठे हैं, उन्होंने देश को संभाला है, भारत दुनिया में तेजी से बढ़ती हुई अर्थव्यवस्था बन गई है और उसी की बानगी है कि एविएशन सेक्टर में भी बहुत अभूतपूर्व विकास हुए हैं। 2014 के पहले जहाँ पूरे भारत में 74 एयरपोर्ट्स थे, वहीं 2024 में इनकी संख्या बढ़ कर 157 हो गयी है और 2047 तक, जब हमारा भारत दुनिया के सामने विकसित राष्ट्र के रूप में खड़ा होगा, उस समय तक एयरपोर्ट्स की संख्या को 350 से 400 तक बढ़ाने का लक्ष्य है। पिछले एक दशक में घरेलू हवाई यात्रियों की संख्या दोगुनी से अधिक हो गई है तथा भारतीय एयरलाइंसेज ने अपने बेड़ों में काफी विस्तार किया है। इस वृद्धि का आधार भारत सरकार की नीतियाँ और पहल हैं। ऐसी ही एक पहल 'क्षेत्रीय संपर्क योजना' है। 'उड़े देश का आम नागरिक - आरसीएस उड़ान', जिसे हमारी सरकार ने 2016 में लाँच किया था, जिसका उद्देश्य हवाई पट्टियों और हवाई अड्डों के पुनरुद्धार के माध्यम से देश के उपेक्षित और कम सेवा वाले हवाई अड्डों को संपर्क प्रदान करना है।

महोदय, आज भारत में 15 प्रतिशत पायलट महिलाएँ हैं, जो कि वैश्विक औसत से 5 प्रतिशत अधिक है। यह हमारी सरकार का नारी सशक्तिकरण का एक बहुत बड़ा उदाहरण विश्व के सामने है।

महोदय, मोदी सरकार का एविएशन सेक्टर पर फोकस का अंदाजा इस बात से लगाया जा सकता है कि भारत दुनिया का तीसरा सबसे बड़ा घरेलू एयरलाइंस मार्केट बन गया है। पिछले 19 नवंबर, 2024 को देश में रिकॉर्ड एक दिन में 4,56,910 यात्रियों ने घरेलू विमान यात्राएं कीं, जो कोरोना काल के औसत से लगभग 7.4% अधिक है। एविएशन सेक्टर में एक दशक में हुई मजबूत ग्रोथ के कारण अब भारत दुनिया का तीसरा सबसे बड़ा एविएशन सेक्टर बन गया है। मौजूदा समय में एविएशन सेक्टर में भारत सिर्फ अमेरिका और चीन जैसे विकसित देशों से पीछे है।

महोदय, ओएजी डेटा के मुताबिक, अप्रैल, 2024 में भारत 1.56 करोड़ सीटों की क्षमता के साथ दुनिया का तीसरा बड़ा घरेलू एयरलाइंस बाजार हो गया है। अब तक 583 आरसीएस मार्गों पर परिचालन शुरू हो चुका है। वे 13 हेलीपॉर्ट्स और दो जल हवाई अड्डों सहित 86 हवाई अड्डों को जोड़ते हैं। इस योजना का लाभ लगभग 1.43 करोड़ से अधिक यात्रियों ने उठाया है। उड़ान योजना के तहत अब तक 2.8 लाख से अधिक उड़ानें संचालित की जा चुकी हैं। इस योजना के तहत देश में हवाई अड्डों के विकास के लिए 4,500 करोड़ रुपये आवंटित किए गए हैं, जिनमें से लगभग 3,751 करोड़ रुपये का उपयोग इसकी शुरुआत से लेकर अब तक किया जा चुका है।

महोदय, मैं बिहार जैसे आकांक्षी राज्य से आता हूँ। वर्तमान समय में श्री नरेन्द्र मोदी जी ने बिहार में एक नया एयरपोर्ट दरभंगा में दिया है, जिससे उत्तर बिहार के लगभग 9 करोड़ लोगों को लाभ मिल रहा है और आने वाले समय में सीमांचल का जो पूर्णिया क्षेत्र है, हमारी सरकार की योजना है कि वहां भी जल्द ही एक नये एयरपोर्ट की शुरुआत की जाएगी।

महोदय, भारत में पिछले 10 सालों में सीटों की संख्या 6.9% वार्षिक दर से बढ़ी है। इस दौरान, चीन की घरेलू एयरलाइंस सीटों की वृद्धि दर 6.3% रही है। अमेरिका और इंडोनेशिया के घरेलू एयरलाइंस बाजार की भी लगभग यही स्थिति रही है। उड़ान 5.3 के लॉन्च की घोषणा विंग्स इंडिया, 2024 के उद्घाटन के अवसर पर की गई है। वाणिज्य, सामान्य और व्यावसायिक विमान तक फैले इस कार्यक्रम का विषय "अमृतकाल में भारत को दुनिया से जोड़ना और 2047 में भारतीय नागरिक उड्डयन के लिए मंच तैयार करना" था।

### (उपसभापति महोदय पीठासीन हुए।)

महोदय, पुराने नियम, जो कि 90 वर्षों से चले आ रहे हैं, उनमें कुछ परिवर्तन करके उन्हें समयानुरूप बनाए जाने की आवश्यकता है, जो इस बिल के माध्यम से होने जा रहा है। महोदय, विमान अधिनियम 1934 में लाया गया था, जिसमें पिछले कुछ वर्षों में कई संशोधन किए गए। इससे पहले भी कई बार इसमें संशोधन अधिनियम शामिल किए गए थे। उन संशोधनों ने नागरिक उड्डयन महानिदेशालय (डीजीसीए) और नागरिक उड्डयन सुरक्षा ब्यूरो जैसे आंतरिक संगठनों के कामकाज में बहुत अधिक अस्पष्टता और विरोधाभास पैदा किया है, इसलिए भारतीय वायुयान विधेयक आ जाने से बहुत से भ्रमों को दूर करने में मदद मिलेगी।

महोदय, भारत में विमानन नियमों में सुधार करने तथा ब्रिटिशकालीन वायुयान अधिनियम, 1934 को प्रतिस्थापित करने के लिए भारतीय वायुयान विधेयक, 2024 इस सदन में पेश किया गया है। इस बिल का उद्देश्य विमानन क्षेत्र में सुरक्षा एवं निगरानी बढ़ाने, विकासात्मक जरूरतों को पूरा करने और अंतरराष्ट्रीय समझौतों के प्रावधानों को प्रभावी बनाने के लिए केंद्र सरकार को आवश्यक शक्तियां प्रदान करना है। महोदय, नए बिल में सरकार ने विमान की परिभाषा बदल दी है, जिसमें गुब्बारे और ग्लाइडर को हटा दिया गया है।

महोदय, नए बिल में विमानन तंत्र की सुरक्षा के लिए डीजीसीए, नागरिक उड्डयन सुरक्षा ब्यूरो एवं विमान दुर्घटना जांच ब्यूरो के अधिकारों में वृद्धि की गई है। इस बिल के तहत विमान में रेडियो संचार उपकरण के उपयोग पर आयोजित परीक्षा को डीजीसीए के दायरे में लाने का प्रस्ताव किया गया है। महोदय, सरकार ने एक रिलीफ क्लॉज़ भी पेश किया है, जो यह सुनिश्चित

करेगा कि विमान नियम, 1937 सहित पिछले सभी रूल्स एंड रेगुलेशंस, जो लागू किए गए थे, नए बिल के तहत जारी किए गए नियमों के अनुसार चलते रहेंगे, बशर्ते वे नए अधिनियम के साथ विरोधाभास उत्पन्न न करें।

महोदय, इस बिल में इंटरनेशनल सिविल एविएशन और सिविल एविएशन सिक्योरिटी से जुड़े अन्य मामलों से संबंधित कन्वेंशन को लागू करने के लिए नियम बनाने हेतु केंद्र सरकार को शक्तियां प्रदान की गई हैं, जैसे शिकागो कन्वेंशन, 1944; अंतर्राष्ट्रीय दूरसंचार सम्मेलन, 1932; मैड्रिड, 2022 के नवीनतम संशोधन आदि।

महोदय, 90 साल की अवधि में विमान अधिनियम, 1934 में अभी तक 21 बार संशोधन किए गए हैं। इन संशोधनों के चलते हितकारकों के लिए उत्पन्न कुछ भ्रम और अस्पष्टताओं को दूर करने के लिए अनावश्यक चीजों को हटाने और विमान क्षेत्रों में विनिर्माण एवं देखभाल में आसानी और ईज ऑफ डूइंग बिजनेस के लिए इस बिल को हमारी सरकार ने सदन में पेश किया है। महोदय, पिछले 10 वर्षों में माननीय नरेन्द्र मोदी जी के नेतृत्व में विमानन क्षेत्र को सुदृढ़ और अधिक प्रभावशाली बनाया गया है। हमारी सरकार ने मेक इन इंडिया और आत्मनिर्भर भारत की पहल का हमेशा समर्थन किया है और इसको ज़मीन पर उतारा है।

महोदय, इन शब्दों के साथ मैं पुनः इस बिल का स्वागत करते हुए अपनी वाणी को विराम देता हूँ। जय-हिन्द, जय-भारत! धन्यवाद।

MR. DEPUTY CHAIRMAN: Now, Shrimati Sagarika Ghose. You have 11 minutes.

SHRIMATI SAGARIKA GHOSE (West Bengal): Mr. Deputy Chairman, Sir, this Government has a penchant for changing names. The Indian Penal Code has been changed to Bharatiya Nyaya Sanhita. Now, the Indian Aircraft Act has been changed to Bhartiya Vayuyan Vidheyak, 2024. But there is nothing much that is new in the Bill. There is a change in name but nothing much that is new. That is because this Government likes to think of itself as a game-changer Government. But it is only a name-changer Government. Sir, why do so many laws have Hindi names? This is imposition of Hindi. The mandate of the people in 2024 was for the diversity dividend and for the federal principle. But the Government is persisting in the *hindification* of laws. This is Hindi imposition. ...*(Interruptions)*... Sir, I refer to Article 348 of the Constitution. ...*(Interruptions)*... 'Any law made by Parliament or the Legislature of a State shall be in the English language.' The Bill is actually a little too late. The Government has delayed in bringing the Bill. On 21<sup>st</sup> June, 2024, the TMC had pointed out the archaic nature of the Aircraft Act of 1934. When it comes to outdated legislation, actually, here, I have to say something good about the Government, I am glad the Government is thinking about modernizing outdated legislation. There are at least 10 to 15 Acts that need to be similarly updated. However, the delay in bringing



this legislation has led to outdated regulatory frameworks, potentially jeopardized safety of passengers and stunted the industry's growth.

Sir, the first big problem with the Bill is that there is no provision for reasonable tariff in this Bill. Airfares are literally sky high. What protection is there for the common people against relentless price rise of tickets? There is no provision for making tariff reasonable. The holiday season is coming. Invariably, prices of tickets will go up. What provision is there in the Bill to protect passengers from Surge Pricing and huge spike in fares? I would like to know what modalities exist in this Bill to stop airlines from using their dominant market share to fleece common passengers. Today vegetable prices are at a 57-month high. Retail inflation has surged by six per cent. Household budgets are under strain. How can common citizens afford these exorbitant airfares? I would also like to say that the tendering process for airports and bidding must be made transparent. The process must not be hostage to this Government's characteristic of crony capitalism. One of the top e-tendering States in the country today is Bengal. The Government should follow the Bengal model. From ground to sky, there should be no monopolies. Today, in aviation, a state-owned monopoly has become a private-owned duopoly. Is this to the benefit of the passengers? We must ask this question. Aviation must serve the common people, not just the *maharaja* class, not just the *zamindar* class.

Sir, this Bill gives overarching powers to the Union Government. The Government has installed itself as the overseeing authority over three regulators, the Directorate General of Civil Aviation (DGCA), the Bureau of Civil Aviation Security (BCAS) and the Aircraft Accident Investigation Bureau (AAIB).

The Minister said that the Bill has changed the appeal system. Appeals against an order of the DGCA or the BCAS will lie before the Central Government. No further appeals will be allowed against the Central Government's orders. Therefore, the Government has the final word. If all control is with the Government, who will check the Government's mistakes? ...*(Interruptions)*...

**श्री उपसभापति:** प्लीज़, आप बैठ जाइए।

SHRIMATI SAGARIKA GHOSE: These amendments should not be used as a tool by the Central Government to illegitimately expand the scope of its executive powers. The concentration of power raises grave concerns about potential misuse. The young Minister comes from a party which is strong in his State. He will understand when States are deprived ...*(Interruptions)*... When States are deprived of a voice

...(Interruptions)... When the Central Government is not mindful of the claims of a State ...(Interruptions)...

MR. DEPUTY CHAIRMAN: Don't disturb. ...(Interruptions)... I will name you. Please sit down.

SHRIMATI SAGARIKA GHOSE: Stop depriving States who oppose you politically.

**श्री उपसभापति :** आपकी कोई बात रिकॉर्ड पर नहीं जा रही है।

SHRIMATI SAGARIKA GHOSE: Sir, the practice of this Government is not to send Bills for scrutiny to Standing Committees. The privatisation of Air India, leading to the transfer of its ownership in 2022, was not sent to a committee for wider deliberations. Within private airlines, are safety norms being maintained? Cabin crews are made to share rooms on layovers and thus are not well rested for flights. This poses huge dangers for passenger security.

Sir, there are inadequate provisions in this Bill for new technology. New technology like drones and issues involving the use of drones, such as aircraft targeting and surveillance, have not been provided in this Bill. We cannot leave regulation of new technology to delegated legislation. It is important to expand the scope of the parent Act itself. This year, there have been 999 bomb threats, hoax bomb threats on Indian carriers. What provision is there in this Bill to deal with these kinds of technological threats? The Minister spoke of pilot training. But every year in winter, hundreds of flights are delayed due to fog.

**श्री उपसभापति:** प्लीज़, सीट पर बैठकर न बोलें।

SHRIMATI SAGARIKA GHOSE: The main reason for flight diversion is that pilots are not trained for operating CAT-III navigation control system. What technology has been provided for in this Bill so that CAT-III can be adequately upgraded so that pilots can land in fog-bound airports? Sir, there are some infrastructure issues. More than 56 accidents have taken place in the airline sector in the last five years until 2023. There have been around 11 cases of structural collapse and 10 cases of rainwater leakage across airports in India from 2019 to 2024. For the Airports Authority of India, civil works maintenance spending dropped from 11.9 per cent in financial year 2021 to 8.5 per cent in financial year 2023. In GMR-led Delhi International Airport, funding on airport maintenance dropped from 4.9 per cent in financial year 2022 to 4.4 per cent

in financial year 2023. This comes at a time when User Development Fee being charged from passengers is on the rise. There are 164 aeroplanes lying idle at airports of 15 major cities as of December 2023. This has been stated by the Government itself in Parliament. The Minister said that there are 74 airports. But how many of these airports are functional? And how many airlines do actually fly to these airports? We have to ask that question. How many airports under UDAN scheme have been completed?

Sir, I want to make a point here. This is important. It is about the moral economy of our country. Airlines have a public responsibility and a social responsibility. They must be encouraged to practise their corporate social responsibility. When people need to be moved for medical emergencies or for other emergencies, we must have flights on standby. For example, there have been 244 consequential train accidents between 2017 and 2022. When there are train accidents or there are floods, airlines could operate more airlines at reasonable rates to fly people to the spot. Airlines should not seek to profit from disaster. ...(*Interruptions*)...

**श्री उपसभापति :** प्लीज़, आप बैठ जाइए।

SHRIMATI SAGARIKA GHOSE: Airlines should not seek to make profit from the suffering of people by charging more rates, by charging higher fares, and by reducing capacity during a disaster. Sir, this is the moral, social, corporate and public responsibility of airlines.

Sir, I would like to say that safety and accessibility for all must be the buzzwords. Air travel must be accessible to all and possess the highest safety standards as possibly as can be met. Civil aviation must be people's aviation. Not all of us can fly in Maharaja class. Civil aviation must be the people's aviation; civil aviation must not just be for the billionaires. Thank you.

MR. DEPUTY CHAIRMAN: Now, Dr. Kanimozhi NVN Somu; nine minutes.

**श्री उपसभापति:** माननीय देरेक ओब्राईन जी एवं अन्य माननीय सदस्य, मैं आप सभी के निवेदन करना चाहता हूँ कि सदन की स्थिति यह है कि इधर से बोलते हैं, तो उधर से हंगामा होता है, उधर से खड़े होते हैं, तो इधर से हंगामा होता है, इसलिए मैं आप सभी से करबद्ध प्रार्थना करता हूँ कि आप एक-दूसरे की बात को ध्यान से सुनें।

SHRI DEREK O' BRIEN (West Bengal): Sir, please give me only one minute. I need only one minute to make two quick points. We want the Chair to protect all of us, this

side and that side. Please protect us. We want the Chair to protect us. Sitting at the desk, sitting in your Chair, and screaming is one. We are getting used to some new rules. When Zero Hour is three minutes, it is becoming six minutes. Protect us.

MR. DEPUTY CHAIRMAN: Nothing is going on record now. देरेक ओब्राईन जी, आप बहुत वरिष्ठ सदस्य हैं, मैं आपसे कहना चाहूंगा और मैं सभी माननीय सदस्यों से भी निवेदन करता हूँ कि इधर से खड़े होते हैं, तो उधर से बोलते हैं, उधर से खड़े होते हैं, तो इधर से बोलते हैं। इसके लिए मेरा आप सभी से निवेदन है। माननीय चेयरमैन साहब भी करते हैं, मैं भी आपसे बार-बार अनुरोध करता हूँ। होता यह है कि एक व्यक्ति खड़ा होता है, तो दूसरा व्यक्ति बोलने के लिए तत्पर है। ऐसे कैसे सदन चलेगा? चेयर रिक्वेस्ट कर सकती है and the Chair is doing that. You please speak. There is provision of translation. Now, Dr. Kanimozhi.

DR. KANIMOZHI NVN SOMU (Tamil Nadu): Mr. Deputy Chairman, Sir, I require back my eleven minutes or whatever time it is. The Bharatiya Vayuyan Vidheyak, 2024 seeks to replace the Aircraft Act 1934, which has been amended 21 times and is 90 years old. Before I start, I would like the Union Government to change the title of the Bill as Aircraft Bill, 2024. Don't try to impose Hindi on people who don't speak Hindi. I request the Union Government to refrain from naming the Bills in Hindi and Sanskrit. Sir, coming to the Bill, we do not manufacture aircrafts; we do not own airports; we only own the Bill. The Bill seeks to promote aircraft manufacturing in India by regulating design, assembly technology and other related aspects. Unfortunately, India has not manufactured aircrafts on its own. The slogan 'Make in India' remains a slogan and 'Stand-up India' looks like a stand-up comedy. The last ten years of Modi-BJP rule has produced a lot of slogans, but a lot of them remains slogans only. Empty vessels make the most noise. Whatever was promised by the Union Government has not happened. India is still depending heavily on the USA or France for the aviation sector. The Bill gives the Union Government power to make rules for aircraft, secure the safety of aircraft operations and investigate air accidents.

Sir, from the beginning, the aviation sector remains with the Union Government. The Director General of Civil Aviation, the Airports Economic Regulatory Authority of India, the Bureau of Civil Aviation Security, the Airport Accident Investigation Bureau, the Airport Authority of India, the Pawan Hans Helicopter Limited and the Rajiv Gandhi National Aviation University are already there with definite rules and regulations to follow. This Bill is just an old wine in the new bottle. The Ministry of Civil Aviation has lost its sheen due to the aggressive role given to private players. Because of this privatization policy of the Government, we do not have a single Government carrier even today. Air India was sold at a throwaway price

and the airports are being given to the 'A' company. This is very unfortunate. Tomorrow, if there is a crisis to transport people from one destination to the other, the Government will have to beg with the private airlines which have become the monopoly in the aviation sector. At the moment, only the President of India and the Prime Minister are the two people who have the luxury of travelling by their own Government aircraft. All others are dependent on private carriers for their air travels.

Sir, drones have been included, but increased use of drones will raise new social concerns about privacy and surveillance. The Bill does not provide sufficient safeguards. Drones are being used in several other areas like medicine, disaster management, land survey, surveillance as well as film and entertainment industry and also for general documentation. The Ministry of Civil Aviation should be able to cater to such a range of use of drones and technological advancements in the drone technology in the coming years.

Sir, India does not have an international reputed flying school except the Rajiv Gandhi National Aviation University which needs a complete overhauling. I don't mean the name of the university. The shortage of quality pilots in the country would be on the rise. The Government is using the outdated age old training methods for pilot training. Advanced countries are using Virtual Reality and Simulative Technology to impart excellent training to pilots to know finer details of the functioning of aircraft and aviation technology. But India lags very much behind in this area. I would request the hon. Minister to look into this matter of pilot training as he belongs to the young blood. High-density cameras can be fixed on the sensors of aircraft for smooth landing and take-off during foggy season. This proposed Bill must incorporate a provision for regulated air eco-system to monitor and prevent the tendency of profit-making. At the moment, we need more airports and more airlines. But the worrisome fact is that the monopoly is going into the hands of only two or three people and 80 per cent of the total air passenger traffic is only with the three companies. We all know what the ill effects of monopoly are. I think the Minister should look into this.

Another important issue is the dynamic airfare of the airlines which makes life miserable for the common people who want to book air ticket for an urgent work. While booking tickets, it shows one fare, by the time we go, we get another fare. Such is the design of the companies in the systems. This does not happen with the railways. It is not like a betting game that you fix airfares. So, this betting should be curbed.

Another important problem with Indian airports is the exorbitant prices of food items including water bottles. I request the hon. Minister to look into this issue. One

litre water bottle costs nearly Rs.20 outside but inside the airport the same one costs around Rs.100 or Rs.150 at some airports. One plate of idli costs around Rs.50 outside and inside the airport, it is Rs.250 or Rs.300. The food courts inside airports charge exorbitant prices where the common people are not able to reach. They have to think twice or thrice even before they have to quench their thirst and their hunger.

Sir, as far as the State of Tamil Nadu is concerned, the Aviation Minister has not provided the due attention in spite of our repeated requests. Tamil Nadu is the most developed State in the country which attracts international and domestic passengers for multi varied reasons, from business, trade and commerce, medical treatment, pilgrimage and tourist interests. At the moment, we have international airports operational in Chennai, Madurai, Tiruchirapalli and Coimbatore. Domestic airports at Thoothukudi, the airports at Salem, Vellore, Neyveli are not utilized properly by the Civil Aviation Ministry to its potential. At Tiruchirapalli, Madurai and Coimbatore, more connectivity is required. More so, Tiruchirapalli, which was recently inaugurated with such a huge space, we require direct flights from Trichy to Delhi to connect many people.

Our hon. Chief Minister of Tamil Nadu, Thalapathy M.K. Stalin has announced the desire of Tamil Nadu Government to establish an International Airport at Hosur. The Union Government should take up the matter immediately to take all possible steps to establish an International Airport at Hosur.

There is a huge potential in Tamil Nadu for the introduction of air taxies connecting the Tier 2 and 3 cities as well as with Chennai. Therefore, I request the Union Minister for Aviation to take necessary steps to operate the air taxi services in Tamil Nadu. Thank you, Sir, for giving me this opportunity.

**श्री उपसभापति:** माननीय सदस्यगण, दो माननीय वरिष्ठ सदस्यों की सूचना है कि उन्हें समिति की बैठक के लिए जाना है। माननीय सभापति ने अनुमति दी है, इसलिए पहले मैं उन्हें बुलाता हूँ। माननीय घनश्याम तिवाड़ी जी। आपके पास 15 मिनट हैं।

**श्री घनश्याम तिवाड़ी (राजस्थान):** माननीय उपसभापति महोदय, भारतीय वायुयान विधेयक, 2024 पर बोलना प्रारंभ करने से पहले, मैं हमारे माननीय मंत्री महोदय को धन्यवाद दूँगा कि वे स्वयं तेलुगू भाषी हैं और उन्होंने भारतीय वायुयान विधेयक पेश किया है। इसके लिए उन्हें बहुत-बहुत धन्यवाद।

मैं दूसरी बात यह कहना चाहता हूँ कि यह नाम हिंदी में आना किसी प्रकार से किसी भाषा को थोपने का प्रयत्न नहीं है। हमारे संविधान के नियमों में प्रावधान है कि हिंदी में पूरा कानून भी आए और उसका ऑथराइज्ड इंग्लिश वर्जन है, तो उसे उसी प्रकार माना जाएगा, जिस प्रकार से वह हिंदी में है। अगर वह अंग्रेजी में आए और उसका ऑथराइज्ड हिंदी वर्जन है, तो उसे भी उसी

प्रकार माना जाएगा। यह जो भावना थी, काँग्रेस के माननीय सदस्य, नासिर साहब इस पर बोले थे कि यह 'यान' शब्द बोला नहीं जाता है। अब यह गले में क्यों अटक रहा है, मुझे समझ में नहीं आ रहा है, क्योंकि यह अटकना नहीं चाहिए। यह अटकना नहीं चाहिए। भारत शब्द, यान शब्द का अटकना गुलामी की मानसिकता का परिचायक है। इसलिए यह जो 1934 का विधेयक था या उससे पहले का जो विधेयक था, उसको हटाकर भारतीय वायुयान विधेयक, 2024 लाया गया है। औपनिवेशिक और गुलामी की मानसिकता के सारे जो कानून हैं, एनडीए सरकार उन कानूनों को बदलकर नए कानून ला रही है, उसी श्रृंखला में यह कानून लाया गया है। उस समय जब यह कानून बना था, उसमें 20 धाराएं थीं और अब तक इसकी 21 धाराओं में 21 बार संशोधन हो चुका है। उस एयरक्राफ्ट एक्ट को आगे तक घसीटते रहें, इसका कोई मतलब नहीं था, इसलिए यह कानून लाया गया है। मैं इसका स्वागत करता हूं।

माननीय उपसभापति महोदय, वह कानून केवल प्रचलन के संबंध में था। यह जो कानून है, यह विनिर्माण करना, रख-रखाव करना, प्रोडक्शन करना, प्रचलन करना और उसको सब प्रकार से नियंत्रित करने का कानून है। यह एक पूर्णतः सर्वांगीण कानून है, जिसमें सब प्रकार की व्यवस्थाएं की गई हैं। मेक इन इंडिया के अंतर्गत अगर किसी प्रकार का भी काम प्रारंभ करना हो, तो उसके लिए कानून की आवश्यकता होती है। इसलिए उस प्रकार का कानून यहां पर बनाया गया है।

माननीय उपसभापति महोदय, मैं एक विषय से अपनी बात प्रारंभ करना चाहता हूं। जब इस प्रकार के कानून आते हैं, तो उन कानूनों पर बहस न करके यहां पर अन्य मुद्दों पर बहस की जाती है। मैं उसके संबंध में कुछ जवाब देना चाहता हूं। इसी सदन में इसके साथ माननीय मोदी जी को जोड़ा गया, मोदी जी के नाम का बार-बार उल्लेख किया और किसी के साथ किया गया। मैं इसमें एक बात कहना चाहता हूं कि भारत की बढ़ती हुई स्थिति - चाहे हवाई यातायात बढ़ रहा है या भारत की आर्थिक स्थिति बढ़ रही है, जिससे भारत की जीडीपी बढ़ रही है और हम पांचवीं से चौथी बड़ी अर्थव्यवस्था की ओर जा रहे हैं - उस समय भारत के बाहर इस प्रकार के लोग भी हैं, जो चाहते हैं कि भारत की अर्थव्यवस्था नहीं बढ़े। वे चाहते हैं कि भारत की अर्थव्यवस्था में रुकावट पैदा की जाए। जॉर्ज सोरोस नाम का एक आदमी है, उसके सोर्सेंज भारत में भी हैं। वह कई बार हिंडनबर्ग के माध्यम से हमला करता है और कई बार अमेरिका की किसी फेडरल एजेंसी के माध्यम से हमला करता है।

**श्री उपसभापति:** आप बड़े अनुभवी हैं। मैं आपसे अनुरोध करता हूं कि आप विषय पर बोलिए।

**श्री घनश्याम तिवाड़ी:** मैं अनुभव के आधार पर ही कह रहा हूं। मैं अनुभव के आधार पर या जो मैंने सुना है, उसी पर अपनी बात कह रहा हूं।

**श्री उपसभापति:** आप रूल 110 के तहत बिल पर बोलिए।

**श्री घनश्याम तिवाड़ी:** जी, मैं आपकी आज्ञा का पालन करूंगा। यह किसी प्रकार से भी उचित नहीं है कि डमरू बजे अमेरिका में और नाचने लगे भारत के बाजारों में। इसलिए मैं चाहता हूं कि

इस प्रकार का प्रयत्न करके कोई आदमी भारत की अर्थव्यवस्था को गिराना चाहेगा, तो वह गिरेगी नहीं। जब से मोदी जी आए हैं, हमने यह देखा है कि 133.85 लाख लोगों ने 'उड़ान' योजना के अंतर्गत उड़ान भरी है। अभी वे कह रहे थे कि 'उड़ान' का क्या हुआ? मैं बताना चाहता हूँ कि हमने उड़ान का परिणाम हरियाणा में देखा और उड़ान का परिणाम महाराष्ट्र में भी देखा, वहां उड़ गए थे, तो यह एक उड़ान ही है। यह उड़ान बहुत बड़ी हो गई है। उड़ान योजना में हवाई अड्डे भी बढ़े और उनकी संख्या 49 से 145 तक हो गई।

**श्री उपसभापति:** आप विषय पर बोलिए।

**श्री घनश्याम तिवाड़ी:** यही विषय है।

**श्री उपसभापति:** यह आप अच्छी तरह से जानते हैं और मैं पुनः आपसे बिल पर बोलने के लिए आग्रह करता हूँ।

**श्री घनश्याम तिवाड़ी:** उपसभापति महोदय, मैं विषय-वासना से बिल्कुल दूर हूँ।

**श्री उपसभापति:** आप बिल पर बोलिए।

**श्री घनश्याम तिवाड़ी:** मैं निवेदन करना चाहता हूँ कि जो यह भारतीय वायुयान विधेयक आया है, इसमें जिस प्रकार की व्यवस्थाएं की गई हैं, जिस प्रकार की संरचना की गई है और आज तक जो काम हुआ है, तो मैं कहना चाहता हूँ कि ऐसा कभी आज तक किसी सरकार ने तय नहीं किया कि 2,500 रुपये से ज्यादा प्रति किलोमीटर के रूप में कोई किराया चार्ज नहीं होगा। इसकी भी व्यवस्था की गई है। यहां पर हवाई अड्डे निर्माण की चर्चा नहीं हुई, बल्कि यह चर्चा हुई कि एक हवाई अड्डे के बाहर का कोई टिन शेड हवा से गिर गया। किसी ने कहा कि इंदिरा गांधी एयरपोर्ट के ऊपर एक टिन शेड गिर गया। कुछ बातें इस प्रकार की हैं, जिनको अगर हम ध्यान करेंगे, तो हम चाहेंगे कि हर कानून में हमें इसे देखना चाहिए। अभी भारतीय न्याय संहिता की बात भी आ गई। जितने कानून चेंज हुए हैं, उनमें 1,500 से अधिक कानून गुलामी की दास्तान के प्रतीक थे। उनको हम खींचते रहे, ढोते रहे। हो सकता है, 30-40 वर्ष तक सरकार रही हो, जिसका स्वाभिमान नहीं जगा हो, लेकिन यह राष्ट्रीय स्वाभिमान की सरकार है। नरेन्द्र मोदी जी के बारे में उँगली उठाने वालों को सोचना चाहिए कि उनका जीवन तपः पूर्ण जीवन है, भारत के सर्वांगीण विकास के लिए उनका जीवन है और सर्वांगीण विकास में यह भी आता है कि मध्यम वर्ग के लोग अत्यधिक सस्ती यात्रा, सुरक्षित यात्रा कर सकें। उसका भी इसके अंदर प्रबंध किया गया है।

अब कई बार कई लोगों को यह बात अटकती है कि मोदी-मोदी बार-बार करते हैं, किसी सभा में करते हैं। उसकी आलोचना करने से कोई फायदा नहीं है, क्योंकि जिस व्यक्ति ने यह दृढ़ निश्चय कर रखा है कि मुझे भारत को आत्मनिर्भर बनाना है और 2047 तक भारत को विकसित राष्ट्र बनाना है, उस व्यक्ति पर इन बातों का कोई असर नहीं होगा। वे अपना सीधा रास्ता देख कर चल रहे हैं। उसी प्रक्रिया में ये सारे कानून भी आ रहे हैं और ये नियम भी आ रहे हैं।...(व्यवधान)...



**श्री उपसभापति:** तिवाड़ी जी, आप बोलिए। आपस में बात नहीं करिए, प्लीज़। अभी सदन ने discuss किया है कि माननीय सदस्य सीट पर बैठ कर न बोलें। प्लीज़, मैं सभी पक्षों से यह आग्रह करता हूँ। ...**(व्यवधान)**... तिवाड़ी जी, आप इधर देख कर बोलिए।

**श्री घनश्याम तिवाड़ी:** उपसभापति महोदय, मैं आपकी तरफ ही देख रहा हूँ। उधर तो कभी थोड़ा-थोड़ा कटाक्ष कर देता हूँ, बाकी देख आपकी तरफ ही रहा हूँ।

इस विधेयक में अत्यधिक सार्वजनिक सुरक्षा सुनिश्चित करने के लिए विधायी तंत्र स्थापित करने का प्रावधान रखा गया है। ऐसी चिन्ताओं को दूर करने का प्रावधान है। यहाँ तकलीफ इस बात की हो गई कि दो कंपनियों के पास ही 70 परसेंट एविएशन है, सारा काम वे करती हैं। अब इंडिगो और एयर इंडिया ने 1,500 नए विमान खरीदने का आदेश दिया है। यह बड़ी अच्छी बात है और बहुत खुशी की बात है। इसका सत्कार करना चाहिए, इसका आदर करना चाहिए, लेकिन वह नहीं करते! सबसे पहले ये जो भारत के वेल्थ क्रिएटर्स हैं, जो भारत के लिए संपदा का निर्माण करते हैं, उनकी आलोचना करते हैं। अब इंडिगो और एयर इंडिया ने अगर 1,500 विमान खरीदने का आदेश दिया है, तो वे आएँगे, उनका स्वागत करना चाहिए। अगर भारत की कोई कंपनी बढ़ती है, विदेश में जाती है, काम करती है, उसकी संपदा बढ़ती है, तो उसका प्रयत्न करना चाहिए। इन्होंने इंडिगो की आलोचना की, इसलिए मैं एक बात कहना चाहता हूँ। जब हमारा बचपन था, उस समय कांग्रेस पार्टी की सरकार थी, उस समय हमको पढ़ाया जाता था कि घनश्याम दास जी बिड़ला ने भारत के औद्योगिक निर्माण में यह काम किया; हमको पढ़ाया जाता था कि जमशेदजी टाटा ने टाटा की एयर कंपनी बनाई, उसके बाद उसको भारत सरकार ने ले लिया, अब वह वापस टाटा के पास चली गई। ये हमको पढ़ाते थे, लेकिन यहां पर आज वेल्थ क्रिएटर्स की आलोचना हो रही है। जो भारत के लिए संपदा का निर्माण करते हैं, उनकी आलोचना का ठेका लेने का काम कांग्रेस पार्टी ने ले लिया है, ताकि किसी प्रकार से भारत का औद्योगिक विकास नहीं हो। आपके माध्यम से मैं कहना चाहता हूँ कि इन्होंने उड़ान योजना का मजाक उड़ाया। इतने लोगों ने जब यहां पर सारा काम कर लिया, ...**(व्यवधान)**... उपसभापति महोदय, ...**(व्यवधान)**... एयरपोर्ट्स 149 हो गए।

**श्री उपसभापति:** कृपया आपस में बात न करें, प्लीज़। ...**(व्यवधान)**... आपस में कोई बात नहीं करें। आप बोलिए।

**श्री घनश्याम तिवाड़ी:** उपसभापति महोदय, मैं एक निवेदन यह करना चाहता हूँ कि इन्होंने जिस प्लेन को 20 बार टेक ऑफ करने की कोशिश कर ली और वह टेक ऑफ नहीं होता, वापस धरती पर ही आ जाता है, तो वह क्या हवाई अड्डे का करेगा और क्या हवाई पट्टी का करेगा! ...**(व्यवधान)**... ये जबर्दस्ती उसको टेक ऑफ कर रहे हैं।

**श्री उपसभापति:** आप विषय पर बोलिए। आप लोग आपस में बात न करें।

**श्री घनश्याम तिवाड़ी:** वे अभी कह रहे थे कि ग्राउंडेड है, तो ग्राउंडेड है। उपसभापति महोदय, भारतीय वायुयान विधेयक में 43 प्रावधान हैं। इसमें 21 के बजाय 43 प्रावधान हैं और इनको अलग-अलग विभागों में बांटकर बनाया गया है। इसमें सुरक्षा के लिए अलग व्यवस्था की गई है, निर्माण के लिए अलग व्यवस्था की गई है और यात्रियों की सुविधा के लिए अलग व्यवस्था की गई है। शिकागो सम्मेलन में भारत भी हिस्सेदार था और भारत हस्ताक्षर करने वाला था। तो अंतरराष्ट्रीय नागरिक उड्डयन के हिसाब से और शिकागो सम्मेलन के हिसाब से अपने नियमों में परिवर्तन करना आवश्यक था, इसलिए इस कानून के माध्यम से उन नियमों में भी परिवर्तन किया गया है। इसी प्रकार से सुरक्षा के साधनों में यहाँ जो संरचना थी कि जब पहले एयरपोर्ट पर जाते थे तो सीधे चले जाते थे, लेकिन अब वहाँ पर जाने के लिए अनेक प्रकार की आवश्यकताएं हो गई हैं। आम नागरिक को उसमें असुविधा नहीं हो, उसको सुविधा मिले, वह डिजिटल हो और इस प्रकार के कानून की व्यवस्था हो, उन सारे कामों की व्यवस्था इस भारतीय वायुयान अधिनियम में की गई है। उपसभापति महोदय, मैं आपके माध्यम से यह निवेदन करना चाहता हूँ कि भारत ने जो स्पीड पकड़ी है, नए-नए कानून लाकर कानूनों में परिवर्तन करने का जो काम किया है, वह इस भारत को 2047 तक हर क्षेत्र में 'विकसित भारत' बनाने का काम करेगा। अगर भारत की आर्थिक स्थिति ठीक होगी, मध्यम वर्ग का विकास होगा, वे लोग अधिक से अधिक हवाई यात्रा करेंगे, तो उनके लिए सारी व्यवस्थाएं करनी हैं। अब भारत में उसका निर्माण करना आवश्यक है, उसके पाटर्स का निर्माण करना आवश्यक है, उसकी सारी गतिविधियों का संचालन करना आवश्यक है। उन सारे कामों को संतुलित करने के लिए और एकीकृत करने के लिए तथा व्यवस्थित करने के लिए यह कानून लाया गया है। मैं इसका समर्थन करता हूँ और सदन से यह प्रार्थना करता हूँ कि इस कानून को पास किया जाए। मैं मंत्री जी को पुनः धन्यवाद दूंगा कि इन्होंने भारतीय वायुयान अधिनियम लाने का काम किया है।

जहां तक भारतीय जनता पार्टी की सरकार की बात है, वह किसी भाषा से द्वेष नहीं करती, एनडीए भी नहीं करता, भारत की जितनी भाषाएं हैं, हम उनको राष्ट्रभाषा मानते हैं। प्रधान मंत्री जी ने खुद कहा है कि Tamil is ancient language. यह विश्व की सबसे प्राचीन भाषा है। अटल बिहारी वाजपेयी जी ने भी यह कहा था, सभी यह कहते हैं। तो हमारा किसी पर भाषा थोपने का काम नहीं है, किसी भाषा को नीचा दिखाने का काम नहीं है, राष्ट्रीय भावना से ओत-प्रोत होकर, गुलामी की निशानी को मिटाने के लिए कानून लाए जा रहे हैं। मैं इसका समर्थन करता हूँ। आपने समय से पहले बोलने के लिए मुझे जो समय दिया, इसके लिए आपके प्रति आभार। बहुत-बहुत धन्यवाद, नमस्कार।

**श्री उपसभापति:** आपको भी धन्यवाद कि आपने अपने आबंटित समय से कम समय में अपनी स्पीच खत्म की। श्री रामजी लाल सुमन।

**श्री रामजी लाल सुमन (उत्तर प्रदेश):** उपसभापति महोदय, मैं आपको धन्यवाद देता हूँ कि आपने मुझे भारतीय वायुयान विधेयक, 2024 पर बोलने का अवसर दिया है।

उपसभापति जी, अभी यह कहा गया कि बहुत तेजी के साथ नए हवाई अड्डे बन रहे हैं और सरकार बहुत तेजी के साथ काम कर रही है। महोदय, 2013 में एक कानून बना था, इसी संसद ने

वह कानून बनाया था कि अगर कोई संस्था किसानों की जमीन का अधिग्रहण करती है, तो उसे सर्किल रेट का चार गुना किसानों को देना होगा। महोदय, उत्तर प्रदेश में दिल्ली से लगा हुआ जेवर एयरपोर्ट काफी दिनों से बन रहा है। मुझे बहुत तकलीफ के साथ कहना पड़ता है कि जिन किसानों की जमीन का अधिग्रहण किया गया था, उसमें पहले चरण का मुआवजा तो किसानों को मिल गया, लेकिन अभी दूसरे और तीसरे चरणों का मुआवजा किसानों को नहीं मिला है, वह चिन्ता का विषय क्या है। ...**(व्यवधान)**...

**श्री सुरेन्द्र सिंह नागर** (उत्तर प्रदेश): महोदय, ...**(व्यवधान)**...

**श्री रामजी लाल सुमन** : क्या हो गया? ...**(व्यवधान)**...

**श्री उपसभापति** : प्लीज़, प्लीज़। ...**(व्यवधान)**... आपस में बात नहीं कीजिए। ...**(व्यवधान)**... प्लीज़, प्लीज़। ...**(व्यवधान)**... आप अपनी बात बोलिए। ...**(व्यवधान)**...

**श्री रामजी लाल सुमन**: सर, अगर ये व्यवधान पैदा करेंगे, तो मैं कैसे बोल सकता हूँ? ...**(व्यवधान)**...

**श्री उपसभापति**: कृपया आप बोलें। ...**(व्यवधान)**...

**श्री रामजी लाल सुमन**: आप क्या कहना चाहते हैं? ...**(व्यवधान)**...

**श्री उपसभापति**: माननीय रामजी लाल सुमन जी, कृपया आप इधर देख कर बोलें। ...**(व्यवधान)**... आपका समय खत्म हो रहा है। ...**(व्यवधान)**... और कोई बात रिकॉर्ड पर नहीं जा रही है, कृपया आप अपनी बात कहें।

**श्री रामजी लाल सुमन**: उपसभापति जी, मेरे कहने का मतलब यह है कि अभी किसानों का आंदोलन चल रहा है, जगह-जगह तनाव है।

**श्री उपसभापति**: माननीय रामजी लाल सुमन जी, मैं आपसे आग्रह करता हूँ कि आप विषय पर बोलें।

**श्री रामजी लाल सुमन**: उपसभापति जी, मैं आपके माध्यम से माननीय मंत्री जी से आग्रह करना चाहता हूँ कि जहाँ-जहाँ हवाई अड्डों के लिए किसानों की जमीन अधिगृहीत की गई है, वहाँ-वहाँ उनको तत्काल मुआवजा दिए जाने की आवश्यकता है।

उपसभापति जी, अभी वायुयान की उड़ानों के संबंध में कहा गया। उड़ानों की संख्या कितनी बढ़ी है, यह तो मैं नहीं जानता। लेकिन मैं आगरा में रहता हूँ, वहाँ से जो उड़ानें शुरू की गई थीं, वे उड़ानें भी बंद हो गई हैं। इसी तरह से भोपाल की उड़ान बंद हो गई, लखनऊ की उड़ान

बंद हो गई। अहमदाबाद में कपड़े का काम होता है, तमाम लोग अहमदाबाद जाना चाहते हैं, इसलिए अहमदाबाद के लिए उड़ान की आवश्यकता है, लेकिन वहाँ के लिए उड़ान शुरू नहीं हुई है। मेरा आपके मार्फत माननीय मंत्री जी से यह निवेदन है कि जहाँ-जहाँ उड़ानों की आवश्यकता है या जहाँ पर और उड़ानें शुरू करने की आवश्यकता है, वहाँ के लिए उड़ानों की शुरुआत की जाए। इसके साथ ही जो उड़ानें बंद हो गई हैं, उनके बारे में समीक्षा की जाए और नई उड़ानें शुरू की जाएँ। ...**(समय की घंटी)**...

**श्री उपसभापति:** आपका समय पूरा हो गया है, इसलिए अब आप खत्म करें।

**श्री रामजी लाल सुमन:** उपसभापति जी, मैं दो मिनट में अपनी बात खत्म कर रहा हूँ।

**श्री उपसभापति:** नहीं, नहीं, दो मिनट नहीं, आपके तीन मिनट थे, जो ऑलरेडी खत्म हो गए हैं, इसलिए कृपया आप खत्म करें।

**श्री रामजी लाल सुमन:** उपसभापति जी, मैं खत्म कर रहा हूँ।

**श्री उपसभापति:** अंतिम लाइन।

**श्री रामजी लाल सुमन :** उपसभापति जी, मैं आपके माध्यम से यह आग्रह करना चाहता हूँ कि यह सरकार बहुत तेजी से हवाई अड्डे बना रही है, लेकिन यह उतनी ही तेजी से हवाई अड्डों को बेच भी रही है। सरकार सरकारी उपक्रमों को तेजी से बेच रही है। ...**(समय की घंटी)**...

**श्री उपसभापति:** आप विषय पर बोलें, वही रिकॉर्ड पर जाएगा। आप रूल्स जानते हैं। ...**(व्यवधान)**... चूँकि आपका समय ऑलरेडी खत्म हो गया है, इसलिए मैं दूसरे सदस्य को कॉल कर रहा हूँ।

**श्री रामजी लाल सुमन:** सर, आधा मिनट।

**श्री उपसभापति:** नहीं, नहीं। माननीय एस. निरंजन रेड्डी जी।

SHRI S. NIRANJAN REDDY (Andhra Pradesh): Mr. Deputy Chairman, Sir, before I commence my address, I want to congratulate the entire House because I find this very fruitful that we are able to sit here and discuss this important Bill. I want to compliment each and every Member for enabling the House to continue. Sir, I then want to start congratulating the hon. Minister who comes from the same State that I represent. He is a dear friend and he is a young dynamic person. I wish him the best. I want him to contribute the best to the country and particularly to our State. Sir, I

have limited time, I have only seven minutes to speak today. But, I wanted to touch upon one very important issue. Sir, I want to make a distinction with regard to the nomenclature of the Act, not on the basis that this is an imposition of Hindi language.

[THE VICE-CHAIRPERSON (SHRIMATI S. PHANGNON KONYAK) *in the Chair.*]

I want all my friends from the Treasury Benches to be kindly attentive, I am making a very constructive suggestion. Please do not treat this as an opposition to Hindi or an imposition of Hindi. I like Hindi, I can speak a bit of Hindi, but I have a very important point to make. Madam, the point I am making is Article 348(1)(b) continues to exist in the Constitution of India, if I may just refer to it. I thought I will start with this book, but, I thought my friends in the Treasury Benches might have a problem with this book. So, I have kept this aside. I have brought a different Constitution. Sir, I have brought a different book. I think the hon. Minister like the color of this book better. Please understand that I am coming from a very constructive space; this is not criticism. I just want my friends to be open to listen to a legal point. I am a lawyer by profession. Sir, Article 348 deals with the language to be used for Acts and Bills, in Supreme Court and High Courts, and Article 348 (1) says, 'Notwithstanding anything in the foregoing provisions of this Part, until Parliament by law otherwise provides' - Clause (b) says 'the authoritative texts- (i) of all Bills to be introduced or amendments thereto to be moved in either House of the Parliament or in the House of either House of the Legislature of a State'.

The last part says, 'shall be in English language'. Sir, this issue came up when we passed the criminal law Bills. In fact, I had supported the criminal law Bills. The only suggestion I had was that the titles -- Bharatiya Nyaya Samhita, Bharatiya Nagarik Suraksha Samhita and Bharatiya Sakshya Adhiniyam — should be in English, along with Hindi because the Constitution requires the authoritative text to be in English. The Government was advised. And, the reason given to the House was that they had obtained an opinion. And, the opinion says, the authoritative text can be in English language, 'title' will not be a part of the authoritative text, therefore, title can be in Sanskrit or Hindi.

Madam, I have verified thereafter. I have done a lot of research. Now, 'authoritative text' has been understood, both under the Constitution and subsequent laws made by this Parliament, to mean not what the title is. 'Authoritative text' means whatever is contained in the Bill. An English Bill will have everything in English. Constitution provides that this can be translated in Hindi. It specifically provides that it shall be translated in Hindi. Article 394A says every act, हर वह कानून, जो पार्लियामेंट में

लाया जाता है, please excuse my Hindi. I am trying to speak; I am trying to convince the maximum number of people that I am not anti-Hindi. I can speak Hindi and I will try to speak Hindi. Every law that is brought before the Parliament, that needs to be translated in an authoritative text in Hindi. If the criminal law Bills retained IBC, or in this case, if the law retained the word 'Aircraft Act', तो आर्टिकल 394A में जो ट्रांसलेशन होगा, उसमें "भारतीय वायुयान अधिनियम" नाम आ सकता है। मगर, जब तक कॉन्स्टिट्यूशन में यह आर्टिकल है, आप इंग्लिश बिल में हिंदी या संस्कृत वर्ड्स यूज करेंगे, we are now going to have the possibility of a constitutional court, a High Court or the Supreme Court, striking down this part, saying that this part is unconstitutional because Article 348(i)B requires authoritative text to be in English. Yes, the Parliament can have an authoritative text in Hindi also. Entirety of that authoritative text can be in Hindi. In the 'title', every single word, every single syllable can be in Hindi. Madam, if I may just show this Bill, in the preliminary section, it says, this Bill shall be called 'Bharatiya Vayuyan Vidheyak'. So, it uses Hindi words. Now, this is a mistake we have made in the criminal laws. Now, apart from these two articles that I have brought, originally, it was contemplated in the Constitution that this will be an arrangement that will be made only for 15 years. 15 साल में हिंदी को इस स्थिति में लाया जाएगा कि भारत में शायद सब लोग हिंदी बोलना शुरू करेंगे। ... (समय की घंटी)... मैडम, यह एक इंपॉर्टेंट टॉपिक है, अगर आप बोलेंगी कि मुझे बैठना है, तो मैं बैठ जाता हूँ, मगर मैं आपसे विनती करता हूँ।

THE VICE-CHAIRPERSON (SHRIMATI S. PHANGNON KONYAK): You have thirty seconds. ...(*Interruptions*)...

SHRI S. NIRANJAN REDDY: Madam, I have waited for two days, I am making a very important contribution, but I am in your hands. If you want me to stop, I can stop, but I think I may be able to assist the House. I am not trying to speak for myself; I am trying to speak for 56 per cent of the Indian population which does not have Hindi as a mother tongue; of course, not to oppose. Please give me four or five minutes more, I will not waste even one minute.

THE VICE-CHAIRPERSON (SHRIMATI S. PHANGNON KONYAK): Please conclude within one minute.

SHRI S. NIRANJAN REDDY: Now, 15 years was the original time stipulated. The Parliament realised that in 15 years, we have not been able to elevate Hindi to that level. Now that is our fault, if we have not been able to elevate Hindi to that level where everybody can understand it. The Parliament then said, "We recognise this

fact". In 1963, we brought the Official Languages Act. Very importantly, two years prior to 15 years coming to an end because we understood that we are not in that position. This Act, Madam, comes into force on 26<sup>th</sup> of January, 1965, exactly 15 years after the Constitution. In this, it was written that until law were to be made otherwise, the provisions with regard to the Bills in English, being in English, will continue. This provided, -- apart from Hindi, which is there in 394A, that is a separate clause that every Bill will be translated into Hindi-- that it will also be translated into all the official languages which are a part of the Schedule. So, Madam, the point that I am making is, बाद में भी, we made one Authoritative Texts (Central Laws) Act. Simple converse example आप देख लीजिए।

THE VICE- CHAIRPERSON (SHRIMATI S. PHANGNON KONYAK): Thank you, hon. Member.

SHRI S. NIRANJAN REDDY: Madam, I will just say one last sentence.

THE VICE-CHAIRPERSON (SHRIMATI S. PHANGNON KONYAK): Hon. Member, Shri Brij Lal.

**श्री बृज लाल** (उत्तर प्रदेश): उपसभाध्यक्ष महोदया, आपने मुझे भारतीय वायुयान विधेयक, 2024 पर बोलने का अवसर दिया, इसलिए मैं आपका आभारी हूँ। हमारे यशस्वी प्रधान मंत्री नरेन्द्र मोदी जी ने अमृत महोत्सव की शुरुआत करते समय कहा था, देशवासियों को आश्वासन दिया था कि जितने गुलामी के निशान हैं, उन गुलामी के निशानों को मिटा देंगे। इसी क्रम में सबसे पहले 164 वर्ष पुराने कानून आईपीसी, 1872 का एविडेंस एक्ट और 1898 का जो सीआरपीसी था, उनको बदल कर भारतीय न्याय संहिता, भारतीय नागरिक सुरक्षा संहिता और भारतीय साक्ष्य अधिनियम बनाए गए, जो 1 जुलाई, 2024 से लागू हो गए हैं। अभी 3 दिसंबर, 2024 को हमारे प्रधान मंत्री जी और गृह मंत्री जी चंडीगढ़ गए थे, जहां उन्होंने इन कानूनों का लाइव प्रदर्शन देखा।

उपसभाध्यक्ष महोदया, इसी तरह से यह जो हमारा एयरक्राफ्ट एक्ट है, यह 1934 का है, यह 90 वर्ष पहले का कानून है। महोदया, 90 वर्ष पुराने अंग्रेजों के कानून थे, उनमें अब तक कई संशोधन हो चुके थे। महोदया, उसी प्रकार का हमने एक सफेद पायजामा बनाया, उसे पहनेंगे, वह लकालक रहेगा, लेकिन उसमें इतने नीले, पीले और हरे पैचेज़ लग गए कि पता चला कि वह पहनने लायक ही नहीं रहा है। वह तो सर्कस के जोकर की तरह हो गया। इसी तरह से यह 1934 का जो एक्ट था, जहां 21 पैचेज़ लग गए थे, तो उसको बदलना बहुत ज़रूरी था। यह भारतीय वायुयान विधेयक का उद्देश्य है। हम 1934 के एक्ट के स्थान पर भारतीय वायुयान विधेयक को ला रहे हैं, जिसका मकसद नागरिक उड्डयन क्षेत्र में कानूनी विनियमन को सरल और प्रभावी बनाना है। अपने कार्यकाल में मोदी जी ने 2000 से अधिक गुलामी के कानूनों को समाप्त किया है और उसी कड़ी में यह जो भारतीय वायुयान विधेयक, 2024 आ रहा है, इसके आने के बाद वह पुराना

कानून इतिहास के पन्नों में चला जाएगा। "By streamlining the regulatory landscape, this Bill seeks to ensure effective and efficient regulation while promoting safety, security, and that is better suited to meet the current and future growth of aviation industry."

उपसभाध्यक्ष महोदया, अभी मोदी जी ने कहा था कि हम चाहते हैं कि हमारा हवाई चप्पल पहनने वाला देशवासी भी हवाई यात्रा करे। देश का जो मध्यमवर्गीय नागरिक है, उसकी काफी महत्वाकांक्षा होती है। हवाई यात्रा से जुड़ी उसकी तमाम चिंताएं होती थीं कि यह सुरक्षित है या नहीं है, क्या नियम-कानून है। तो यह जो विधेयक आ रहा है, यह उस बाधा को दूर करेगा।

उपसभाध्यक्ष महोदया, हम आइसोलेशन में नहीं रह सकते। हम आज एविएशन इंडस्ट्री में तमाम अंतरराष्ट्रीय सम्मेलनों में, रेज़ॉल्यूशन में, आईसीएओ की सिफारिशों के अनुसार और शिकागो कन्वेंशन के भी सदस्य हैं, उसके अनुसार हमें उन मान्यताओं और स्टैंडर्ड्स को लागू करना है। हमारा यह विधेयक हवाई सेवाओं की सुरक्षा, संचालन, कुशल कामकाज को सुनिश्चित करने के लिए नियम बनाने और विनियमित करने के लिए शक्तियां प्रदान करता है। उपसभाध्यक्ष महोदया, जो सबसे बड़ी शुरुआत है, जो मोदी जी ने की है - वह है हमारी आत्मनिर्भरता। हर क्षेत्र में जब हम आत्मनिर्भर हो रहे हैं, तो वाजिब है कि हम विमानन क्षेत्र में भी आत्मनिर्भर हों।

3.00 P.M.

पहले सात दशक में कांग्रेस के समय में केवल 74 एयरपोर्ट्स बने थे, आज 149 एयरपोर्ट्स हैं। आज जो हमारी हवाई सेवाएं हैं और मंत्री जी यहां एक-दो दिन पहले वक्तव्य दे रहे थे कि आज हमारे पास जो फ्लीट है, उसमें इंडिगो, एयर इंडिया और जो प्राइवेट प्लेयर्स शामिल हैं। हमारा फ्लीट 1,500 एयरक्राफ्ट का होने जा रहा है, उसके लिए जो इन्फ्रास्ट्रक्चर है, उसको यह बिल उसको मजबूत करेगा। हम देश में विमानों के विनिर्माण, मरम्मत क्षेत्र में आत्मनिर्भर होना चाहते हैं। इसीलिए मोदी जी ने 20 हजार करोड़ रुपये का पैकेज दिया, जिससे स्वदेशी विनिर्माण क्षेत्र में विश्वास पैदा किया जा सके। विमान के कलपुर्जों के आयात पर जीएसटी केवल 5 परसेंट कर दी गई है, जो 1 जून, 2024 से लागू हो चुकी है।

उपसभाध्यक्ष महोदया, हम हर क्षेत्र में, डिफेंस के क्षेत्र में मजबूत हो रहे हैं। इसी क्षेत्र में, जो मोदी जी के कार्यकाल में शुरू हुआ, हम फाइटर प्लेन और उसके साथ-साथ जो बाकी विमान हैं, उनके निर्माण के क्षेत्र में भी आगे बढ़ रहे हैं। अभी वडोदरा में C-295 प्लेन के निर्माण का उद्घाटन मोदी जी ने 28 अक्टूबर, 2024 को ही किया है। यह स्पेन की CASA कंपनी बनाती थी और अब इसको एयरबस बना रहा है। मोदी जी ने स्पेन के प्रधान मंत्री पेद्रो सांचेज़ के साथ अक्टूबर, 2022 में वडोदरा में फाइनल असेम्बली लाइन की आधारशिला रखी और अब 28 अक्टूबर को इसका उद्घाटन हो गया है।

उपसभाध्यक्ष महोदया, अब एयरबस और टाटा एडवांस सिस्टम लिमिटेड मिलकर C 295 हवाई जहाज बना रहे हैं। इसमें टोटल 56 प्लेन बनने हैं। स्पेन में 16 बनने हैं और मेक इन इंडिया नीति के तहत बाकी प्लेन भारत में बनेंगे। यह ऐसा प्लेन है, जो छोटे रनवे पर भी उतर सकता है। यह मेक इन इंडिया और मोदी जी की आत्मनिर्भर बनाने की नीति के तहत यह हो रहा है। उपसभाध्यक्ष महोदय, पहले हम AN-12, AN-32, IL-76 इसी पर निर्भर थे, लेकिन आज C-295



को खुद बना रहे हैं। हम उसको एक्सपोर्ट करेंगे, आज हम आत्मनिर्भर हुए हैं और यह जो नया अधिनियम है, वह इन सबको सशक्त बनाएगा।

उपसभाध्यक्ष महोदया, हम तेजस एमके-1 बना रहे हैं। आज इसकी धूम पूरी दुनिया में है। हम उसका एडवांस वर्जन तेजस एमके-1ए बना रहे हैं। जो हमारा तेजस एमके-1 है, यह चीन के जेएफ 17, जिसको पाकिस्तान भी बनाता है, उससे कहीं आगे है। इसकी स्पीड 2,200 किलोमीटर पर ऑवर है, जबकि जेएफ 17 की स्पीड केवल मात्र 1,960 किलोमीटर पर ऑवर है। हम लोग जल्दी ही 5.5 जनरेशन के विमान बनाएंगे, जिसका नाम AMCA है। हम विमान के क्षेत्र में इम्पोर्ट करते थे और कांग्रेस के कार्यकाल में यह हालत थी कि जब खरीदने की बात आती थी, तो कांग्रेस सरकार कहती थी कि हमारे पास पैसे नहीं हैं। देश की आवश्यकता थी और जब राफेल का निर्णय हुआ, तो कांग्रेस ने ऐसा बखेड़ा किया कि राफेल, राफेल, राफेल। उस राफेल का नैरेटिव फर्जी बना, वह ऐसा फेल हुआ कि कांग्रेस भी फेल हो गई। आज जो OCCRP संस्था है, यह लेफ्टिस्ट संस्था दुनिया में भारत के खिलाफ जो डीप स्टेट्स हैं, उससे जुड़ी हुई है। आज ही हमारे सदस्य ने इसका मामला उठाया और ये नहीं चाहते थे कि भारत आत्मनिर्भर हो और जब भारत आत्मनिर्भर होगा, मजबूत होगा, तो किसी आदमी की हमारे ऊपर नजर उठाने की हिम्मत नहीं होगी। आज हम राफेल भी लाए हैं, उसका एडवांस नेवल वर्जन भी ला रहे हैं, लेकिन जो हमारा manufacturing sector है, वह बहुत आगे बढ़ रहा है, जिससे कि हम न केवल डिफेंस के अन्य क्षेत्रों में, बल्कि फाइटर प्लेन्स में भी आगे बढ़ रहे हैं और हमारे फाइटर प्लेन्स की दुनिया में मांग है। इसके लिए सब लाइन लगाकर खड़े हैं कि भारत इसको उन्हें दे दे।

महोदय, यह जो बिल है। इस बिल ने स्कोप बढ़ाया है। उस स्कोप में एक चीज Penalties and Dispute Resolution की है। यह हमें अधिकार देता है कि अगर एयरपोर्ट के पास कहीं कोई बिल्डिंग बनाएगा — पहले हमें प्रॉब्लम होती थी कि कोई आदमी ऊँची बिल्डिंग न बना ले, लेकिन हमारा जो सिस्टम है, इसमें आज एक अधिकार के तहत हम यह भी सुनिश्चित करेंगे कि यदि एयरपोर्ट को कोई खतरा न हो, तो उसके किनारे इसे बना सकते हैं।

महोदया, इसके अलावा यह बिल भारत सरकार को डिटेन करने की पावर भी देता है। अगर भारत सरकार यह समझती है कि यह प्लेन पैसेंजर्स के लिए खतरा है, तो इस अधिकार के तहत — पहले हमारे पास यह अधिकार नहीं था, लेकिन अब हम उस प्लेन को डिटेन कर सकते हैं कि आप, आगे से अब इस फ्लाइट को नहीं चलाएंगे। पहले यह अधिकार हमारे पास नहीं था, लेकिन अब यह अधिकार हमें दिया गया है।

उपसभाध्यक्ष महोदया, यह जो बिल है, यह comprehensive और मजबूत बिल है। यह भारत को 2047 तक एक पूर्ण विकसित भारत की तरफ ले जा रहा है। मैं इस बिल के लिए माननीय मंत्री जी को और देश के प्रधानमंत्री जी को साधुवाद देता हूँ, बधाई देता हूँ। महोदया, इन्हीं शब्दों के साथ मैं अपनी बात समाप्त करता हूँ, वंदे मातरम्।

THE VICE-CHAIRPERSON (SHRIMATI S. PHANGNON KONYAK): Now, hon. Member, Shrimati Sulata Deo. You have six minutes.

**श्रीमती सुलता देव (ओडिशा):** जय श्री जगन्नाथ, थैंक यू वाइस चेयरमैन मैडम कि आपने मुझे "भारतीय वायुयान विधेयक, 2024" पर बोलने का मौका दिया है। महोदया, नाम चाहे कुछ भी हो, नाम बदलने से काम थोड़ा बदल जाता है। महोदया, काम नहीं बदलता, क्योंकि आज देश की एक बहुत बड़ी आबादी, जो एयरक्राफ्ट यूज करती है, यह उससे भी संबंधित है। आप उसको वायुयान बोलिए या पुष्प विमान बोलिए या उड़ा हवाई जहाज बोलिए, चाहे जो कुछ भी बोलिए, लेकिन फाइनली हम लोग उसको जहाज ही बोलेंगे, एयरक्राफ्ट ही बोलेंगे और कुछ नहीं बोलेंगे। हमारी इतनी बड़ी आबादी, जो आज एयरक्राफ्ट को आने-जाने के लिए यूज कर रही है, आज उससे भी बड़ी आबादी, जो सबसे बड़ी आबादी है, वह आबादी वह है, जिसमें आम आदमी हैं। हर किसी की इच्छा होती है कि मैं भी कभी फ्लाई करूँ, मैं भी कभी फ्लाइट में बैठूँ, मैं भी कभी एयरक्राफ्ट में जाऊँ। मैडम, यह होना भी चाहिए, क्योंकि हमारे देश के प्रधानमंत्री जी ने एक शब्द बोला था, एक वर्ड बोला था कि हवाई चप्पल पहनने वालों को भी हम हवाई जहाज में बिठाएंगे। अभी हवाई जहाज का क्या आंकड़ा है, हवाई चप्पल पहनने वाले कितने लोग हवाई जहाज में चढ़े हैं? ...(व्यवधान)... लेकिन जो सच है, वह सच है। अभी बृज लाल जी ने बोला कि हवाई चप्पल पहनने वालों को हवाई जहाज में बिठाएंगे - ऐसा प्रधानमंत्री बोले थे। उड़ान उड़े देश का आम नागरिक, लेकिन कहां गई यह 'उड़ान स्कीम'? कितने आम नागरिक इसमें उड़ रहे हैं? इसमें कोई नहीं उड़ रहा है। महोदया, मैं ओडिशा क्षेत्र से आती हूँ। मैं आपको एक एग्जाम्पल देती हूँ, जो कि एक ट्रू फैक्ट है। मैंने एक मीटिंग में, जहां पर हजार महिलाएँ बैठी थीं, एक बार उनसे पूछा कि आप में से कौन हैं, जिन्होंने फ्लाइट में कभी ट्रेवल किया है, अपना हाथ ऊपर उठाइए। मैडम, 2,000 महिलाओं में से केवल एक ही महिला ने हाथ उठाया। मैंने पूछा, आप कहां गई थीं? उस महिला ने क्या बोला, आप वह सुनिए। उन्होंने बोला कि हमको नवीन पटनायक जी ने एसएचजी, जो कि सेल्फ हैल्प ग्रुप होता है, उनमें से सेलेक्ट करके दुबई भेजा था। यह है मेरा नेता, जो कुछ बोलता नहीं है। जो बोलता है, वह तो नहीं करता, लेकिन यह नहीं बोलकर भी करता है। इसको कहते हैं हवाई चप्पल पहनने वाली महिला को हवाई जहाज में उड़ाना। मगर हवाई चप्पल पहनने वाले तो अभी हवाई जहाज में बैठ नहीं पा रहे हैं।

**[उपसभाध्यक्ष (श्रीमती किरण चौधरी) पीठासीन हुईं।]**

किसको क्या बोलेंगे? क्योंकि महंगाई की इतनी मार है कि वे महंगाई की मार से दब ही रहे हैं, बस दब ही रहे हैं। आलू देखिए, प्याज देखिए, दाल देखिए, दूध देखिए। ...(व्यवधान)...

THE VICE- CHAIRPERSON (SHRIMATI KIRAN CHOUDHRY): Please speak on the Bill.

**श्रीमती सुलता देव :** यही है न? टिकट का बोल ...(व्यवधान)... मैं इसीलिए बोल रही हूँ, मैं टिकट की बात पर आ रही हूँ। ...(व्यवधान)... आप कितना भी बोलिए कि चेंज हो रहा है, मगर देखिए, जहाँ तक हवाई टिकट की बात है, तो उसका इतना प्राइवेटाइजेशन कर दिया गया है कि मेक

माय ट्रिप में अलग रेट्स हैं, बामर लॉरी में अलग रेट्स हैं, काउंटर पर अलग रेट्स हैं, लेकिन जो रेट है, उस पर कोई बात नहीं है।

मैं यह खुद बता रही हूँ कि मैं भुवनेश्वर से दिल्ली तक एक नॉर्मल इकोनॉमी क्लास में आती हूँ, जिसके लिए 22 तारीख को मैंने 19,000 समथिंग किराया दिया और 16 तारीख को 16,000 समथिंग किराया दिया। इसमें कौन गरीब ट्रेवल कर सकता है? ऐसा नहीं हो सकता है। इसमें एक और बात है। दोपहर में एक फेयर होता है और दिन और रात में दूसरा फेयर होता है, सब अलग-अलग फेयर होते हैं। अगर देखा जाए, तो यह कैसे हो सकता है? ऐसा नहीं हो सकता है। यह इक्वल नहीं है। इसके ऊपर कंट्रोल होना चाहिए, तब जाकर आम आदमी उड़ेगा, नहीं तो कैसे उड़ेगा? इसके ऊपर किसी एजेंसी का कंट्रोल नहीं है। मैडम, मैंने देखा है कि ऐसे बहुत सारे टेक्निकल इश्यूज आते हैं। मैं सीधे-सीधे बात करती हूँ। जब हम लोग फ्लाइट बोर्ड करते हैं, चूंकि हम अभी एमपी हैं, तो कोई प्रॉब्लम नहीं होती है, हमें सीआईएसएफ वाले प्रोटोकॉल में ले जाते हैं, अगर थोड़ा लेट भी हो जाएं, तो भी चलता है, मगर जो आम आदमी है, वह थोड़ा लेट हो जाए, तो उसे बोर्ड करने का मौका भी नहीं मिलता है। वह कहीं ट्रैफिक में फंस सकता है, किसी प्रोटेस्ट में फंस सकता है। आप फ्लाइट डिले उड़ाइए, वह चलेगा, मगर जो पैसेंजर है, वह डिले नहीं हो सकता है। आपकी फ्लाइट घंटे दो घंटे लेट हो रही है, तो फ्लाइट में हमें सुनने को मिलता है कि सॉरी फोर दि डिले। हम भी सॉरी बोल सकते हैं। क्या उनके सॉरी और हमारे सॉरी में कोई डिफरेंस है? जब वर्ड ही एक है, तो उनके लिए अलग कैसे है? मैडम, कानून सबके लिए बराबर होना चाहिए। उनके लिए भी और हमारे लिए भी बराबर होना चाहिए। जो एयरलाइंस फ्लाइट जल्दी नहीं उड़ाती हैं, उनके साथ क्या करना चाहिए?

अगर सिक्योरिटी के प्वाइंट ऑफ व्यू से देखें, तो हमारे ओडिशा के एक एक्स एमपी और मीडिया टायकून, तथागत सत्पथी जी ने 26 अगस्त, 2024 को ट्वीट किया कि एयरपोर्ट के बाहर जो व्हीकल जीपीएस tracker लगा होता है, जिसका यूज बैंक में पैसे लाने-ले जाने के लिए होता है, उस गाड़ी में 80 किलो प्लस सोना, 200 किलो प्लस सिल्वर जब्त हुआ। वह कहाँ से आ रहा था या कहाँ जा रहा था, इसका कोई पता नहीं चला।

THE VICE-CHAIRPERSON (SHRIMATI KIRAN CHOUDHRY): Please speak on the Bill, Madam.

**श्रीमती सुलता देव:** मैडम, वह 80 किलो सोना घटकर 35 किलो हो गया। हम लोग इंसान हैं, इसलिए हम वेत गेन और कम करते हैं, मगर सोने का वेत कैसे कम हो गया, यह हमें नहीं पता। इसका आज तक नहीं पता लगा है। मैंने तो खुद बोला कि जगन्नाथ जी का रत्न भंडार खुला है और रत्न भंडार की गिनती भी नहीं हुई।...(समय की घंटी)... मैडम, मैं अभी कन्क्लूड कर रही हूँ। जो हमारे एयरपोर्ट्स हैं, आप उनका प्राइवेटाइजेशन कर रहे हैं। यह प्राइवेटाइजेशन क्यों हो रहा है, किसके लिए हो रहा है? बीजू पटनायक इंटरनेशनल एयरपोर्ट को भी प्राइवेटाइज किया गया है। हम लोगों के गांव में एक बात होती है कि जो मां-बाप की संपत्ति होती है, अगर उसे बेटे संभाल नहीं पाते हैं, तो उन्हें नालायक बोलते हैं। हम देख रहे हैं कि देश की सम्पत्ति का प्राइवेटाइजेशन हो रहा है। ऐसा नहीं होना चाहिए। जो हमारे बाद आने वाली पीढ़ी है, हम उसे क्या दिखाएंगे। उसे

दिखाने के लिए सिर्फ यही बोलेंगे कि यह हो गया, वह हो गया। अगर एक ही आदमी के हाथ में सारी सम्पत्ति चली जाएगी, तो आप इस प्राइवेटाइजेशन को क्यों बढ़ावा दे रहे हैं?

THE VICE-CHAIRPERSON (SHRIMATI KIRAN CHOUDHRY): Please conclude, Madam.

**श्रीमती सुलता देव:** आप एयरक्राफ्ट का टाइटल चेंज कर रहे हैं, वह आप कीजिए, लेकिन इसे चेंज कर देने से लोगों को सुविधा नहीं मिलती है। अगर सिक्योरिटी के प्वाइंट ऑफ व्यू से देखा जाए, इसके लिए सीआईएसएफ वालों को ट्रेनिंग देनी चाहिए। जहां पर फ्लाइट्स ऑल वेदर में लैंड नहीं कर पा रही है, उन पर ध्यान देना चाहिए। ऐसा करने से कम-से-कम लोगों और स्टेट को अच्छे से काम करने का मौका मिलेगा। ऐसा कोई नियम चेंज हो, तो अच्छा रहेगा, धन्यवाद।

THE VICE-CHAIRPERSON (SHRIMATI KIRAN CHOUDHRY): Dr. M. Thambidurai; not present. Shri H.D. Devegowda.

SHRI H.D. DEVEGOWDA (Karnataka): Respected Madam, with your kind permission, I would like to sit and speak.

THE VICE-CHAIRPERSON (SHRIMATI KIRAN CHOUDHRY): Yes, please.

SHRI H.D. DEVEGOWDA (Karnataka): Madam, I will confine my entire speech to Hassan Airport. This airport was sanctioned during my period as Chief Minister of Karnataka. At that time, the present airport, which has been named after late Kempegowda, was sanctioned by late Prime Minister Narasimha Rao and it was sanctioned only to carry cargo. It is not for passengers. It is only to carry cargo. Shri Ghulam Nabi Azad was Civil Aviation Minister then. At that time, I tried my best to alter it so that it can be operated as a civil airport. But, unfortunately, it could not be done. Only when I became Prime Minister, the present Kempegowda Airport was cleared by me. This airport was also cleared by me. But, unfortunately, during this period, five Chief Ministers came and left. I don't want to name those Chief Ministers. My son was also Chief Minister with two coalitions — one with BJP and one with Congress. What had happened then, I don't want to narrate those stories. Today, I am happy to say that hon. Minister's father, who was my friend, had worked with me. I remember his father. He was one of the best Ministers who held the portfolio of Rural Development. You are my friend's son. I congratulate you. You are a youngster. You

have got bright future. You are going to come up in life. I can understand it. In this short tenure of five months, you have given your best.

Madam, this was the background. I would like to come back to Hassan Airport. During this period, five Chief Ministers came. I don't want to bring politics here. They went on playing their own politics. Unfortunately, the people are suffering. Hassan today has got all the facilities. I would like to quote them here. Hassan today has got all educational institutions, except an IIT. In fact, for that, I tried in the last 15 years. But what had happened, I don't want to speak on that. Except that, all educational institutions are there. In addition to that, Hassan is economically one of the important players. It is important for textiles also. Hassan is in between Mangalore and Chennai. Two major ports are there. A lot of traffic is there.

Some portion of Chennai-Bengaluru has been declared as industrial corridor and work is going on. Another new decision was taken by the present Government to declare Hyderabad-Bengaluru as industrial corridor. With these developments, so many activities are going on there. Except IIT, Hassan has all other institutions like medical institutions, engineering institutions, law colleges, etc. It has all institutions except IIT. Now, Hassan is one of the important places with Master Controlling Facility, MCF, controlling all the orbiting satellites launched by the Department of Space, Government of India. It is located in Hassan city. I am speaking about the importance and the background. Hassan has got various areas producing coffee, tea, gherkin, etc. and we are exporting outside, bringing in a lot of foreign exchange. I thought that this airport is going to help the farmers. There are tourist areas of Belur, Halebidu and Shravanabelagola, which are world-known tourist areas. Foreign visitors are coming there. It will not only facilitate them but also help the farmers who are growing commercial crops. They are also producing milk in my own district. Every month, farmers are earning Rs.900 crore from milk and milk products. We want to export. We are providing milk and milk products to Defence. A lot of activities are going on there. With this background, I thought that this airport is going to be helpful not only to the farming community but also to the people who come from all over the world to visit three important tourist places of Belur, Halebidu and Shravanabelagola.

Madam, I had also sanctioned Light Combat Aircraft. During my own period, it was produced by HAL in Bengaluru. I also took a decision of sanctioning 65-seater small aircraft. I would like to bring to your kind notice what all had happened. Unfortunately, five Chief Ministers changed; they went on to play politics to suit their own convenience. I don't want to drag the name of any political party.

(MR. CHAIRMAN *in the Chair.*)

Sir, today, in the last leg of my life, sitting in this House, I pray. You are a youngster. I have written all the details and I will hand over this paper to you, with the permission of the Chair. Sir, you speak so much about the farmers. Yesterday, I saw, your passing remarks on the issue of the farming community. ...(*Interruptions*)... You are so much concerned about the farming community. I am a farmer. The people have elected me seven times to Lok Sabha and seven times to the Assembly. I am in public life for 66 years. I am in the last leg of my life. This Airport, which was sanctioned by me, has been named as Kempegowda Airport. I do not want to have any difference of opinion on that. I am happy. The Prime Minister has come and named it after late Kempegowda, who ruled as a *Palegar*, or whatever you call, as a ruler.

Now, I come to the point which I would like to impress upon this House and also the hon. Minister to see that this Airport, Hassan Airport, must be completed and see that the farmers and the people, who are coming from all over the world for Belur, Halebidu and Shravanabelagola, are helped, which is going to be the need of the hour. I would give all particulars about the whole issue. Even Air Show was first started during my period in Karnataka. Now, there is a demand all over the country. I do not want to go into all these details because people think that Devegowda has not done anything. It is because people forgot what I have done about 28 years back. I can quote so many issues about what I have done. I do not want to take much time of the House. I do not want to go on listing what I have done during the short tenure of time. The hon. Prime Minister had come to Bengaluru to name the airport in the name of late Kempegowda. Some people also commented that it has been done by Devegowda. Devegowda has sanctioned this Airport. It is on record today and I do not want to say anything beyond that. I appeal to him, through you, you have come. I am so happy that you here in the Chair. I have given all the details in my representation to the hon. Minister. He is a youngster, an upcoming leader. His father Shri Yerran Naidu has worked with me. He was a Rural Development Minister.

MR. CHAIRMAN: Yes.

SHRI H.D. DEVEGOWDA: I am supremely happy. The Prime Minister has selected him. Shri Chandrababu Naidu has given a good portfolio with the Prime Minister's consent. I am happy. With your permission, if you ask me to handover, through you, I would send the particulars pertaining to Hassan Airport.

MR. CHAIRMAN: Yes.

SHRI H.D. DEVEGOWDA: Please see that during your period, Hassan Airport should come through, that all facilities are given. It should connect Mangalore, Bengaluru and Chennai. It is worth doing. Economically also, it will be feasible. Please see to it that this work is done. With these words, Sir, I am grateful that you have come and you allowed me to speak today on this particular issue. I am grateful to you. Thank you very much.

MR. CHAIRMAN: Well, for the hon. Minister, these are words of blessing, the words of encouragement emanating from one of the tallest leaders of this country, reflecting on your lineage as well. And, I am sure; this will help him go a long way. Reflections made by Devegowdaji about farmers, it is true, the issue of farmer has been put on centre stage, by the Prime Minister, Narendra Modi; every walk of life, whether affordable housing, whether solar house, whether '*Har Ghar Jal*' and technology to farmers. Therefore, our expectations are bound to be high. It is time when there is convergence to take farmer to a greater height. And, when the former Prime Minister, Shri H.D. Devegowda, makes his presence felt, whenever there is an occasion, we take it as a blessing. So, I have no doubt what is being done at the moment, it will get a greater momentum, and all agencies are converging. Our expectations are high, but our accomplishments are also historic. Our achievements are also splendid, and this will go a long way for the nation. Your sentiments value greatly to us. Now, Dr. Fauzia Khan.

DR. FAUZIA KHAN (Maharashtra): Sir, the oak fought the wind and was broken, the willow bent when it must and survived. The intent of the young and dynamic Minister to bend to times is necessary and appreciated. The modernity of yesterday is the tradition of today and the modernity of today is the tradition of tomorrow. But, is this Bill as modern as it should be? That is the question. I would like to punctuate a few concerns that have remained unaddressed in the Bill. Number one, Sir, the Bill does not explicitly address advanced air mobility technologies such as vertical takeoff and landing, aircraft or drones. Governance for unmanned aviation continues under Drone Rules 2021, which are not integrated into the Bill. I understand. But, while attempting to modernize the existing Act, a framework for the safe and efficient integration of emerging technologies must not be missed. Number two, sustainability remains a significant gap in the Bill. The Bill does not include provisions to address carbon emissions, promote sustainable aviation fuels, or set environmental targets for the

aviation sector. A research team at the Norwegian University of Science and Technology has found that the share of India in global CO<sub>2</sub> emissions from domestic aviation was the third highest at 1.5 per cent! As per a DGCA Report, the carbon footprint of Indian Airlines on both domestic and international operations is the seventh highest in the world with an approximate value of 127 lakh tonnes. Emphasizing sustainable practices such as implementing stricter environmental regulations, promoting the use of sustainable aviation fuels can reduce the carbon footprint of the sector.

[THE VICE-CHAIRPERSON (SHRIMATI P.T. USHA) *in the Chair.*]

Madam, yesterday, the Minister replied to my same point in the Boilers Bill that there is another Department for this environment sector. But again, I would like to emphasize that unless this Bill contains the emphasis on carbon emissions, people will not take it seriously in the sector.

Number three is related to cyber security. This remains a glaring omission. With our increasing reliance on digital systems, the absence of explicit protocols for countering cyber threats in this sector, leaves the sector vulnerable ...(*Time-Bell rings*)... Madam, could you give me half a minute? I would only like to relate a personal incident. I will leave out all this. This is important. I was at the Nanded airport and I was in the check-in queue when I overheard a man requesting the obliging person at the counter to allot him a seat next to a woman. He said, 'Any age, but let it be a woman.' I got angry at this and when I asked that man, 'Why are you asking for a seat next to a woman?', the man quietly slinked away. The person at the counter also got embarrassed. Since then, I have been requesting the earlier Minister too that just as you have in trains and buses, you must have some seats for women who travel alone, seats reserved, particularly, for women. I am requesting the hon. Minister once again, you must look into this issue when you have this kind of tendency at airports and aircraft. Since my time is over, I would not be able to deliberate more on this. Thank you very much.

THE VICE-CHAIRPERSON (SHRIMATI P. T. USHA): Now Shri Sandosh Kumar P.

SHRI SANDOSH KUMAR P (Kerala): Madam, as pointed out by quite a number of learned speakers in this House, the title of this Bill needs to be amended. It is in contravention to the provisions of the Constitution, Article 348. So I also demand the same. It is quite surprising to note that not even a single speaker from the Treasury



side mentioned about the sorry plight of our passengers. The passengers are the main stakeholders in this field. Let me give you one example citing a reply which was furnished in this august House on 25<sup>th</sup> of this month by the same Ministry. Sir, 25,727 domestic operations were cancelled during a very short span of time, that is, between 2022, January, and 2024, September. This is such a big number that 25,727 flights were cancelled and your Ministry says that 10,67,717 passengers were affected by this cancellation. More importantly, one of the major players in this field, Indigo awarded only Rs.18,000 as compensation to the passengers. This is one of the important areas where you have to look into. Secondly, Sir, according to the Report of the Airports Council International, India has the highest airfares compared to other countries in Asia Pacific and Middle East region. The ACI studied airfares in around 36,000 routes in the region and came to the conclusion that Indian aviation market has the highest increase with 41 percentage hike in prices. It is only 34 per cent in UAE and 30 per cent in Singapore. Why is it happening? Again, let me quote from an answer furnished in this august House on 18<sup>th</sup> July, 2022. The question was related to airfare. The answer was, "It is market driven only. The Government is not establishing or not regulating the airfares. It is completely market driven." Sir, the Parliamentary Standing Committee on Transport, Tourism and Culture has already stated that the so-called self-regulating mechanisms of the current airline monitoring regime are inadequate to address the financial burden of the passengers.

So, this is one area which you have to look into. So, instead of praising the Government and instead of talking about one particular person and his achievements, you have to address the serious concerns of the passengers. And, finally, Sir, you are talking about starting new airports, and the demand for starting new airports is increasing from various parts of the country. What is the status of our existing airports? Even the former Prime Minister had to cry before you to get it established in a proper way. I am from Kannur. I would like to request you once again. Quite a number of times we made this plea regarding the Airport of Kannur, invested crores of rupees of people's money. But, because of your political vendetta, you are not allowing the Airport to operate properly. How many operations were canceled? From the beginning, so far, 60 per cent of operations were cancelled. I don't know the exact number! So, why is this happening? It is a district which -- actually there are a number of passengers from other districts also -- is a hub of many foreign passengers and tourists. Even after repeated requests, nothing is happening. We don't know what our fault is. Even the hon. Chief Minister of Kerala met you and requested personally. And, almost all our MPs joined together to request you; I mean, including Jyotiraditya Scindiaji. Nothing is coming out. So, airport should not be a center of

your political vendetta. You must have political differences with our State and our people. But, it should not be a point of quarrel with our passengers. So, I request you to address the issue of Kannur Airport very seriously. And, let me know how many airports are profitable in our country. You are talking about starting of new airports, but most of our airports are not at all properly functioning, in the sense, that less number of passengers are there. So, to run an airport, it is not that easy. Crores of rupees are needed. So, this area also needs to be addressed. So, I think this Bill is not at all comprehensive. The title of the Bill must be changed and the concerns of the passengers must be addressed properly.

THE VICE-CHAIRPERSON (SHRIMATI P.T. USHA): Thank you Sandoshji. Now, Dr. Bhim Singh.

**डा. भीम सिंह (बिहार):** महोदया, मैं भारतीय वायुयान विधेयक, 2024 के समर्थन में बोलने के लिए खड़ा हुआ हूँ। माननीय मंत्री जी और सरकार ने इस विधेयक को लाकर बड़ा ही सराहनीय कार्य किया है। हमारी सरकार जो अनेक अच्छे काम कर रही है, उनमें से एक अच्छा काम यह भी है कि वह पुराने कानूनों को बदल कर नए ढंग से, नए परिप्रेक्ष्य में, नई परिस्थिति में जो अनुकूल हों, वैसे कानून बना रही है। पुराना जो कानून था, पुराना जो अधिनियम था, विमान अधिनियम, 1934 था, वह 90 साल पुराना हो चुका है और उसमें 21 बार संशोधन किए जा चुके हैं। महोदया, यदि कपड़ा फट जाता है, तो उसमें पैबंद लगाया जाता है, रफू किया जाता है, बार-बार, अनेक बार रफू की आवश्यकता होती है, लेकिन एक समय ऐसा आता है कि रफूगर भी उस पर रफू करने में असमर्थता व्यक्त कर देता है। यही हालत मौजूदा कानून की है, जो अभी चल रहा है। इस विधेयक के बनने के बाद वह स्थिति बदल जाएगी। हमारे उस तरफ के कुछ मित्रों ने इस विधेयक के नाम पर भी आपत्ति व्यक्त की है और हमारे इस तरफ के मित्रों ने उनको समझाने का प्रयास किया है। हम अपने ही मित्रों से कहना चाहेंगे कि वे समझने वाले नहीं हैं, वे समझ नहीं सकते, उनको तो आपत्ति होनी ही है। भला जो पक्ष, जो व्यक्ति, जो पार्टी वंदेमातरम् का विरोध कर सकती है, वह हमारे वायुयान शब्द का विरोध क्यों नहीं करेगी!

अगर हमारी सरकार इंडिया को भारत कह दे, बोर्ड में लगा दे, तो जो पार्टी भारत लिखने पर भी आपत्ति कर सकती है, वह पार्टी और उसके नेता लोग वायुयान लिखने पर विरोध क्यों न करेंगे! इसलिए हम अपने मित्रों को कहेंगे कि उनको समझाने का प्रयास न करें, क्योंकि ये समझने वाले नहीं हैं। जनता इनको बार-बार चुनाव के मैदान में समझा रही है, लेकिन ये समझने वाले नहीं हैं। पुराने कानून को बदलकर नया कानून लाया जा रहा है। पुराना कानून क्या था? पुराना कानून बिल्कुल बिखरा हुआ था। उसमें मात्र 19 सेक्शन्स थे और वे भी चैप्टर में बंटे हुए नहीं थे। जो मौजूदा विधेयक लाया गया है, जो कानून बनने वाला है, इसमें खंडों को चैप्टर में बांटा गया है और बढ़ाकर 43 धाराएं इसमें शामिल की गई हैं। इस कानून का उद्देश्य डिजाइन, निर्माण, रख-रखाव, कब्जा, उपयोग, संचालन, बिक्री, निर्यात, आयात और उसके मामलों का विनियमन तथा नियंत्रण करना है। यह जो उद्देश्य है, इसको भी व्यापक किया गया है। ये उद्देश्य पहले के कानून में भी थे,

लेकिन उस कानून में डिजाइन को शामिल नहीं किया गया था। अब डिजाइन को भी इस कानून में शामिल किया गया है। हम डिजाइन को भी नियंत्रित और रेगुलेट कर सकते हैं। पुराने कानून कितने अप्रासंगिक थे, यह इस बात से भी समझा जा सकता है कि उस कानून के तहत पतंग को भी वायुयान समझा गया था, गुब्बारे को भी कानून के तहत वायुयान समझा गया था। जो अप्रासंगिक बातें हैं, जो अनुकूल बातें नहीं हैं, उनको हमारी सरकार ने हटाने का काम किया है और उसको सरल, सुगम और सप्रासंगिक करने का काम किया है। हमारी सरकार के समय में जैसे अनेक क्षेत्रों का विकास हो रहा है, उसी तरह जो aviation sector है, विमानन क्षेत्र है, उसका भी काफी विकास हो रहा है। हमें यह बताते हुए गर्व होता है कि 2014 में जब हमारी सरकार आदरणीय प्रधान मंत्री मोदी जी के नेतृत्व में आई, उस समय देश में केवल 74 हवाई अड्डे थे। हमारे मोदी जी के सरकार के नेतृत्व में यह दोगुने से भी ज्यादा हो चुके हैं। आज देश में हवाई अड्डों की संख्या 157 है। अगर हम एयरक्राफ्ट की स्थिति देखें, तो पहले हमारे एयरक्राफ्ट के बेड़े में मात्र 400 एयरक्राफ्ट्स थे, आज वे 800 हो गए हैं। जैसे दिन दोगुनी, रात चौगुनी कहावत है, इस गति से हमारा aviation sector बढ़ रहा है। इसे नए ढंग से नियंत्रित और अधिनियमित करने की आवश्यकता थी। यह विधेयक सांगोपांग है। इस विधेयक में जो मौजूदा aviation sector में तीन नियामक एजेंसीज हैं - DGCA, Directorate General of Civil Aviation, AAIB, Aircraft Accident Investigation Bureau और BCAS, Bureau of Civil Aviation Security - ये नियामक एजेंसियां, ये नियामक निकाय कायम रहेंगे, लेकिन पहले की अपेक्षा अब ये ज्यादा पावरफुल हो गए हैं। उनकी शक्तियों में वृद्धि कर दी गई है। पहले जो शक्तियां थीं, अब उनमें व्यापक बढ़ोतरी की गई है। हमारी सरकार सुरक्षा को लेकर भी चिंतित रहती है और रही है।

हमारी सरकार ने इस बिल में सुरक्षा का भी इंतजाम किया है। इसमें सुरक्षा मानकों का उल्लंघन करने पर शास्ती का, दंड का भी प्रावधान रखा गया है। महोदय, जो चिड़ियाँ होती हैं, उनकी वजह से भी एक्सीडेंट्स होते हैं, इसलिए यह नियम है कि हवाई अड्डे के आस-पास कोई बूचड़खाना नहीं हो, कोई गंदगी नहीं हो। यदि ये सब हवाई अड्डे के आस-पास होते हैं, तो इससे पक्षी उड़ते रहते हैं और हवाई अड्डे के पास एक्सीडेंट्स का खतरा बढ़ जाता है।

महोदय, पहले के कानून में भी दंड का प्रावधान था, लेकिन इस कानून में हमारी सरकार ने दंड को बढ़ाकर 2 साल कैद-ए-बा-मशक्कत और 1 करोड़ रुपये तक के दंड का भी प्रावधान रखा है। इसमें ऐसे अन्य और भी प्रावधान रखे गए हैं, जिनमें दंड को बढ़ाया गया है।

महोदय, हम एकतरफा काम नहीं करेंगे। अगर कोई निर्णय लिया जाता है, कोई दंड दिया जाता है, तो पीड़ित पक्ष को भी अपील करने का अधिकार है। महोदय, पहले के कानून में भी अपील का प्रावधान था, लेकिन उसमें प्रथम अपील के बाद द्वितीय अपील और द्वितीय अपील के बाद तृतीय अपील का प्रावधान नहीं था। जो पीड़ित पक्ष है, हमारी सरकार उसको भी सुनने का, अपनी बात कहने का मौका दे रही है। इस कानून में एक अपील के बाद दूसरी अपील और दूसरी अपील के बाद तीसरी अपील करने का भी प्रावधान रखा गया है। इन सारी चीजों को देखने से यह स्पष्ट होता है कि यह जो कानून है, यह बहुत ही प्रासंगिक कानून है। यह कानून सिविल एविएशन को बढ़ावा दे रहा है।

महोदय, मैं एक और बात ऐड करना चाहूंगा। अभी जो विमानों का रख-रखाव होता है, मरम्मत का काम होता है, उस काम को अधिकतर विदेशी कंपनियां करती हैं और हमारा पैसा

डॉलर के रूप में बाहर चला जाता है। इस कानून के बनने के बाद हम मरम्मती पर भी ध्यान देने वाले हैं। एक अनुमान है, एक अध्ययन है कि हाल ही के दिनों में हमारा जो मरम्मती का खर्चा है, वह शीघ्र ही चार बिलियन डॉलर हो जाने वाला है। यह चार बिलियन डॉलर विदेश में चला जाने वाला है। अगर यह कानून लागू हो गया, जो कि लागू होना ही है, ....(समय की घंटी)... तब हमारा यह चार बिलियन डॉलर का खर्च बच जाएगा।

महोदया, इस बिल के लिए यह सरकार बधाई की पात्र है और मैं उन तमाम सदस्यों, जो हमारी तरफ से बोले हैं, उनके प्रति सहमति व्यक्त करता हूँ। महोदया, यह बहुत ही अच्छा कानून है, हम इसका समर्थन करते हैं और सदन से भी अपील करते हैं कि इतने अच्छे विधेयक को पास करके, इसके कानून बनने का मार्ग प्रशस्त करे।

SHRI HARIS BEERAN (Kerala): Thank you, Madam Vice-Chairman, for letting me speak on this vital Bill. I was quite impressed with the hon. Minister in his introductory speech, while he introduced the Bill. I wish him all the best. But, I was quite disappointed. He had a great opportunity to revise the old Act. There was a basic lacuna in the old Act. And, what was that basic lacuna? Virtually all functions and powers were vested with the Union Government. And, they were further delegated to another authority, called, the DGCA. Now, this was a tried and tested thing. Despite all these authorities in place, you are a Ministry of paramount public interest because public actually has straight intervention in your Ministry since a lot of people use the airlines. And, tariffs are one of the fundamental things. The economic regulation was, in fact, there in the old Act and Rules. But nothing was happening. No regulation was happening. The new Act is actually like 'old wine in new bottle'. In the new Bill also, there are 13 or 14 clauses in which everything has further been delegated. Now, instead of having a provision which delegates powers further, which is tried and tested and which actually does not have any regulatory capping mechanism for airfare, you should have actually included that as a legislative mechanism itself.

You should have got a provision in the new Bill saying that so and so authority will have the authority to cap the air tariff. But that is missing in this particular new Bill. Now, Madam, I travel from Thiruvananthapuram to Delhi for attending this Session. Our dear friend, Minister, Shri Suresh Gopi, was also there in the same flight. I paid Rs.78,000/- from Thiruvananthapuram to Delhi, which is criminal. Rs.78,000/- from Thiruvananthapuram to Delhi! There is no logic in that. Last week, I had an opportunity to go to Rome from Delhi, and from Delhi to Rome, I had to pay only Rs.40,000/-. So, there is no logic in this. Many of our people are there in the Middle East, in the Gulf Region. In the Gulf Region, the problem is that during holiday season, it spikes up to Rs.75,000/- and during off-season, it comes down to Rs.5,000/-. Therefore, this is something which has to be regulated, and the

regulatory mechanism has to be there in the Act itself. It should not be delegated. This is my first submission to you. My second submission is that there is this huge problem about environment concerns -- the carbon emission as well as the noise pollution. There is nothing in the Act to take care of these two things. (Time-bell rings) I request you to please consider including these two. My third submission is, there have been problems about the unruly passengers, disruptive passengers. Who are the unruly passengers, disruptive passengers, how they can be dealt with, what should be the penalty, that mechanism is not there in the Act. This is a huge problem which is now happening — the pranksters and all.

Finally, I come to the MRO. The MRO thing is the future. You said about the MRO. If the MRO has to come in, the business has to come in, you have to have an arbitration system. There has to be an institutional arbitration, only then, foreign companies like Boeing and the Airbus will come to India. That is also fundamentally lacking in the new Bill. Therefore, please consider that also.

THE VICE-CHAIRPERSON (SHRIMATI P.T. USHA): Harisji, please conclude.

SHRI HARIS BEERAN: And, finally, there has to be a transparency on 'point of call.' You don't give 'point of call' to airports with infrastructure like Kannur and Calicut. You say, as a matter of policy, that you don't give 'point of call', but you give point of call to airports whichever you want. So, you have to have transparency on 'point of call.' These are my suggestions. I request you to please consider these suggestions. Thank you.

**श्रीमती गीता उर्फ चंद्रप्रभा (उत्तर प्रदेश) :** महोदया, आपने मुझे भारतीय वायुयान विधेयक, 2024 पर बोलने का अवसर प्रदान किया, इसके लिए बहुत-बहुत आभार।

माननीय प्रधान मंत्री जी के कुशल नेतृत्व में आज देश विश्व की महाशक्ति बनने की ओर अग्रसर है। पिछले दस वर्षों में नए भारत के निर्माण हेतु सरकार द्वारा अनेक कदम उठाए गए हैं, जिनमें भारत की आज की जरूरतों के हिसाब से पुराने कानूनों को संशोधित किया गया है। इसी क्रम में, इस विधेयक के माध्यम से 90 वर्ष पुराने विमान अधिनियम को संशोधित किया जा रहा है। महोदया, मोदी सरकार द्वारा स्वतंत्रता से पूर्व के समय की निशानियों को हटाने हेतु पाँच संकल्प तय किए गए हैं। इस विधेयक से अंग्रेजों द्वारा वर्ष 1934 में बनाए गए कानून को परिवर्तित कर, नए भारत की आवश्यकताओं के आधार पर नए विमानन नियमों का निर्माण किया जा रहा है। पिछले 10 वर्षों में माननीय प्रधान मंत्री जी के नेतृत्व में नागरिक उड्डयन क्षेत्र में देश में अद्वितीय प्रगति की गई है। 2014 की तुलना में हवाई यात्रा करने वाले यात्रियों की संख्या आज दोगुनी हो गई है। 2014 में देश में हवाई अड्डों की संख्या 74 थी, जो अब दोगुनी से भी अधिक बढ़कर लगभग 157 हो गई है।

महोदया, मैं उत्तर प्रदेश से आती हूँ। उत्तर प्रदेश में 2014 में केवल छः हवाई अड्डे थे, जबकि वर्तमान में राज्य में दस हवाई अड्डे हैं तथा राज्य के पाँच शहरों में हवाई अड्डों के निर्माण का कार्य प्रगति पर चल रहा है। नोएडा अंतरराष्ट्रीय हवाई अड्डे का परिचालन शुरू होने के पश्चात, उत्तर प्रदेश देश का एकमात्र राज्य बन जाएगा, जहाँ पाँच अंतरराष्ट्रीय हवाई अड्डे स्थापित हैं।

4.00 P.M

महोदया, पिछले 10 वर्षों में उत्तर प्रदेश में भी हवाई यात्रियों की संख्या दोगुनी से अधिक हुई है। अगर उत्तर प्रदेश की पिछले वित्तीय वर्ष से तुलना की जाए, तो इस वर्ष हवाई जहाज से यात्रा करने वाले यात्रियों की संख्या में भी लगभग 20 परसेंट की वृद्धि हुई है। महोदया, सरकार की रीजनल कनेक्टिविटी स्कीम 'उड़ान' के तहत प्रदेश के दूरगामी क्षेत्रों को हवाई अड्डों से जोड़ा गया है।

[उपसभाध्यक्ष (श्री घनश्याम तिवाड़ी) पीठासीन हुए।]

मैं इसके लिए उत्तर प्रदेश की जनता की ओर से माननीय प्रधान मंत्री और माननीय मंत्री जी का बहुत-बहुत आभार व्यक्त करती हूँ। ये आंकड़े पिछले 10 वर्षों में माननीय प्रधान मंत्री जी के नेतृत्व में नागरिक उड्डयन क्षेत्र में हुई प्रगति को दर्शाते हैं। महोदय, अभी तक विमानन क्षेत्र में अधिकांश नियम 1934 में बनाए गए एक्ट से संचालित किए जा रहे थे। इस एक्ट को पिछले 90 वर्षों में लगभग 21 बार संशोधित किया गया है। आज नागरिक उड्डयन क्षेत्र में हो रही प्रगति एवं वर्तमान परिस्थितियों को देखते हुए 90 वर्ष पुराने इस कानून को बदलने की आवश्यकता है। इस विधेयक के माध्यम से केंद्र सरकार को किसी भी विमान या विमान की श्रेणी के डिजाइन, निर्माण, निर्यात या आयात को नियमित तथा सुरक्षित करने के लिए अधिकार प्रदान किया गया है।

महोदय, हवाई सेवाओं के विस्तार के कारण हवाई क्षेत्र में दुर्घटनाओं की संभावनाओं में भी वृद्धि हुई है। समय से पूर्व दुर्घटनाओं को रोकने तथा इससे संबंधित नियमों को बनाने के लिए इस विधेयक के माध्यम से हवाई दुर्घटना या घटना की जांच के लिए सरकार को नियम बनाने का अधिकार प्रदान किया गया है। इसके अतिरिक्त इस विधेयक के माध्यम से सरकार 'मेक इन इंडिया' अभियान के अंतर्गत विमानन क्षेत्र में देश को आत्मनिर्भर बनाने का प्रयास कर रही है। इस विधेयक में किए जा रहे प्रावधान से देश में विमानों के निर्माण को बढ़ावा देने के साथ विमान संबंधी व्यापार को प्रोत्साहन दिया गया है। महोदय, विधेयक में किए गए प्रावधानों के माध्यम से सरकार द्वारा भारत को वैश्विक विमानन बाजार में स्थापित करने का प्रयास किया जा रहा है। अंतरराष्ट्रीय नागर विमानन नियमों तथा मानकों के अनुरूप देश में हवाई क्षेत्र से संबंधित नियमों के निर्माण पर बल दिया गया है। हवाई क्षेत्र में अंतरराष्ट्रीय मानकों के अनुरूप व्यवस्थाओं से देश में स्वदेशी विमान निर्माण एवं विमान क्षेत्र से संबंधित अन्य गतिविधियों को प्रोत्साहन प्राप्त होगा। विमानन क्षेत्र की शिक्षा प्राप्त कर रहे देश के लाखों युवाओं को इन व्यवस्थाओं से रोजगार प्राप्त होगा।

महोदय, मुझे विश्वास है कि इस विधेयक के माध्यम से विभिन्न विमानन कानूनों की बीच मौजूदा विसंगतियों को दूर किया जाएगा तथा भविष्य में देश के नागरिकों को और बेहतर हवाई

सुविधा उपलब्ध हो सकेगी। आज देश के विमानन क्षेत्र की प्रगति की दिशा में लाए गए इस विधेयक का मैं पुरजोर समर्थन करती हूँ, बहुत-बहुत धन्यवाद।

THE VICE-CHAIRMAN (SHRI GHANSHYAM TIWARI): Shri Milind Murli Deora; not present. Shri Dhairyashil Mohan Patil; not present. Shri A.A. Rahim.

SHRI A.A. RAHIM (Kerala): Thank you, Sir, for giving me this opportunity. Sir, first I would like to talk about the title of this Bill. This is the reflection of their political, narrow political motto, which is 'One nation, One Language, and one Culture.' So, don't undermine India's rich linguistic and cultural diversity. That is my request. So, I urge the Minister to rename this Bill as the Indian Aircraft Act. Sir, while discussing this Bill, I would like to ask, through you, from the hon. Minister as to who is the custodian of the Indian aviation sector. Is it the Minister or the Ministry? No, Sir. The Union Government has no control over the Indian aviation sector.

Our Indian aviation sector is controlled by a 3-men army, namely, Tata, Indigo and Adani. This 3-men army controls the entire aviation sector of India. Sir, almost all the major airports are in Adani's hands, while the skies are dominated by Tata and Indigo. While introducing this Bill, the hon. Minister proudly claimed that under the Narendra Modi Government, the number of airports and domestic air passengers has doubled but the hon. Minister conveniently forgot about the uncontrolled airfare hike. Hon. Minister, do you have any control over it?

Mr. Vice-Chairman, Sir, the private companies are dictating the ticket prices. The 356<sup>th</sup> Report of the Department-related Parliamentary Standing Committee, of which I was also a part, recommended controlling airfares and making air transport accessible to the common man. This was a long-standing demand of the entire country. Sir, do you have the courage to do this? As a young Minister, do you have the courage to regulate the price mechanism? You cannot do that because de-regulation is the fundamental *mantra* of neo-liberal policy. You are making policies for the 3-man army. The hon. Minister claims that the number of new aircrafts purchased by Indigo and Tata as Government's achievement! How can it be considered as Government's achievement? If two companies decide to purchase new aircrafts, why is the Government bringing this matter to the House? It should be discussed in their own corporate board rooms. The hon. Minister was dreaming about making India the largest domestic aviation market in the world, but what has the Government done for common people! The Government has failed to control the sky-rocketing airfares and they have no control over it. The NRIs who are working abroad face unbearable

challenges. They cannot come home even if they get leave because airfares are exorbitant. Think about the plight of domestic passengers also.

**उपसभाध्यक्ष (श्री घनश्याम तिवाड़ी):** कृपया समाप्त करें। ...(समय की घंटी)...

SHRI A.A. RAHIM: Just a minute, Sir. On festivals like Diwali, Onam and Pongal, they are forced to take loan just to book tickets!

**उपसभाध्यक्ष (श्री घनश्याम तिवाड़ी):** माननीय सदस्य, आपके बोलने का समय समाप्त हुआ।

SHRI A.A. RAHIM: I have one last point to make. \*

**उपसभाध्यक्ष (श्री घनश्याम तिवाड़ी):** डा. परमार जशवंतसिंह सालमसिंह। ...(व्यवधान)... आपका समय समाप्त हुआ। यह अंकित नहीं हो रहा है, आपका समय समाप्त हो गया। ...(व्यवधान)... आपका समय समाप्त हुआ। ...(व्यवधान)... डा. परमार जशवंतसिंह सालमसिंह।

DR. PARMAR JASHVANTSINH SALAMSINH (Gujarat): Thank you, hon. Vice-Chairman, Sir, for allowing me to speak on this important Bill, namely, the Bharatiya Vayuyan Vidheyak, 2024. A new Bharat is being built and the Government is making unparalleled efforts to connect citizens across different regions of the country. The air services have played a pivotal role in this. Over the past few years, under the leadership of our hon. Prime Minister, Modi ji, our Government has taken numerous decisions to provide seamless air services to the citizens of the country. To make air travel accessible and affordable for the common man, the UDAN scheme was launched on 21st October, 2016. This scheme has played a crucial role in enhancing the air network in tier 2 and tier 3 cities. Today, India has become the third-largest domestic aviation market in the world. New airports are being constructed in every State of the country. The total number of domestic air passengers in the country has nearly doubled as compared to 2014.

Hon. Vice-Chairman, Sir, I represent the State of Gujarat in this House. Several efforts have been made by our Government under the leadership of hon. Prime Minister to provide better air services to the citizens of India and Gujarat too. The Surat airport in Gujarat has been granted the status of an international airport. On behalf of the citizens of Gujarat, I extend my heartfelt gratitude to hon. Prime Minister and also the Minister of Civil Aviation.

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\* Not recorded.



Sir, after Ahmedabad and Rajkot, Surat has become Gujarat's third international airport. This will provide direct travel facilities to the traders, passengers from Surat and the entire Gujarat region to the other countries. Through the UDAN scheme, several cities in Gujarat have been connected via air routes. New air services have been initiated to connect the cities of Gujarat with the major cities of the country. Hon. Chairman, Sir, the Bharatiya Vayuyan Vidheyak, 2024 has been introduced to enhance the security and oversight in the aviation sector and to meet the developmental needs and implement provisions of international agreements effectively. Some of our colleagues in the Opposition have raised the question as to why this Bill is necessary. Sir, I would like to point out that the existing law in the aviation sector is nearly 90 years old. Since independence, the law has been amended 21 times. Our respected Minister has also mentioned such things. Considering the facilities for air passengers, it is essential to simplify the regulations with time. Due to the Government's proactive policies and schemes like UDAN, citizens of the country are now increasingly able to travel by air. The 21 amendments made since independence have created confusion regarding air services and related rules for stakeholders in the aviation sector. To eliminate these ambiguities and simplify the regulations, the Government has introduced this Bill in this House. I extend my support to this Bill, which aims to enhance the facility for air passengers and simplify regulations related to air travel.

THE VICE-CHAIRMAN (SHRI GHANSHYAM TIWARI): Now, Shri Ramji; not present. Shri Dhananjay Bhimrao Mahadik; not present. Shri Mission Ranjan Das.

SHRI MISSION RANJAN DAS (Assam): Respected Vice-Chairman, Sir, with your permission, I rise to speak in support of the Bharatiya Vayuyan Vidheyak, 2024 and one new airport which is under construction. This Bill is aimed to enlarge the scope of civil aviation in multi dimensions. Our NDA Government, under the leadership of hon. Prime Minister, Shri Narendra Modi, has increased the number of airports from 74 to 157 since 2014. Similarly, the number of fleets has also increased from 400 to 700. This Bill will help it to increase further. Among the new airports undertaken, one is Doloo Airport in Cachar District of Assam. Our area is called Barak Valley. In Barak Valley, one airport is already there. This is called Silchar Airport. But it is a military airport. This is why the need of one new airport was felt in the Barak Valley of Assam. Land for this was identified at Doloo Tea Estate. By this time, compensation for land and other things has been disbursed to the beneficiaries. In February 2024, the Government of India granted site clearance approval to the Airports Authority of India.

I request the hon. Minister, through you, to expedite the follow-up steps for its completion. I hope we will get a new airport in the near future at Doloo. Sir, our area needs it because many passengers are there. Considering this aspect, our new Ministry, under the leadership of Narendra Modi ji, considered it.

Ultimately, land was identified at Doloo Tea Estate. For this cause, our hon. Chief Minister of Assam, Dr. Himanta Biswa Sarma, and our former MP, Dr. Rajdeep Roy, helped a lot in identifying the land and solving the issues of compensation, etc. Now further work is about to start there. It is a greenfield airport. It requires investment from both the Government and others under Public-Private Partnership. I request hon. Minister to take the follow-up steps for its completion, so that we can find a new airport in the near future at Doloo. Thank you, Sir.

**श्री रामचंद्र जांगड़ा (हरियाणा):** मान्यवर, आपने मुझे इस महत्वपूर्ण विधेयक पर बोलने का मौका दिया, इसके लिए आपको धन्यवाद। मेरे लिए सबसे बड़ी खुशी की बात यह है कि आप हिंदी प्रेमी चेयर पर बैठे हुए हैं। अभी इस विषय के ऊपर काफी चर्चा हुई है। हमारी एक माननीय सांसद बोल रही थीं कि केवल मात्र नाम बदलने के लिए यह विधेयक लाया गया है। इसमें अंग्रेजी की बजाय हिंदी नाम कर दिया गया है।

मान्यवर, देश का दुर्भाग्य यह रहा कि आजादी के बाद नाम ही नहीं बदल गए। 1977 तक दिल्ली की सड़कों के नाम भी इस प्रकार थे - यह हार्डिंग लेन है, यह जॉर्ज पंचम रोड है, यह सप्तम रोड है, यह विक्टोरिया रोड है, यह वेलिंगटन रोड है या यह वेलिंगटन हॉस्पिटल है, यह इरविन हॉस्पिटल है। दासता के किसी चिन्ह को मिटाया ही नहीं गया और अंग्रेजियत का प्रभाव लगातार इतना बढ़ता रहा कि हमारी जितनी भी ताई गुलाबो थीं, वे सारी की सारी रोजी हो गईं, जितने पजामे थे, वे प्लाजो हो गए। मतलब इस देश में अंग्रेजियत का प्रभाव इतना बढ़ता रहा। लोहिया जी ने कहा था कि जब अंग्रेज चले गए, तो अंग्रेजी क्यों नहीं जा रही है? महात्मा गांधी जी ने तो यहां तक कहा था कि अंग्रेज चाहे दो दिन बाद चले जाएं, लेकिन अंग्रेजी पहले चली जानी चाहिए। भाषा की दासता भी देश की एक दासता है। हिंदी हमारी आत्मा है, हिंदी देश का गौरव है, केवल मात्र भाषा नहीं है। अगर हम किसी दासता के चिन्ह को अपनी मातृभाषा में, अपने देश की भाषा में, राजभाषा में बदलते हैं, तो हम सबके लिए यह गौरव का विषय है। अब अगर हम गूगल पर अंग्रेजी में देखने लग जाएंगे, वह जैसा होगा, उसको मैं एक उदाहरण के द्वारा बताना चाहता हूँ। एक जगह एक टिप्पणी आई हुई थी कि लौह पुरुष का गूगल पर अंग्रेजी देखा गया, तो उसने उसको स्टील मैन कर दिया। अब हमारी बहन सागरिका घोष जी बोल रही थीं, अगर गूगल पर सागरिका घोष का अंग्रेजी देखें, तो पता नहीं कोई उसका नाम सी पैरेट कर देगा या पता नहीं, गूगल क्या बदल देगा। परिवार वालों ने कितना सुंदर नाम रखा है सागरिका घोष! बहुत ही गौरव का नाम है। अरविंद घोष हमारे देश के इतने बड़े क्रांतिकारी थे, चिंतक थे, दार्शनिक थे, मेरी समझ में ये उनके वंशज होंगी। हमें हिंदी से प्रेम करना चाहिए। हिंदी हमारी आत्मा है।

मान्यवर, मैं इसी बात के साथ यह कहना चाहता हूँ कि हमें पूरी दुनिया का नक्शा देखना चाहिए, उसको समझना चाहिए। जिस दिन गोर्बाचेव काल में रूस का बँटवारा हुआ, अगले ही दिन

लेनिनग्राद शहर का नाम बदलकर सेंट पीटर्सबर्ग हो गया। इसमें एक मिनट भी नहीं लगा, लेकिन हम आज तक दासता के चिन्हों को ढोते आ रहे हैं। हमारे ऊपर अंग्रेजियत का इतना प्रभाव हो गया कि फटा हुआ कपड़ा, जिसको दरिद्रता का सूचक माना जाता था, आज हमने इंग्लैंड, यूरोप की सारी फटी हुई पैंट्स यहां पर पहननी शुरू कर दी हैं। हमने उसको भी गौरव मान लिया है। यहां तक कि अब नई पैंट्स को भी फाड़-फाड़कर पहनना शुरू कर दिया। पैंट जितनी ज्यादा फटी हुई है, वह बाजार के अंदर उतनी ही ज्यादा महंगी मिलती है। गुलामी का इससे बड़ा और कोई प्रतीक हो ही नहीं सकता, लेकिन आज भी लोग उस मानसिकता से बाहर आने की कोशिश नहीं कर रहे हैं। जब मैकाले की आत्मा पार्लियामेंट की डिबेट देखती होगी, सुनती होगी, तो वह बड़ी खुश होती होगी, क्योंकि मैकाले ने ब्रिटिश पार्लियामेंट में यह कहा था।

**उपसभाध्यक्ष (श्री घनश्याम तिवाड़ी):** माननीय सदस्य, आप विषय पर आ जाएँ।

**श्री रामचंद्र जांगड़ा:** सर, थोड़ी सी भूमिका तो बनानी पड़ेगी, आप तो हिंदी प्रेमी हैं!

**उपसभाध्यक्ष (श्री घनश्याम तिवाड़ी):** आप इतना बड़ा प्रेम मत करो, विषय पर आ जाओ।

**श्री रामचंद्र जांगड़ा:** उन्होंने एक बात कही थी कि अगर किसी देश को दास बनाकर रखना है, तो उस देश से उसकी भाषा छीन लो। अगर वह अपनी भाषा से कट जाएगा, तो वह अपनी संस्कृति से भी कट जाएगा और अपने साहित्य से भी कट जाएगा। जब वह अपनी भाषा, साहित्य और संस्कृति से कट जाएगा, तो फिर वह अपनी राष्ट्रीयता से भी कट जाएगा और तब उस देश को गुलाम बनाने में कोई असुविधा नहीं होगी, इसलिए सबसे पहले उसकी भाषा छीन लो।

सर, हमें बड़ा अचम्भा होता है कि हमारे अधिकतर माननीय अंग्रेजी बोलने में गौरव महसूस करते हैं। अगर वे बंगाली में बहस करें, तमिल में बहस करें, कन्नड़ में बहस करें, मलयालम में बहस करें, तो वह सबको अच्छा लगता है और उन सबकी ट्रांसलेशन यहां पर मिल जाती है। हमें अपनी मातृभाषा से प्रेम करना चाहिए। मान्यवर, इस भूमिका के बाद अब मैं इस विधेयक पर आता हूँ।...(व्यवधान)...

**उपसभाध्यक्ष (श्री घनश्याम तिवाड़ी):** यह आपकी भूमिका है?

**श्री रामचंद्र जांगड़ा:** हरियाणा का आदमी विषय पर आने में थोड़ा-सा टाइम ले लेता है।...(व्यवधान)...

**उपसभाध्यक्ष (श्री घनश्याम तिवाड़ी):** आपकी भूमिका में ही काम पूरा हो गया है। आपका बहुत-बहुत धन्यवाद।

**श्री रामचंद्र जांगड़ा:** सर, क्या आप मुझे इस पर बोलने के लिए थोड़ा और टाइम नहीं देंगे? देश में नई टेक्नोलॉजी आई है।

**उपसभाध्यक्ष (श्री घनश्याम तिवाड़ी):** आपकी इतनी बड़ी भूमिका हो गई, यह पर्याप्त है।

**श्री रामचंद्र जांगड़ा:** चलिए, आपकी मर्जी है। जय हिन्द!

**डा. अजित माधवराव गोपछड़े (महाराष्ट्र):** आदरणीय उपसभाध्यक्ष महोदय, मैं प्रधानमंत्री मोदी जी एवं नागर विमानन मंत्री, नायडू जी और मुरलीधर मोहोल जी का अभिनंदन करता हूँ। मैं इनका इसलिए अभिनंदन करता हूँ, क्योंकि ये दो जवान मिनिस्टर्स, दो यंग मिनिस्टर्स इस मंत्रालय को संभाले हुए हैं और ये बड़ी तेजी और बड़ी कार्य-क्षमता के साथ इस मंत्रालय को चला रहे हैं। मैं इनका मन से आभारी हूँ और मन से अभिनंदन भी करता हूँ।

महोदय, मैं भारतीय वायुयान विधेयक, 2024 को अपना पूर्ण समर्थन व्यक्त करने के लिए खड़ा हुआ हूँ। यह विधेयक भारत के नागर विमानन ढांचे को आधुनिक बनाने की दिशा में एक परिवर्तनकारी कदम है। यह विधेयक समयानुकूल, दूरदर्शी और विमान संबंधित उपकरणों के डिजाइन निर्माण और रखरखाव जैसी महत्वपूर्ण चुनौतियों का समाधान करता है। "अब हवाई चप्पल पहनने वाला भी हवाई जहाज में सफर कर सकेगा," प्रधानमंत्री मोदी जी के इस कथन को साकार करने की दिशा में सरकार ने उल्लेखनीय कदम उठाये हैं। आज हवाई यात्रा केवल अमीरों तक ही सीमित नहीं है, बल्कि अब आम आदमी के सपनों को हकीकत में बदल दिया गया है। "उड़ें देश का आम नागरिक" योजना के तहत छोटे शहरों और दूरदराज के क्षेत्रों को जोड़ा गया है। इस योजना के अंतर्गत लगभग 600 से अधिक हवाई मार्गों पर उड़ान सेवाएं शुरू हुई हैं, जिनसे लाखों लोगों को तेज, सुरक्षित और सस्ती यात्रा का लाभ मिल रहा है। देश में चालू हवाई अड्डों की संख्या 2014 में 74 थी, जो अब 150 से अधिक हो गई है। मैं प्रधानमंत्री जी का मन से आभारी हूँ कि हमारे देश में इस नागर विमानन मंत्रालय के माध्यम से इतना अच्छा कारोबार हो रहा है। पिछले एक दशक में घरेलू हवाई यात्रियों की संख्या 60 मिलियन से बढ़कर 350 मिलियन से अधिक हो चुकी है। यह न केवल समय की बचत करता है, बल्कि रोजगार, शिक्षा और व्यवसाय के नए अवसर भी प्रदान करता है। यह सरकार की प्रतिबद्धता का प्रमाण है। विकास की हर ऊंचाई पर आम आदमी की हिस्सेदारी हो, इस उद्देश्य को पूरा करने के लिए हवाई यात्रा का यह विस्तार भारत के आत्मनिर्भर और समृद्ध भविष्य की ओर एक मजबूत कदम है।

आदरणीय उपसभाध्यक्ष महोदय, हमारे एक विद्वान मित्र, राघव चड्ढा जी अभी इस सभागृह में नहीं हैं। उन्होंने परसों एयरपोर्ट को बस स्टॉप कहा था, जो यही दर्शाता है कि अमीरों की कुछ गिनी-चुनी जागीरदारियों की जो जगह थी, हमारे देश के सामान्य तथा आम नागरिकों ने अब उसकी जगह ले ली है और गरीब आदमी भी हवाई जहाज का सफर कर रहा है।

आदरणीय उपसभाध्यक्ष महोदय, हमारे एक विद्वान मित्र राघव चड्ढा जी, जो अभी इस सभा में नहीं हैं, उन्होंने कहा था कि समोसा महंगा हुआ है, पानी की बोतल महंगी हुई है। वे यह भूल गए हैं कि अभी हर एयरपोर्ट पर साउथ इंडियन, नॉर्थ इंडियन थाली, कॉम्बो थाली, उत्तपम, इडली, डोसा, उपमा, मिलेट की खिचड़ी, कॉफी, चाय, दूध आदि 100 रुपये में मिलता है। प्लास्टिक की बोतल का पानी पीने के बारे में उनका अंग्रेजी कल्चर अभी गया नहीं है। मोदी जी ने हाथ से बटन दबाकर या पैर से बटन दबाकर शुद्ध जल मुफ्त में पीने के लिए RO और मिनरल

वाटर हर एयरपोर्ट पर उपलब्ध कराए हैं। ये अंग्रेजों की संस्कृति से बाहर आने को तैयार ही नहीं हैं।

आदरणीय उपसभाध्यक्ष महोदय, हमारी एक बहन भी कुछ कह रही थी। उस बहन को मेरा जवाब है कि बम धमाके, हवाई जहाज हाईजैकिंग आदि अब मोदी जी के ज़माने में होना नामुमकिन है, क्योंकि अभी हिंदुस्तान की सुरक्षा ऐसी है, जहां परिन्दा भी पर नहीं मार सकता, यह मोदी जी का ज़माना है।

आदरणीय उपसभाध्यक्ष महोदय, मेरे माता-पिता किसान हैं, उन्होंने आज तक दिल्ली नहीं देखी है और जीवन में कभी हवाई जहाज की यात्रा नहीं की है, क्योंकि वे डरते थे। कांग्रेस के ज़माने में हवाई जहाज गिरते थे, धड़ल्ले से उड़ जाते थे, तो वे बोलते थे कि हम उस हवाई जहाज में नहीं बैठेंगे। वे 85 साल के हैं। मैं खेत में जाकर उनको मिला और उनसे बोला पिताजी, माता जी अब मोदी जी का ज़माना है, तो उन्होंने कहा कि उन्होंने तुझे राज्य सभा सांसद बनाया है, तो हम उनका धन्यवाद करने के लिए दिल्ली आएंगे। वे हवाई यात्रा के लिए मान गए। हमारे सारे सरदार लोग गुरु गोविंद सिंह जी को मत्था टेकने के लिए नांदेड़ से दिल्ली आते हैं। अब हम नांदेड़ से दिल्ली सिर्फ दो घंटे में आते हैं। आदरणीय उपसभाध्यक्ष महोदय, वे हिंडन एयरपोर्ट पर आते हैं। हम सिर्फ ढाई हजार रुपये में आते हैं, नांदेड़ से दिल्ली तक का किराया ढाई हजार रुपये है। वर्ष 2014 के पहले जब कांग्रेसियों की सरकार थी, तब नांदेड़ से दिल्ली आने में दो दिन लगते थे। यह जो दो घंटे में दिल्ली आने का सारा श्रेय है, वह मोदी जी को है और हमारे युवा मिनिस्टर, राम मोहन नायडू जी की मिनिस्ट्री को है।

यहां हमारे बहुत सारे विद्वान मित्र हैं, मुझे यह समझ नहीं आता कि उनको हिन्दी भाषा से क्यों आपत्ति है? हिन्दी हमारी राष्ट्रभाषा है, मातृभाषा है, हिन्दी हमारी मां समान है।...(व्यवधान)... संस्कृत दुनिया की सारी भाषाओं की जननी है, हमारी माता है। इसलिए इस विधेयक का नाम वायुयान विधेयक, 2024 रखा गया है।

DR. V. SIVADASAN: Sir, I have a point of order. ...*(Interruptions)*...

**उपसभाध्यक्ष (श्री घनश्याम तिवाड़ी):** बहस में कैसा प्वाइंट ऑफ ऑर्डर?

**डा. अजित माधवराव गोपछड़े:** आने वाली पीढ़ियों को हमारी संस्कृति को भूलना नहीं चाहिए। हमारे हिन्दुस्तान की संस्कृति हजारों साल पुरानी है। प्रभु रामचंद्र जी के ज़माने में पुष्पक विमान भी हुआ करता था। हनुमान जी, बजरंग बली हमारे वायु पुत्र कहलाते थे। हम और कितने दिनों तक अंग्रेजों की गुलामी में जीना चाहते हैं? मेरे मित्रों, अंग्रेजों की गुलामी वाली मानसिकता से बाहर आओ। हमारे विष्णु भगवान का जो गरुड़ वायुयान था, उसका नाम लेकर बाहर के देशों ने गरुड़ा एयरलाइंस तक रखा था। अभी हमारे भाई ने जो फटे कपड़ों में रहने का और अंग्रेजों की मानसिकता में रहने के बारे में बताया है। क्या इसी में रहने में हम खुशी मानते हैं? हमारे प्रभु रामचंद्र जी, हमारे प्रभु विष्णु भगवान जी पुष्पक विमान में आए थे, इनका वाहन गरुड़ था।

महोदय, विश्व में हमारी संस्कृति का सम्मान बढ़ाने के लिए मेरे विश्व गौरव नरेन्द्र मोदी जी, नायडू जी और हमारे महाराष्ट्र के मुरलीधर मोहोल जी, जिन्होंने यह मंत्रालय संभाला है,

इनका मैं बहुत-बहुत अभिनन्दन इसलिए भी करता हूँ कि इसका नाम 'भारतीय वायुयान विधेयक, 2024' रखा है। यह बिल बहुत समर्थनीय है, सशक्त है। यह हमारे देश की प्रगति की एक नई पहल है, हमारे गरीब, किसान, गाँव का मजदूर और सारे लोग अब हवाई जहाज़ में बैठकर अपने देश की प्रगति को देख रहे हैं। हमारे देश का व्यापार बढ़ रहा है, हमारा किसान आगे चलकर गरीबी से बाहर आकर देश के विकास में ...(समय की घंटी)... अपना विश्व गौरव बना रहा है।

**उपसभाध्यक्ष (श्री घनश्याम तिवाड़ी):** कृपया अपनी बात समाप्त करें।

**डा. अजित माधवराव गोपछड़े:** मैं माननीय मोदी जी का मन से आभार व्यक्त करता हूँ, धन्यवाद।

THE VICE-CHAIRMAN (SHRI GHANSHYAM TIWARI): Shri Praful Patel, not present. Shrimati Priyanka Chaturvedi.

**श्रीमती प्रियंका चतुर्वेदी (महाराष्ट्र):** उपसभाध्यक्ष महोदय, आपने मुझे इस इम्पोर्टेंट बिल पर बोलने का मौका दिया, उसके लिए मैं आपको धन्यवाद देना चाहती हूँ। नायडू जी मेरे मित्र हैं, तो उनके बारे में कोई criticism नहीं होगा, बल्कि यह इस बिल को लेकर है।

सर, यह जो बिल आ रहा है, Ministry of Finance और नीति आयोग ने 2019 में जब एयरपोर्ट्स का privatization हो रहा था, उन्होंने 2019 के bidding process को कहा था कि उसमें बहुत कमियाँ हैं। कमियाँ इस आधार पर बोली थीं, क्योंकि जो 6 एयरपोर्ट्स प्राइवेटाइज़ हुए थे, वे सब एक ही इंसान को गए थे, एक ही ग्रुप को गए थे, जिनके पास कोई prior experience नहीं था। The Department of Economic Affairs ने यह कहा था कि कोई भी private player, जो privatization में भागीदारी ले रहा है, उसको दो एयरपोर्ट्स से ज्यादा नहीं मिलने चाहिए, पर पार्टिकुलर विशेष industrialist को करीब सात एयरपोर्ट्स मिले थे, जिसमें से छह एयरपोर्ट्स तो 50 साल के लिए मिले हैं। एक ही एयरपोर्ट financially viable है, बाकी सारे losses में हैं और वे कौन हैं, वह George Soros हमें नहीं बताएगा, वह Ministry of Finance से ही पता चल रहा है कि वे Adani airports हैं। जब macro-bill है, जहाँ पर हम airlines की बात कर रहे हैं, airports की बात कर रहे हैं, infrastructure की बात कर रहे हैं। इन्होंने कहा कि 880 नए एयरक्राफ्ट्स आने वाले हैं, पर यह बताना भूल गए कि पाँच airlines, जो full service airlines होती थीं, 17 साल में अब एक ही रह गई है और वह Air India है और किसी तरीके का fair competition, जो हम कहते हैं, कोई fair competition नहीं रह गया है, केवल monopoly and duopoly रह गई है। दो एयरलाइन्स पूरे aviation sector को संभाल रही हैं, जिसकी वजह से high tariffs, जो हम face करते हैं, वह इसी वजह से फेस करते हैं। सर, 880 एयरक्राफ्ट्स हैं, लेकिन किसके पास monopoly and duopoly है, वह हम सब जानते हैं। वह Indigo Airlines and Air India है। दूसरा, यह कहा जाता है कि जो passenger fare निर्धारित होता है, उसमें 40 प्रतिशत ATF fuel का हिस्सा होता है। उस पर भी जो इनके सारे स्टेट्स हैं, जिस तरीके से उस पर टैक्सेस लगते हैं, उस पर भी किसी तरीके की कार्रवाई नहीं की गई है, जिससे जनता को राहत मिले। मंत्री जी ने उड़ान स्कीम के बारे में कहा था कि उड़ान स्कीम से हवाई चप्पल वाले हवाई यात्रा कर रहे हैं।

अभी महाराष्ट्र के भी एक एमपी बताकर गए हैं कि कैसे उड़ान भर रहे हैं। सर, 870 रूट्स निर्धारित किए थे, जिसमें से तीन साल के अंदर 106 रूट्स discontinue कर दिए, तो यह कहाँ से हम कह रहे हैं कि हम नए एयरपोर्ट्स बना रहे हैं, वे एयरपोर्ट्स भी बन रहे हैं, लेकिन वे operational नहीं हैं। उसमें से आधे से ज्यादा बंद हो रहे हैं। Eight airports under the UDAN Scheme are not operational, वे कौन से हैं — तेजपुर, पोरबंदर, हिसार, बिद्र, पुदुच्चेरी, पठानकोट, पाक्योंग और कुशीनगर हैं और ये operationalize ही नहीं हुए हैं। जब राम मंदिर बना था, उस समय अयोध्या की भी बहुत सारी direct flights शुरू की थीं। 16 से ज्यादा मुंबई से चल रही थीं और अब एक भी नहीं चल रही है। ये जो schemes announce होती हैं, वे कहीं न कहीं implementation में विफल होती हैं। ...**(समय की घंटी)**... सर, एक last point है, क्योंकि वह मेरे parliamentary question का मुझे जवाब मिला था। जनवरी, 2023 से करीब 1,100 hoax calls आए हैं, hijack calls आए हैं, जिसकी वजह से एयरलाइन्स को economic losses हो रहे हैं और साथ ही साथ जो mental trauma passengers go through करते हैं। ...**(व्यवधान)**...

**उपसभाध्यक्ष (श्री घनश्याम तिवाड़ी):** आप समाप्त कीजिए।

**श्रीमती प्रियंका चतुर्वेदी:** सर, मैं एक सेकेंड ही लूंगी। मैं बताना चाह रही हूँ कि ये खासकर मुंबई और दिल्ली एयरपोर्ट्स को प्रभावित करते हैं, airline sector को प्रभावित करते हैं। उसका economic loss कितना है, किस तरीके से हम उसको handle करेंगे, ये सारी चीजें निर्धारित करना जरूरी है। इन्हीं शब्दों के साथ मैं कहूंगी कि यह विधेयक अच्छा है और इसको और पुख्ता बनाया जा सकता है।

**सुश्री सुष्मिता देव (पश्चिमी बंगाल):** उपसभाध्यक्ष महोदय, मैं संक्षिप्त में कहूंगी। I congratulate hon. Minister on this Bill. I am sorry to say it is not only illegal, but it is unconstitutional for three reasons. One, it is in violation of the latest December 2024 Supreme Court Judgment, which says the Government cannot appoint the arbitrator unilaterally. Number two: How can you, through rules, bring in criminal offences? That is legislature versus the executive. Policy confusion is there. Where you have done privatization, how can you now control a regulatory body? Has it been done ever in telecom or energy? Look at your own history of privatization. And, last but not the least, this Ministry is not here only to regulate this sector. And, if you choose to do that, what you need to regulate is the prices of flying across the country. Every single Member here has raised that, Sir, and taken this opportunity. Today, you have two options on this nation's policy issue. One is profit, which is on the left of me, and the other is people, which is on the right of me.

As All India Trinamool Congress, a voice of the people, we urge upon you, आप कहते थे कि चप्पल से प्लेन में चढ़ेंगे; you will ensure security, you will ensure routes, but make it possible for the poor person to get on to that aircraft first. That is most

important. I urge upon the hon. Minister that do not pass a law against a Supreme Court judgement, and Silchar के एयरपोर्ट के बारे में कहा गया है। उपसभाध्यक्ष जी, मैं कहना चाहती हूँ कि एयरपोर्ट तो मुझे भी चाहिए, but this airport, the way the land acquisition has been done, it has been on the blood, sweat and homes of tea garden labourers. 150 जेसीबी लाकर, जमीन खोदकर, एक घंटे में एयरपोर्ट बना रहे हैं, लेकिन आज तक उन्हें compensation नहीं मिला है। So, we are for development, we are for good policy. We are for the aviation industry to move ahead. Especially, coming from the North-East, we want that the people should be able to travel from distant places into the mainland. But whether it is possible is what you need to think. Subsidize the tickets. It has been done before by DoNER and Aviation Ministry. It can be done again. We will support every pro-people policy, but, today, I am sad to say, Sir, through the Chair to the hon. Minister, there is every possibility of this Bill being struck down as *ultra vires* of Article 14 for Government unilaterally appointing an arbitrator. This Bill will get struck out for the grip you want on this regulatory body. And last but not the least, the Legislature and the Executive- there is a difference. This is unconstitutional to, through rules, make criminal offences. Thank you, Sir.

THE VICE-CHAIRMAN (SHRI GHANSHYAM TIWARI): Now Shri Kinjarapu Rammohan Naidu to reply to the discussion.

THE MINISTER OF CIVIL AVIATION (SHRI KINJARAPU RAMMOHAN NAIDU): Sir, I thank you very much for giving me the opportunity. In fact, I would like to start by giving my thanks to all the speakers who have participated in this important Bill right from Dr. Syed Naseer Hussain, Shri Raghav Chadha, Shri Shambhu Sharan Patel, Shrimati Sagarika Ghose, Dr. Kanimozhi NVN Somu, Shri Ghanshyam Tiwari, Shri Ramji Lal Suman, Shri S Niranjan Reddy, Shri Brij Lal, Shrimati Sulata Deo, former Prime Minister, who is also here, Shri H.D. Devegowda, Dr. Fauzia Khan, Shri Sandosh Kumar P, Dr. Bhim Singh, Shri Haris Beeran, Shrimati Geeta *alias* Chandraprabha, Shri A. A. Rahim, Dr. Parmar Jashvantsinh Salamsinh, Shri Mission Ranjan Das, Shri Ram Chander Jangra, Dr. Ajeet Madhavrao Gopchade, Shrimati Priyanka Chaturvedi and Ms. Sushmita Dev. I thank each and everyone who has heartfully participated in this debate. Through this debate, many suggestions, which are very, very important for us as a Ministry to know—some of the feedbacks are very, very important for us to know—have come through all the speakers and, some have, maybe, crossed the line a little bit and used this debate for their own political purposes. I would not dwell too deep into that because that is something the opposition--it has a right to do it -- keeps doing it all the time, but I will keep the



debate very positive and I would like to comment on all the important suggestions that have come in. I would like to start also by addressing the elephant in the room, which is about the name of the Act, that is, the Bharatiya Vayuyan Vidheyak. I also understand that it might be a little difficult thing to pronounce for a lot of people कि यह गले में अटकता होगा, पर इसमें शर्मिदा होने की ऐसी कोई बात नहीं है। This is something that you have to know the intention with which the Government has put this name. That is, यह है कि भारत की जो विरासत है, संस्कृति है, पहचान है, उसको दिखाने का, दर्शाने का एक प्रयत्न है। अभी ये तीन वर्ड्स रखने की योजना है। इसमें कहीं पर भी कोई कॉन्स्टीट्यूशनल वॉयलेशन नहीं है। जो भी आर्टिकल्स मेंशन किए गए हैं, उन्हें कहीं पर भी कुछ अपोज नहीं किया गया है। One of them is Article, 348(1) that has been mentioned, which is about the authoritative text. That is definitely in English; it is there. Then they mentioned about Article 120. But there also, there is no violation about it. Then about the Official Language Act also, it is in accordance with it. So there is no point of Constitution, but there might be a feeling that something has been imposed. And, I am also a very proud Telugu person. I speak Telugu language. I write Telugu language. And, I am proud of my culture and my upbringing. So, you might be questioning, 'You are a Telugu person', how can you allow this kind of a thing? हमारे तेलुगु में भी भारत को भारत ही बोलते हैं। 'Vayu' is also a Telugu word. So, Bharatiya Vayuyan Vidheyak becomes half Telugu for me also. So, it is a mixture of all the languages here. It is like everyone coming together, we want this thing. With the colonialization, there has been a small cocoon that has been developed. And it is, ...(Interruptions)... Let me reply, Sir. I have carefully listened to each and everyone. No matter what the allegation is, whatever the suggestion is, I have listened to each and every one. And, I will address the Chair.

(MR. DEPUTY CHAIRMAN *in the Chair.*)

So, when this whole colonization happened, we created a cocoon. Now, under the leadership of hon. Prime Minister, Narendra Modi ji, we want to break that cocoon and bring the butterfly out and show the colors of true India. And, that is what we are doing here. And, this name is a small indication towards it. The text is there in English. So, there shouldn't be any problem for any English-speaking person to, in fact, get afraid that there are three words here. अब यहाँ पर कोपरनिकस लेन है, यह किसी के गले में अटकता है, तो क्या उसे बदल दें? कोपरनिकस लेन तो है ही। And, my name is Kinjarapu Rammohan Naidu. When some people say Kinjarapu, there might be some problem with them. They can't pronounce it the way I pronounce it. But that doesn't mean I will change my name so that it becomes easier for them. यह तो मेरी

पहचान है। अभी शायद इसे दो-तीन बार बोलने से थोड़ी मुश्किल होती होगी। But, India has gotten used to so many things. Sir, I think, they will get used to this one also. Bharatiya Vayuyan Vidheyak is just to create the identity of the languages. On top of that -- I have seen. -- you are mentioning about other languages also. I was not understanding why Hindi was brought in. In fact 'Vayuyan' is also a Sanskrit word. And, you really want to appreciate the languages and the culture of this country. I would like the Opposition to also appreciate that on the 3<sup>rd</sup> October of this year, the Cabinet has declared five languages, Marathi, Assamese, Bengali, Pali, and Prakrit as Classical Languages. If you really love the languages, you should appreciate the decision of the Government. And, how much this NDA Government protects and promotes the languages of India! We also recently celebrated the Constitution Day on that day, we have proudly released the Constitution, not only in English and Hindi, but we have also done it in Sanskrit and Maithili. So, you see that there is a whole conscious effort that all the languages should be given their importance, all the languages should be protected, and all the languages should be promoted. I think this is one point that I want to make regarding the language debate that has been going on, Sir.

And on top of that, I have already given the numbers on UDAN during my opening speech also on how the numbers have been doubled from 2014 to 2024. Now, we have gone through the numbers. We have seen all the airports coming up. We have seen passenger traffic being increased. Sometimes when we go through it, when it becomes a normality, we feel that it is just a regular thing that has been happening, but if you have to compare it with other developing countries or developed countries, then you would see that how doubling a number in 10 years is very, very difficult. And, that is something which has been a challenge for India also and that challenge has been successfully addressed. We have created, we have doubled the number of airports, doubled the number of passenger traffic and doubled the number of aircraft fleet. But, for us, I can proudly say, under the leadership of Modi ji, aviation is not just looked upon as how many number of passengers have increased. I also agree to a certain point that it is not about just about the numbers. Numbers I am giving to show you a picture on how much progress we have made. But if you look at, in true sense, why we want to promote aviation, why we want to make it one of the best sectors in the country, in the whole world, it is because when we talk about aviation, we also talk about tourism. When we talk about aviation, we talk about economic activity. When we talk about aviation, we talk about real estate growth, we talk about job creation. When we talk about aviation, we talk about industry. When we talk about aviation, we talk about commerce. We talk about trade.

And when we talk about aviation, we talk about culture. And when we talk about aviation, we talk about agriculture also. And that is why aviation is a very important nodal sector that needs to be given that push. And, with this idea, the whole aviation sector has been thoroughly and deeply understood on what the true potential India has. And, we have seen that there are multiple gaps also. Now Rs.90,000 crores CapEx has been put in to create airport infrastructure.

But, creating infrastructure itself is a challenge and when I took charge as the Minister of Civil Aviation, I have promised to the people of this country. Sir, she has always been so caring, like a mother; thank you Madam. When we look deeper, it is just not about creating the infrastructure, but, it is about connecting them also. Now you can spend a lot of money, you can create the infrastructure, you can create more airports, but, the ultimate challenge is how do you connect? And, that is where by bringing in all the aspects of the Government, we created the UDAN Scheme which is 'Ude Desh ka Aam Naagrik'. This is a market-driven industry where the airlines feel that there might be non-viability in running a route, the Government has taken the responsibility, little bit on itself, through the UDAN scheme, and provided the viability gap funding. It was the first time that it has been done at such a large scale through the UDAN scheme. Now, we have started 609 routes in the country in a span of just eight years. Sir, nowhere in the world you would have seen such a scheme which has been run by the Government itself, so that the airlines can come and start the non-viable routes and facilitate the routes. We have operationalized 86 airports under UDAN. And out of these 86 airports, 20 were under-served, but 66 airports were totally un-served. What I mean by 'un-served' is that not a single flight was going to these airports. But, the Government has taken up that challenge. We have constructed the airports, but, we have to start the airline connectivity also. Under UDAN scheme, we have given the viability gap funding and we were able to run all these airports. We were giving them those connections which were very much required by the people of that State or that region or that airport. We have operationalised 86 airports and we can proudly say that UDAN has been a real success story of the Indian aviation which we are showcasing to the whole world under the leadership of Shri Narendra Modi. Why I say the whole world? In September, we had one conference--Asia Pacific Ministerial Conferenc--where 41 countries have participated and there were stakeholders from aviation across the globe and 29 countries have sent the best of the people who represent aviation from their countries. I have heard all of them speaking in that conference and they have proudly said that the real thing that we can pick up from India today is how it has improved the domestic connectivity within the country and how it has launched the

RCS UDAN scheme so that it could facilitate their regional aviation in a very big way. Sir, for most of the countries, aviation becomes more of an international affair. How do you connect your country better to another country? But, a lot of them could not crack the challenge of internal connectivity. Now, with this UDAN scheme, we are showcasing it to the world that a little push, a little commitment from the Government, can create wonders and that is what we have done through the UDAN scheme. And now, through the UDAN scheme, we have addressed the issue of accessibility.

Now, the other thing that I have mentioned after taking charge as Minister was that I want to bring in affordability also. I understand all the concerns that each and every Member has raised regarding air fares. I am also a citizen of this country and I was also a Member and, before Member, I was also a passenger. So, I know about the challenges that the people of this country face while travelling. I also understand the true spirit in which people would have spoken about air fares. But, you have to understand about the procedure of air fares regulation. This debate has been there for quite some time, and internationally also. The process that they follow is they keep the aviation air ticket mechanism as a very de-regulated sector because that is how the whole sector moves forward and that is how there is a win-win situation for everyone. The market plays its game and everyone gets facilitated in the process and this is an international procedure. Nowhere in the world, no country is regulating the air prices and seeing progress in aviation. It is a de-regularized sector. At one point of time, in our country also, there was a regulation on air fares through the Air Corporations Act. When was this Air Corporations Act taken out? It was in the year 1994 that the then Government, the then leaders, thought that aviation needs a real push so we have to deregulate and that is when the de-regularization happened. In 1994, the Air Corporations Act was taken away in which it was mentioned that air fares need to be capped. After that it has been a free market. It has been a market with a dynamic air fare mechanism. I have another report also. Many reports are there. I have also been thoroughly studying the air fare mechanism. I would like to tell the whole House and the people of this country that we, from the Ministry also monitor the prices.

We have a Tariff Monitoring Unit under our DGCA, which thoroughly looks after each and every fare that is happening in the country. And, there is a liability on the airlines also. Before they decide on a price for a certain route or for a certain sector, they have to send it to us in the DGCA. Now, there was a circular in 2010. When the price mechanism has to be sent to the Ministry, they are given a one month time period that for the next month what they are going to charge. On the first day of that month, they have to tell the Ministry itself how much they are going to charge for, say,

so many seats in this bucket, so many seats in that bucket. It is a mechanism that they follow. But in that very circular, which was released in 2010, there was also a condition saying that within 24 hours, they can change the prices again, that seemed to be a little bit favouring the airlines or favouring to dynamically change at a much faster pace. Now, we in this Government, are committed to bring the affordability factor. We want to see how best we can do. So, we are removing that clause; we are just keeping it for one month. So, whatever fare is there, within one month, they have to address it to us. And, we feel this kind of mechanism is going to address a little bit about the irregularities that we see in the airfares. Many hon. Members have spoken about airfares. And, I also want to mention here that the biggest chunk of the airfare goes to the fuel price. I don't know how many people know that these are the fuel prices, the taxes on that, the VAT on the fuel price, which is decided by the States itself, is also responsible for high airfares. And, we, from the Ministry, are proactively trying to address this airfare issue. We have constantly written to all the States. And, some States have obliged too; some States realised it and have reduced it to even 1 per cent. They have kept it below 4 per cent. And, when they have done this, it is ultimately going to -- even if they lose a little bit of revenue from this taxing -- promote the aviation. So, it is going to be a win-win situation. And, a lot of States have done it. But, West Bengal, Delhi, Tamil Nadu, etc., are the States which carry very high VAT percentage. So, to the hon. Members from these States, who might have raised about this airfare issue, I would once again make a very proactive approach that they speak to their respective State Governments. And, if they can get the VAT reduced that is going to reduce the airfares because 45 per cent of the price of a ticket is because of the fuel prices. So, if you cut down VAT, then, definitely, it is going to bring down the airfares. So, that is one request that I would like to make to all the MPs who represent these States and they speak to their respective State Governments. And, as I have said, a Tariff Monitoring Unit is there. On one key observation that we have found about this '24 hour', we want to change, we want to move into that direction and we are comparing all the airfares of the last year, previous years because we also want to find a trend. Now, because it is a market-orientated system, whenever you see a festival or whenever you see some kind of huge event happening in a certain region or whenever there seems to be a huge inflow and outflow of passengers because of some activity that is happening there, then definitely the market seems to push it, the demand increases and suddenly because of the demand, the airfares also try to creep up. When I was presenting this Bill in the Lok Sabha, this issue had been flagged over there too. In fact, hon. Speaker of the Lok Sabha also mentioned and suggested that we should speak with the airlines and

do it. And, we have done that also in the month of August. We sat down with the airlines; we sensitised them about this problem that this was not a Government's problem, this was a people's problem. Since hon. Speaker had also mentioned about it, we met the airlines, we sensitised them. And, after the Diwali season, we observed that two days prior to the previous Diwali and two days prior to this year's Diwali, in the major sectors between the metros and the major connectivity points where huge traffic flows, the prices have reduced to the tune of 2 per cent to 42 per cent. This is something done just by proactively reacting to the suggestions that you have given, interacting with the airlines and sensitising them that we will be thoroughly monitoring the airfares. We have the rules in place and if anything happens out of the rules, then we can penalise them also. So, we are making the Tariff Monitoring Unit more and more robust so that airlines can't act according to their whims and fancies and they don't feel that they are in a closed room and they can do whatever they want. We are keeping a watchful eye on them and we are moving one step at a time and we want to ensure हवाई चप्पल से हवाई जहाज का जो सफर है, वह अभी तक आधा तो सच हो गया है और पूरी तरह से इसमें और लोगों को शामिल करने का जो काम है, वह हम आगे करते रहेंगे, यह सरकार की तरफ से हमारा वादा है।

And, on top of this, air fares, there was also an issue on bomb threats also. If you look at the bomb threats, it was during a specific period. There were multiple instances before also. Once in a while these were happening. But, from 10<sup>th</sup> October to 24<sup>th</sup> November, there was a sudden surge and so many threats were happening on the social media, especially, on the Twitter, and some were through calls and all. So, the first thing I want to tell the House is that, for us, as a Ministry, safety and security is the topmost priority. Now, a threat can be a hoax threat, or it can be a fake threat, but, for us, once a threat is received, we have to follow the protocol because we cannot put any life at risk, just based on assumptions or based on what we think the threat could be. So, during that time, we increased the security and the overall surveillance. On the overall security measures that we need to take, we have improved. We have kept that mechanism very, very dynamic. So, we learnt a lot while addressing these threats. With whatever good feedback that came in through the Ministry, through the BCAS, through the MHA, through MeITY — all these Departments combined together, we have tried to address this problem as a dynamic situation. And, of the threats that were received, only 3.24 per cent of the flights got diverted. This is how much of these things we were able to address. We were trying to get down the inconvenience faced by the passengers to the very minimum. That was one dynamic approach which we followed during the bomb threats. But, I agree that this can't keep happening all the time. Now, they can't keep taking advantage of

this situation that we are going to check each and every plane whenever a threat is received, and they can't do all these hoax threats, because all the threats we received were hoax threats. We thoroughly followed the process and nowhere we found that there was any real threat. But, as we move forward, we understand that this can't be followed. So, we are making some legislative changes also on this. We have Aircraft Security Rules and through these Aircraft Security Rules, what we are trying to bring in is a legislation change, where whoever found guilty of doing this will be put under no-fly list. So, this is one approach that we are taking, so that it acts a deterrent. In three instances, we have found out that there have been 11 different IDs that had been used through social media and the police, especially, the Mumbai Police and the Delhi Police have made some attempts to catch some people also. They have found out that one person who was going after this had some kind of personal grudge against the person who was flying on that flight. So, for that reason, he puts in a threat on social media that there is a bomb on the plane. So, there are some who are using it for very petty pranking styles, not understanding the whole seriousness about the air travel and the security that we follow. We do not want people to step into the direction of using the aviation sector for doing such pranksters. So, to put a deterrent, we are changing the Aircraft Security Rules and making the no-fly list for the people who do these kinds of activities. Also, there is another Act. Now, people have mentioned: Why don't you put it in this Act also? But, under the Civil Aviation, we have another Act which is the Swaska Act, Suppression of Unlawful Acts against Safety of Civil Aviation. This is another Act which specifically deals with these offences and unlawful activities regarding the plane. We found that that can be strengthened a little bit. So, we are going in to amend that law. We are bringing in slightly more stringent laws into that Act itself, which will address the concern that has been raised today. So, in very quick time, we would like to bring it to the House also, so that the Amendment that is proposed in the Swaska Act can also get passed. That is regarding the bomb threats that we are facing.

On top of that, there are some other issues. DigiYatra and privacy concerns keep coming under questions also, but I have to say that as regards the DigiYatra, almost three crore people have used it till now. They have found it very, very convenient because it takes 20 to 25 seconds through the CISF security, with the usage of this DigiYatra, it becomes five seconds for them to cross gate to gate. It has been put at multiple points. One is at the entry of the airport, then, it is there at the security check-in and also at the boarding gate. So, at these three points we are using DigiYatra system. First and foremost, DigiYatra is a totally voluntary system. It is not mandatory, that we are pushing it on to the people or the passengers. Whoever

feels that it is convenient for him or her to use the DigiYatra, only he gets to use it. How do we address privacy issue? There is a certain audit on this. There is a forensic audit which has been done. Everyone has pointed out that no privacy threat is being done by the DigiYatra.

#### 5.00 P.M.

Whatever information is stored in the Digi Yatra system, it gets purged. Once you use Digi Yatra, the whole information about the Aadhaar or whatever details you put in gets stored on your phone itself. It doesn't go to any other place. Only when you put in the boarding card, the airport gets notified that you are travelling through this airport at this time. So, within a stipulated time, the information goes to the airport so that when you reach the gate, the airport has that information. Once you cross it and once you have travelled from that airport, the data gets purged in itself. So there is no place which stores all your data, and if there is a data-threat that needs to happen, then all the people who use Digi Yatra, all those phones need to be hacked. So many phones whoever are using Digi Yatra, they all need to be hacked consistently; otherwise, there is no one place where all the data of that Digi Yatra systems get stored. So there is no privacy concern in that.

Other than that, there was a mention of 'drones and advanced air mobility.' I am very happy that people are also seeing that aviation has many other sectors. Otherwise, people feel that we only deal with the airplanes. But whatever is there in the space, whatever utilizes the space, any kind of vehicle that utilizes the space, it all comes under the Ministry of Civil Aviation. We have defined this thoroughly in the Act itself because this is a very robust industry. The rules need to be consistently changed. You have the air spaces and it is an international affair. If all of these things come together here, then, you need to have a very robust mechanism. Somewhere I have said in the opening speech also that the International Civil Aviation Organization, which has 193 member countries, continuously recommends us on what the protocols need to be or what the requirements need to be. So, once they say that, '*Aacha yeh karo,*' then, every time I can't bring everything to the Parliament. So we are bringing it in the principle Act. In the principle Act itself, we are saying, let us have the authority to make these rules a little more stronger, and once we do that, the rules can follow according to the recommendations that we receive. Just like how we have rules for the passengers or rules for safety requirements for the aircraft, similarly, we have made rules for the drones also, and we are stepping into making rules for advanced air mobility vehicles. You will all be very surprised and excited also that



within one year, this may happen because a lot of research is going into advanced air mobility. This is something which is very exciting for a country like India where coming from the airport into the city when you are in these metro cities, everywhere you find this challenge. If there is a small traffic jam, you are stuck for one hour or two hours while coming home from the airport itself and that is where this advanced air mobility vehicle, which is the electric vertical take-off and landing vehicle, is going to be a new invention which is happening across the world. The people are building these prototypes and trying to form the rules around it; and India is not far behind. We have already said, if you want to build a vertiport from where these vehicles need to take-off, from the DGCA, we have already designed the rules for that; and for the airworthiness of this aircraft that we are going to build, we have designed the rules. So, step-by-step whatever needs to be done, we are consistently speaking with the industry and forming the rules so that by 2026 in the beginning when the industry says, we have the vehicle ready so that we can use it, we are ready with the rules from the Ministry of Civil Aviation. So we are strongly pursuing that path. We have not left it behind, and if you say that it is not present there in the Act itself, according to the definition of the aircraft, it comes under this Act. We are forming the rules subsequently so that all those things get addressed.

Sir, a lot of people have also mentioned about the local airports or the airports of their regions. Some are new airports, some need to be developed, some need capacity augmentation and there are so many other things. Now to address each and every individual will be very difficult but I assure each and everyone that you can come and see me, you can discuss about your airport with me. I will be available to meet everyone across the tables. Our intention is not to do politics with any airport. Our intention is to promote aviation and do the best to the people of this country so that everyone who aspires to be on the plane has a very convenient, affordable and accessible air travel. That is the thing.

Sir, out of my respect to our ex-Prime Minister who is also here -- I should appreciate the commitment that at this age also, he is coming here and sitting for so many hours for the reply and also mentioning about the airport that he is so passionate about, the Hassan airport -- I would like to say that we are going to take it seriously from our side. It is an airport which is being developed with the help of the State Government of Karnataka, and I have got the details regarding it. The physical progress of the Hassan Airport is up to 60.21 per cent today. The financial progress is 56.51 per cent, and the project completion date is April, 2025.

As a Minister, I would be constantly pursuing it with the State Governments, so that it gets done within the stipulated time. We definitely want to make your dream of

having a very good airport in Hassan a reality as early as possible, not just for your vision but also for catering to the demands of the farmers there. From our side, we will provide all the support. This goes without saying to all the Members who have mentioned about airports. Our intention is to have as many airports as possible because now we see that the aspirations have grown. Earlier, it used to be one airport in the capital of a State. Wherever the Capital was there, people were expecting one airport there, but now I am seeing that even though there is an airport within a 100 or 150 kilometres radius, people feel that they are entitled to one airport in their own district. इस सोच में जो बदलाव आया है, वह हमारे मोदी जी से आया है कि हर जिले में, every district can afford their own airport. It is with this movement that we have gone forward. We would surely continue with it. We would accept all the requests that we are getting and we will do it. Now we have to also realize that in building an airport, the ease with which we are doing it today, we might not be able to do it tomorrow because land availability will not be so easy. So whoever wants to build an airport, whoever wants to see an airport built in their space, they need to actively pursue with the State Government. They need to get into discussion with them, they need to pursue the land, they need to capture ...*(Interruptions)*...

SHRI SANDOSH KUMAR P: Kunoor!

SHRI KINJARAPU RAMMOHAN NAIDU: We are pursuing the Kunoor Airport.

DR. JOHN BRITTAS: We built the airport and we are in a soup.

SHRI KINJARAPU RAMMOHAN NAIDU: Why? ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Please, please. ...*(Interruptions)*...

SHRI KINJARAPU RAMMOHAN NAIDU: The Kerala State has fully utilized the aviation sector like no other State. I appreciate all the efforts that they have made. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Please take your seat. You have already spoken. ...*(Interruptions)*... He is not yielding.

SHRI KINJARAPU RAMMOHAN NAIDU: No other State has three points of call. Only Kerala has it. And it is with respect to the people there who travel abroad for many

things that we have given three points of call. For Kunnur, we also have calls for international flights. There is a strong request for points of call. And like you said, we are not doing it by likes or dislikes. No points of call are being given like that, but we are thoroughly moving into that direction to see where else we have to do points of call. And, definitely, Kunnur is a very important airport for us too. Whatever best needs to be done there, we will provide all the support based on what the State Government is asking and consider the people's demands also. We would definitely do the best from our side also so that the aspirations of the people are met. ...*(Interruptions)*... I know it is a very important demand, but we have to collectively look at all these things. There are these kinds of demands originating from other States also and we are looking at the country as a whole and also at how we connect it with international sectors because a lot of the airports that we have built now have international status also. They want international flights to be started. We would collectively look at all those things, create India as one big aviation hub and see how to promote all these places. We will take a considered view on that. If any of you feels that I have not addressed any issue in particular, let me say that my team and myself have noted down all the points, and I am going to reach out individually to all the people who have spoken here. We would definitely make sure that each and every issue that has been mentioned through the Bill gets addressed. We are really, really committed to taking aviation to another level.

One important closing comment that we want to make is, we have been talking a lot about air traffic connectivity and how we bring more people into the air travel network, but what we are really trying to address through the Act is to improve job creation and economic activity also. The multiplier effect that we have in this is, one rupee spent creates three rupees of economic activity. One job that we create in the aviation sector creates six to 15 times jobs in the direct and indirect sectors involved in aviation. That is the potential we have. And how do we tap into it? We create India as a State of design; we create India as a State of maintenance, as a State of manufacture. Once we get these terms flowing, once you get that mindset flowing, we will become a country where we can produce our own aircraft, not only for the domestic demands of the country, but also promote it so that other countries also come to us and buy aircraft which are made in India. That is the real *Atmanirbhar Bharat* that we want to become and, by that, we want to create more jobs in this sector. That is where the core ideology of this Bill lies. I am sure that each one of us appreciates this kind of mindset. And I would like to thank each and every Member for all the support that they have given to this Bill. I am sure once this Bill becomes an

Act, it is going to let us really fly high and touch the skies in aviation that India wants to achieve. Thank you very much, sir.

MR. DEPUTY CHAIRMAN: The question is:

"That the Bill to provide for regulation and control of the design, manufacture, maintenance, possession, use, operation, sale, export and import of aircraft and for matter connected therewith or incidental thereto, as passed by Lok Sabha, be taken into consideration."

*The motion was adopted.*

MR. DEPUTY CHAIRMAN: We shall now take up Clause-by-Clause consideration of the Bill.

*Clauses 2 and 3 were added to the Bill.*

MR. DEPUTY CHAIRMAN: In Clause 4, there is one Amendment (No.5) by Dr. John Brittas. Are you moving the Amendment?

DR. JOHN BRITTAS (Kerala): Sir, under protest, I am moving the Amendment. I move:

5. That at page 3, ~~for~~ lines 13 and 14, the following be ***substituted***, namely:-

'(2) The Director General of Civil Aviation shall have the power to issue directions, consistent with the provisions of the Act and the rules made thereunder, to regulate the tariff and shall direct every air transport undertaking to:-

(a) establish tariff having regard to all relevant factors, including the cost of operation, characteristics of service, reasonable profit and the generally prevailing tariff;

(b) cause to be published the tariff established by it under clause (a) on its website or two daily newspapers, and display such tariff in a conspicuous part of its office and in the office of its agent, if any, containing therein the following particulars, namely,-

(i) the total amount payable by a passenger; and

(ii) a complete break-up of the total amount, indicating the fare, tax, fees or any other charge, if any, separately.

*Explanation.* —For the purposes of this clause, —

(i) 'tax' means the amount payable to the Government; and

(ii) 'fees' means the amount payable to the service providers for provision of any service or facility to the passengers;

(c) mention the particulars mentioned in clause (b) in every passenger ticket; and

(d) maintain all records relating to tariff established by it under clause (a) in such manner and in such form as may be specified by the Director General, and on demand by the Director General, produce such records before the Director-General for inspection.

(3) Where the Director-General is satisfied that any air transport undertaking has established excessive or predatory tariff under clause (a) of sub-section (2) or has indulged in oligopolistic practice, he may, by order, issue such directions to such air transport undertaking as may be necessary to ensure fair tariff.

(4) Every order passed under the sub-sections (1), (2) and (3) shall be complied with by the person to whom such order is issued.'

*The question was put and the motion was negatived.*

*Clause 4 was added to the Bill.*

MR. DEPUTY CHAIRMAN: In Clause 5, there is one Amendment ( No.10 ) by Dr. V. Sivadasan. Are you moving the Amendment?

DR. V. SIVADASAN (Kerala): Sir, I move:-

10. That at page 3, line 29, after the words, "by any other officer or authority", the words, "with proven expertise in managing aviation", be inserted.

*The question was put and the motion was negatived.*

*Clause 5 was added to the Bill.*

*Clauses 6 to 8 were added to the Bill.*

MR. DEPUTY CHAIRMAN: In Clause 9, there is one Amendment ( No.11 ) by Dr. V. Sivadasan. Are you moving the Amendment?

DR. V. SIVADASAN (Kerala): Sir, I move:-

11. That at page 4, lines 15 to 24, be *deleted*.

*The question was put and the motion was negatived.*

*Clause 9 was added to the Bill.*

MR. DEPUTY CHAIRMAN: In Clause 10, there are three Amendments (Nos.2 and 3) by Dr. Fauzia Khan and Amendment (No.6) by Dr. John Brittas. Dr. Fauzia Khan, are you moving the Amendments?

DR. FAUZIA KHAN (Maharashtra): Sir, I move:-

2. That at page 5, line 29, *after* the word, "interference", the words, ",including physical and cyber security threats or breaches, with provisions for mandatory reporting, risk mitigation strategies, and penalties for hoax threats or cyber-related offenses;", be *inserted*.

3. That at page 6, line 35, *after* clause (zi), the following new clauses, be *inserted*, namely:-

"(zj) the measures to reduce aviation-related carbon emissions, including setting policy targets, issuing advisories, promoting and incentivising use of sustainable aviation fuels and other policy measures to promote sustainability and support energy-efficient operations in aviation.

(zk) the rules to regulate Advanced Air Mobility (AAM), including Unmanned Aerial Vehicles (UAVs) and Electric Vertical Take-Off and Landing (eVTOL) aircraft, with provisions for safety standards, certification, and airspace integration."

MR. DEPUTY CHAIRMAN: Dr. John Brittas, are you moving the Amendment?

DR. JOHN BRITTAS: Sir, I move:-

6. That at page 6, *after* line 36, the following new clause be *inserted*, namely:—

"10A. Notwithstanding anything contained in this Act or any other law or rules in force, a foreign airline designated under a bilateral Air Services Agreement with India may operate to and from a point of call designated airport in India, and the Central Government shall confer such point of call status upon the recommendation of the State Government where the airport is situated.

**Duties of the  
Central  
Government.**

"

Provided that the airport is classified as an international airport, and such recommendation shall not be denied arbitrarily or without recorded reasons.

Provided further that the Central Government shall permit the airline to transfer operations from a designated point of call airport to another non-designated airport within the same State, upon the recommendation of the State Government and subject to adherence to the prescribed safety, security, and operational standards."

MR. DEPUTY CHAIRMAN: I shall first put Amendment (Nos.2 and 3) moved by Dr. Fauzia Khan to vote.

*The motion was negatived.*

MR. DEPUTY CHAIRMAN: I shall now put Amendment (No.6) moved by Dr. John Brittas to vote.

*The motion was negatived.*

*Clause 10 was added to the Bill.*

*Clauses 11 to 19 were added to the Bill.*

MR. DEPUTY CHAIRMAN: In Clause 20, there is one Amendment (No.7) by Dr. John Brittas. Are you moving the Amendment?

DR. JOHN BRITTAS: Sir, I move:-

7. That at page 10, lines 22 to 26, be *deleted*.

*The question was put and the motion was negatived.*

*Clause 20 was added to the Bill.*

*Clauses 21 and 22 were added to the Bill.*

MR. DEPUTY CHAIRMAN: In Clause 23, there are two Amendments (Nos. 12 and 13) by Dr. V.Sivadasan. Are you moving the Amendments?

DR. V. SIVADASAN: Sir, I move:-

12. That at page 11, line 34, for the words, "within thirty days", the words, "within sixty days", be *substituted*.
13. That at page 11, line 37, for the words, "within thirty days", the words, "within sixty days", be *substituted*.

*The question was put and the motion was negatived.*

*Clause 23 was added to the Bill.*

*Clause 24 was added to the Bill.*

MR. DEPUTY CHAIRMAN: In Clause 25, there is one Amendment (No.14) by Dr. V. Sivadasan. Are you moving the Amendment?

DR. V. SIVADASAN: Sir, I move:-

14. That at page 12, line 13, for the words, "prohibiting the slaughter", the words, "prohibiting illegal slaughter", be *substituted*.

*The question was put and the motion was negatived.*

*Clause 25 was added to the Bill.*

*Clauses 26 to 43 were added to the Bill.*



MR. DEPUTY CHAIRMAN: In Clause 1, there are five Amendments; Amendment (No.1) by Shri S. Niranjan Reddy, Amendment (No.4) by Dr. John Brittas, Amendment (No.8) by Shri A.A. Rahim, Amendment (No.9) by Dr. V. Sivadasan, and Amendment (No.15) by Shri Sandosh Kumar P. Amendment (No.1) by Shri S. Niranjan Reddy? Are you moving the Amendment?

SHRI S. NIRANJAN REDDY (Andhra Pradesh): Sir, I move:-

1. That at page 1, line 5, *for* the words, "Bharatiya Vayuyan Adhiniyam, 2024", the words, "Indian Aircraft Act, 2024", be *substituted*.

MR. DEPUTY CHAIRMAN: Then, Amendment (No.4) by Dr. John Brittas. Are you moving the Amendment?

DR. JOHN BRITTAS: Sir, I move:-

4. That at page 1, line 5, *for* the words, "Bharatiya Vayuyan Adhiniyam, 2024", the words, "The Aircraft Act, 2024", be *substituted*.

MR. DEPUTY CHAIRMAN: Then, Amendment (No.8) by Shri A.A. Rahim Are you moving the Amendment?

SHRI A.A. RAHIM (Kerala): Sir, I move:-

8. That at page 1, line 5, *for* the words, "Bharatiya Vayuyan Adhiniyam, 2024", the words, "Indian Aircraft Act, 2024", be *substituted*.

MR. DEPUTY CHAIRMAN: Then, Amendment (No.9) by Dr. V. Sivadasan. Are you moving the Amendment?

DR. V. SIVADASAN: Sir, I move:-

9. That at page 1, line 5, *for* the words, "Bharatiya Vayuyan Adhiniyam, 2024", the words, "Indian Aircraft Act, 2024", be *substituted*.

MR. DEPUTY CHAIRMAN: Then, there is Amendment (No.15) by Shri Sandosh Kumar P. Are you moving the Amendment?

SHRI SANDOSH KUMAR P. (Kerala): Sir, I move:-

15. That at page 1, line 5, *for* the words, 'Bharatiya Vayuyan Adhiniyam, 2024', the words, 'Indian Aircraft Act, 2024', be *substituted*.

MR. DEPUTY CHAIRMAN: I shall first put Amendment (No.1) by Shri S. Niranjana Reddy to vote.

*The motion was negatived.*

MR. DEPUTY CHAIRMAN: I shall now put Amendment (No.4) by Dr. John Brittas to vote.

*The motion was negatived.*

MR. DEPUTY CHAIRMAN: I shall now put Amendment (No.8) by Shri A.A. Rahim to vote.

*The motion was negatived.*

MR. DEPUTY CHAIRMAN: I shall now put Amendment (No.9) by Dr. V. Sivadasan to vote.

*The motion was negatived.*

MR. DEPUTY CHAIRMAN: I shall now put Amendment (No.15) by Shri Sandosh Kumar P. to vote.

*The motion was negatived.*

*Clause 1 was added to the Bill.*

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

MR. DEPUTY CHAIRMAN: Now, the Minister to move that the Bill be passed.

SHRI KINJARAPU RAMMOHAN NAIDU: Sir, I move:

"That the Bill be passed".

*The question was put and the motion was adopted.*

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## SPECIAL MENTIONS

MR. DEPUTY CHAIRMAN: Hon. Members, please go back to your seats. ...(*Interruptions*)... Now, Special Mentions. Shri Satnam Singh Sandhu. Demand for Restoration of Sikh Reference Library. Hon. Member to speak in Punjabi.

### Demand for restoration of Sikh reference library

SHRI SATNAM SINGH SANDHU (Nominated): & महोदय, मैं सिख रेफरेंस लाइब्रेरी, श्री दरबार साहिब, अमृतसर से जुड़ा एक महत्वपूर्ण मुद्रा सदन के समक्ष रखना चाहता हूँ। 13वीं सदी में फारसी इतिहासकार मिन्हाज अल-सिराज ने नालंदा विश्विद्यालय पर बख्तियार खिलजी के हमले के बारे में लिखा है, "जब नालंदा जलाई गई थी, तो ज्ञान की एक पूरी परंपरा को भी जलाकर रख कर दिया गया था, जो संपूर्ण मानवता का मार्गदर्शन करती थी।"

जून 1984 में, श्री दरबार साहिब पर हमले के दौरान सिख रेफरेंस लाइब्रेरी की ऐतिहासिक धरोहर को क्षतिग्रस्त कर दिया गया। लाइब्रेरी में सिख गुरु साहिबान, संतों और भक्तों की अमूल्य रचनाएं, श्री गुरु ग्रंथ साहिब जी का हस्तलिखित, स्वरूपसहित, विशाल, धार्मिक और साहित्यिक खजाना था, जो हमले के दौरान क्षतिग्रस्त हुआ या जब्त कर लिया गया।

इंडियन एक्सप्रेस और एसजीपीसी के मुताबिक, लाइब्रेरी में 12,613 दुर्लभ पुस्तकें और 512 हस्तलिखित बीर थे। 1984 से अब तक एसजीपीसी सहित सिखों की प्रमुख संस्थाएं इस मुद्दे को उठाती रही हैं, लेकिन अभी तक असमंजस बना हुआ है। महोदय, मैं मांग करता हूँ कि लाइब्रेरी के रिकार्ड्स के मुताबिक सारे दस्तावेजों को लाइब्रेरी में फिर से स्थापित किया जाए।

MR. DEPUTY CHAIRMAN: The following hon. Members associated themselves with the Special Mention made by hon. Member, Shri Satnam Singh Sandhu: Shri M. Mohamed Abdulla (Tamil Nadu), Dr. Sasmit Patra (Odisha), and Dr. Kanimozhi NVN Somu (Tamil Nadu).

Thank you. Now, Shri Sanjeev Arora. Not present. Now, Shri Babubhai Jesangbhai Desai.

### Concern over widespread use of substandard and adulterated materials in construction projects

श्री बाबूभाई जेसंगभाई देसाई (गुजरात): महोदय, निर्माण सामग्री में मिलावट की वजह से आज हमारे देश के बुनियादी ढांचे की बुनियाद को खतरा पहुंच रहा है। अधिकतम निर्माण परियोजनाओं में घटिया और मिलावटी सामग्री का व्यापक उपयोग गंभीर परिणाम देता है। रेत सप्लायर जो रेत

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& Hindi translation of the original speech delivered in Punjabi.

सप्लाई कर रहे हैं, वह टिकाऊ और मजबूत न होने से निर्माणाधीन वस्तु की लाइफ घट रही है। इसके अलावा, मिलावट से भारी आर्थिक नुकसान होता है, क्योंकि घटिया सामग्री से बनी इमारतों को बार-बार मरम्मत और अंततः पुनर्निर्माण की आवश्यकता होती है। इससे न केवल करदाताओं पर बोझ पड़ता है, बल्कि हमारे देश की प्रगति भी प्रभावित होती है।

इससे इमारतों, पुलों और सड़कों की सुरक्षा और स्थायित्व को खतरा उत्पन्न हो रहा है, जिससे अनगिनत लोगों की जान जोखिम में पड़ रही है। इमारतों और पुलों के गिरने से जान-माल की हानि तो होती ही है, इसके साथ-साथ, कई मासूम, निष्पाप लोगों को मृत्यु का सामना भी करना पड़ता है।

मैं सरकार से इस मुद्दे को हल करने के लिए तत्काल कार्रवाई करने का आग्रह करता हूँ। महोदय, सख्त नियमन, बेहतर गुणवत्ता नियंत्रण उपायों और मिलावट के दोषी पाए जाने वालों के लिए कठोर दंड करने की आवश्यकता है। यह सुनिश्चित करना है कि हमारे देश का बुनियादी ढांचा गुणवत्तापूर्ण, सुरक्षित और टिकाऊ आधार पर निर्मित हो। धन्यवाद।

MR. DEPUTY CHAIRMAN: The following hon. Members associated themselves with the Special Mention made by hon. Member, Shri Babubhai Jesangbhai Desai: Shri R. Girirajan (Tamil Nadu), Dr. Sasmit Patra (Odisha), Dr. Fauzia Khan (Maharashtra) and Dr. John Brittas (Kerala).

### **Need for more trains in North Kerala**

SHRI SANDOSH KUMAR P (Kerala): Sir, I invite your kind and urgent attention regarding the need to allot a new Vande Bharat train service connecting Ernakulam and Mangalore, and new MEMU services in North Kerala, considering overcrowding in the existing trains. The existing train services in North Kerala are insufficient to meet the travel demands of the commuters. Although more people in the North Kerala region have taken to rail travel, there has not been a concurrent rise in the number of trains or coaches. Since the trains are always overcrowded, passengers often complain that sometimes they can't get into the compartments. Passengers are often forced to get down at nearby stations due to overcrowded compartments. There are also cases of passengers getting seriously injured and losing their lives after falling from running trains. The problem can be addressed only through the allotment of more train services and an increase in the number of general and sleeper coaches in the existing trains. I demand that, since there is no Vande Bharat train between Ernakulam and Mangalore, allotting a new Vande Bharat train on this route would immensely benefit the passengers in North Kerala. Introducing a new MEMU service between Palakkad and Kasaragod would also address the overcrowding in the existing train services. Thank you, Sir.

MR. DEPUTY CHAIRMAN: The following hon. Members associated themselves with the Special Mention made by hon. Member, Shri Sandosh Kumar P: Shri M. Mohamed Abdulla (Tamil Nadu), Dr. Kanimozhi NVN Somu (Tamil Nadu), Dr. V. Sivadasan (Kerala), Shri R. Girirajan (Tamil Nadu), Dr. Sasmit Patra (Odisha), Shri Haris Beeran (Kerala), Shrimati Jebi Mather Hisham (Kerala), Shri A.A. Rahim (Kerala) and Dr. John Brittas (Kerala).

[THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA) *in the Chair.*]

**Request to increase the frequency of 16861/62 Puducherry-Kanyakumari Weekly Express to a daily service**

SHRI M. MOHAMED ABDULLA (Tamil Nadu): Sir, I rise today to draw the attention of the House to an important issue concerning Pudukottai Railway Station located in Tamil Nadu. It has achieved remarkable revenue of Rs. 5.21 crores in the last financial year, reflecting its growing importance as a transportation hub for both passengers and freight. Despite this, the station still does not have a stop for many long-distance Northern State trains that bypass Pudukottai, and continue to neglect its strategic position. For instance, the train no. 22535, Rameswaram-Banaras train, which was started in 2010, has been a crucial lifeline for spiritual devotees from the Pudukottai district, offering them a direct connection to "Kasi". Initially, this train had a stop at Pudukottai, but this was later removed during Covid. Train numbers 22613 and 22614 Rameswaram-Ayodhya Cantonment-Rameswaram Weekly have yet to include Pudukottai as a regular halt. Since its inception in 2017, this train has not had a stop at Pudukottai. The absence of a stop at Pudukottai station concerns devotees from the region on pilgrimages. In view of the station's revenue potential and the needs of the local population, I urge the Government to consider providing Pudukottai Railway Station with experimental stoppages for these long-distance trains, especially the aforementioned services. Such a step would not only benefit the people of Pudukottai but also facilitate better connectivity to Northern India, promoting both travel and trade.

I request the Government to look into this matter and ensure that necessary steps are taken to provide these stops at the earliest. Thank you, Sir.

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): The following hon. Members associated themselves with the Special Mention made by hon. Member,

Shri M. Mohamed Abdulla: Dr. Kanimozhi NVN Somu (Tamil Nadu), Dr. V. Sivadasan (Kerala), Shri R. Girirajan (Tamil Nadu), Dr. Sasmit Patra (Odisha), Shri M. Shanmugam (Tamil Nadu), Shrimati Jebi Mather Hisham (Kerala), Shri A.A. Rahim (Kerala) and Dr. John Brittas (Kerala).

### **Demand for Bharat Ratna for Veer Savarkar and Rash Behari Bose**

SHRI SAMIK BHATTACHARYA (West Bengal): Sir, the Bharat Ratna, India's highest civilian award, honours exceptional contributions to the nation. Two great freedom fighters, Veer Savarkar and Rash Behari Bose, deserve this recognition for their role in India's struggle for independence. Veer Savarkar was a fearless revolutionary and a nationalist thinker. His book, 'Hindutva: Who is a Hindu?', introduced the idea of cultural nationalism. Savarkar spent 27 years in prison, including the harsh Cellular Jail in Andaman, for his fight against British rule. Despite immense suffering, he remained committed to India's freedom. His efforts to unite Indians against colonial oppression deserve the nation's highest award.

Rash Behari Bose was another remarkable leader who fought for India's independence. He played a key role in the Ghadar Movement and later worked with Indian revolutionaries in Japan. He founded the Indian National Army (INA) paving the way for Subhas Chandra Bose to lead it in its campaigns against the British. Bose's efforts built international support for India's freedom and showed his dedication to the cause.

Both leaders demonstrated unmatched courage and vision in their fight for India's independence. Recognizing them with the Bharat Ratna would honor their sacrifices and inspire future generations to follow their ideals of patriotism and nation building. It is time to acknowledge their invaluable contributions and give them the honour they truly deserve. I urge the Government to look into it.

### **Demand for setting up a dedicated cell to assist Indian citizens abroad facing medical emergencies or serious illness**

SHRI P.P. SUNEER (Kerala): Many Indian citizens live and work overseas, far from their home country. A large number of these citizens belong to my home State of Kerala. Myself and many of my colleagues here receive many requests to intervene in cases of medical emergencies abroad. Our citizens abroad are vulnerable to health emergencies and illnesses that may require immediate medical attention and to address this, institutional effort is needed. Availing healthcare systems in foreign

countries can be complicated, especially if language barriers or unfamiliarity with local healthcare procedures come into play. In these critical moments, a dedicated cell by the Government of India, specifically tasked with assisting citizens facing health crises abroad, would prove to be of great value.

This cell could offer guidance, facilitate communication with medical facilities and ensure that citizens receive proper treatment without the added stress of unfamiliar processes. Such a specialized cell should also play a role in coordinating medical evacuations when necessary, ensuring that citizens who require urgent treatment or specialized care that is unavailable locally can be transported back to India or to another suitable healthcare facility. It could also provide critical information on health insurance, legal matters, and financial assistance in case of emergencies. Given the growing number of Indian expatriates and the increasing frequency of global mobility, establishing this kind of support system would not only provide peace of mind for Indian citizens living or travelling abroad but also reaffirm the Government of India's commitment to the welfare of its citizens.

I urge the Government to look into it.

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): The following hon. Members associated themselves with the Special Mention made by the hon. Member, Shri P.P. Suneer: Dr. John Brittas (Kerala), Dr. Kanimozhi NVN Somu (Tamil Nadu), Shri M. Mohamed Abdulla (Tamil Nadu), Dr. Fauzia Khan (Maharashtra), Dr. Sasmit Patra (Odisha), Shri R. Girirajan (Tamil Nadu), Dr. V. Sivadasan (Kerala), Shri Haris Beeran (Kerala), Shri A. A. Rahim (Kerala), Shrimati Jebi Mather Hisham (Kerala) and Shri Sandosh Kumar P (Kerala).

Shri Niranjana Bishi. Not present. Shri Pramod Tiwari.

### **Demand to declare lightning strike as a natural calamity**

**श्री प्रमोद तिवारी (राजस्थान):** महोदय, बिजली गिरने से होने वाली मौतों की संख्या पिछले कुछ समय से बढ़ रही है। अगर यह दैवीय आपदाओं की सूची में शामिल हो जाती है, तो पीड़ित राज्य आपदा प्रतिक्रिया निधि से मुआवजे के हकदार होंगे, जिसमें से 75 प्रतिशत केंद्र द्वारा वित्त पोषित है। वर्तमान में संबंधित राज्य सरकारों द्वारा पीड़ितों के परिजनों को दिया जाने वाला मुआवजा बेहद अपर्याप्त है। बिजली गिरने से होने वाली उच्च मृत्यु दर को देखते हुए, अब समय आ गया है कि केंद्र सरकार इसे दैवीय आपदा घोषित करे।

राष्ट्रीय अपराध रिकॉर्ड ब्यूरो के अनुसार 1967 और 2020 के बीच बिजली गिरने से 1,01,309 मौतें हुई हैं, जबकि 2010 और 2020 के बीच हताहतों की संख्या में तेज वृद्धि हुई है।

आँकड़ों से पता चलता है कि 1967-2002 के दौरान औसत वार्षिक मृत्यु दर 38 से बढ़ कर 2003-2020 के बीच 61 हो गई है। प्रतिवर्ष औसतन 1,876 मौतें दर्ज की जाती हैं।

बिजली गिरने की दृष्टि से संवेदनशील अधिकांश राज्यों ने अभी तक राष्ट्रीय आपदा प्रबंधन प्राधिकरण के निर्देशानुसार कार्ययोजना तैयार नहीं की है। देश में बिजली गिरने की चेतावनी प्रणाली का अभाव है और इस बारे में शिक्षा का भी अभाव है। बिजली गिरने की घटनाओं में वृद्धि वनों की कटाई, जल निकास की कमी इत्यादि जैसे कारणों से जुड़ी है।

यह ध्यान में रखते हुए कि आपदा मुख्य रूप से कृषि श्रमिकों और बाहर काम करने वाले मजदूरों पर पड़ती है, मैं इस सदन के माध्यम से सरकार से बिजली गिरने को दैवीय आपदा घोषित करने का आग्रह करता हूँ।

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): The following hon. Members associated themselves with the Special Mention made by hon. Member, Shri Pramod Tiwari: Shri A.A. Rahim (Kerala), Shri M. Mohamed Abdulla (Tamil Nadu), Shri Haris Beeran (Kerala), Shrimati Jebi Mather Hisham (Kerala), Dr. John Brittas (Kerala), Shri R. Girirajan (Tamil Nadu), Dr. Sasmit Patra (Odisha), Shri Anil Kumar Yadav Mandadi (Telangana), Shri Ashok Singh (Madhya Pradesh), Dr. Fauzia Khan (Maharashtra), Shri Ajit Kumar Bhuyan (Assam), Dr. Kanimozhi NVN Somu (Tamil Nadu), Dr. V. Sivadasan (Kerala), Shri Sandosh Kumar P (Kerala), Shri Akhilesh Prasad Singh (Bihar), Shri Shaktisinh Gohil (Gujarat) and Shri Neeraj Dangi (Rajasthan).

#### **Demand for conferment of Bharat Ratna on Maharaja Jagaddipendra Narayan Bhup Bahadur of Cooch Behar**

SHRI NAGENDRA RAY (West Bengal): Sir, I want to bring to notice that the valiant freedom fighter, Jagadipendra Narayan Bhup Bahadur, 24<sup>th</sup> Maharaja of Cooch Behar, was born on 15<sup>th</sup> December, 1915 in Cooch Behar. His father was Maharaja Jitendra Narayan and mother Maharani Indira Devi of Baroda.

Maharaja Jagaddipendra Narayan was honoured with 2<sup>nd</sup> Lieutenant and took the charge of Army General of India. Besides this, he was also awarded with several medals, that is, Burma Star, Africa Star, Pacific Star, War Medal, India Service medal, Indian Independence medal, etc., presented by the Dominion India for Indian Independence.

Moreover, Maharaja Jagaddipendra Narayan unified India through accession of the Cooch Behar State on 9<sup>th</sup> August, 1947 and also advised many of his contemporary rulers to agree accession to India. The letter on 12<sup>th</sup> August, 1947 from Maharaja Jagaddipendra Narayan to Sardar Vallabhbhai Patel proves this fact.



I, therefore, request the Union Government to honour this great and inspiring leader, Maharaja Jagadipendra Narayan Bhup Bahadur, by bestowing upon him the Bharat Ratna. For this token of appreciation, the people of India will remain indebted and his contribution would be taken note of by the countrymen. Thank you.

**Demand for stoppage of trains at Rishabhdev and Bichiwada railway stations situated on Udaipur-Asarwa (Ahmedabad) railway route**

**श्री चुन्नीलाल गरसिया** (राजस्थान): महोदय, माननीय प्रधान मंत्री जी और रेल मंत्री जी के प्रयासों से उदयपुर-असारवा (अहमदाबाद) तक रेल आमान परिवर्तन कर रेल मार्ग शुरू करवाया गया। इस रेल मार्ग पर कई ट्रेनें शुरू भी की गईं, जिनमें ट्रेन नं. 12981, जयपुर-असारवा; ट्रेन नं. 12982, असारवा-जयपुर; ट्रेन नं. 19821, कोटा-असारवा; ट्रेन नं. 19822, असारवा-कोटा भी प्रमुख हैं।

महोदय, इस रेल मार्ग पर दो प्रमुख रेलवे स्टेशंस पड़ते हैं। इनमें पहला ऋषभदेव है, जहाँ प्रसिद्ध भगवान ऋषभदेव के मंदिर जाने के लिए देश भर से यात्री आते हैं। दूसरा बिछीवाड़ा है, जो गुजरात राज्य से सटा हुआ है और नेशनल हाइवे संख्या 48 इसी उपखण्ड से गुजरता है। यहाँ प्रतिवर्ष हजारों की संख्या में यात्रियों की आवाजाही रहती है। बिछीवाड़ा एक इण्डस्ट्रियल एरिया भी है और गुजरात राज्य से प्रवेश करते ही पहला बड़ा रेलवे स्टेशन है, परन्तु ऋषभदेव और बिछीवाड़ा रेलवे स्टेशंस पर ट्रेन संख्या 12981, 12982, 19821 और 19822 का ठहराव नहीं दिया गया है, जिससे प्रतिदिन हजारों की संख्या में पर्यटक, मजदूर वर्ग, व्यापारी वर्ग और स्कूली छात्र-छात्राएँ काफी परेशान रहते हैं।

मैं सरकार से मांग करता हूँ कि ट्रेन संख्या 12981 जयपुर-असारवा, ट्रेन संख्या 12982 असारवा-जयपुर, ट्रेन नम्बर 19821 कोटा-असारवा और ट्रेन नम्बर 19822 असारवा-कोटा का ठहराव ऋषभदेव एवं बिछीवाड़ा रेलवे स्टेशंस पर अतिशीघ्र किया जाए, जिससे आम जनता को तुरंत राहत मिल सके और रेलवे के राजस्व में बढ़ोतरी भी हो सके।

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): The following hon. Member associated himself with the Special Mention made by hon. Member, Shri Chunnilal Garasiya: Dr. Sasmit Patra (Odisha).

Shrimati Darshana Singh, "Demand to establish a Central Agricultural University in Chandauli district, Uttar Pradesh."

**Demand to establish a Central Agricultural University in Chandauli District, Uttar Pradesh**

**श्रीमती दर्शना सिंह** (उत्तर प्रदेश): महोदय, चंदौली जनपद भारत सरकार द्वारा आकांक्षी जिलों में चिह्नित है। चंदौली एक कृषि प्रधान जिला है, जहाँ कृषि के क्षेत्र में असीम संभावनाएँ हैं, लेकिन

साथ ही कुछ चुनौतियाँ भी हैं। यदि इन चुनौतियों का समाधान किया जाए, तो यह जिला कृषि, उद्योग और सामाजिक विकास के मामले में एक आदर्श जनपद बन सकता है। यहाँ का प्रमुख आर्थिक आधार कृषि है, लेकिन किसानों में नई कृषि तकनीकों, जैविक खेती और वैज्ञानिक विधियों की जानकारी सीमित है। चंदौली में कृषि व्यवसाय और किसानों को तकनीकी रूप से समृद्ध बनाना अत्यंत आवश्यक है। चंदौली के आसपास के प्रमुख शहरों में वाराणसी, मिर्जापुर और सोनभद्र शामिल हैं, लेकिन पूर्वांचल में अभी तक कोई प्रमुख केन्द्रीय कृषि विश्वविद्यालय नहीं है। इसलिए, मैं आपके माध्यम से सरकार से आग्रह करती हूँ कि चंदौली में केन्द्रीय कृषि विश्वविद्यालय की स्थापना की जाए, ताकि इस क्षेत्र में कृषि अनुसंधान, नवाचार और आधुनिक कृषि शिक्षा को बढ़ावा मिल सके।

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): The hon. Member, Dr. Sasmit Patra (Odisha) associated himself with the Special Mention made by hon. Member, Shrimati Darshana Singh.

Shri Mohammed Nadimul Haque, "Concern over low utilisation of funds under Project Tiger and Elephant".

#### **Concern over low utilisation of funds under Project Tiger and Project Elephant**

SHRI MOHAMMED NADIMUL HAQUE (West Bengal): Sir, I rise to raise an issue that demands immediate attention of the Government. There is an urgent need to address the critical issue of under utilisation of funds under Project Tiger and Project Elephant, which are pivotal for the conservation of India's wildlife heritage.

Following the abysmally low utilization, there have been no significant developments as one-third of funds still remain under-utilized in 2023-24. This lack of fund utilization is particularly concerning given the recent mass deaths of elephants in Madhya Pradesh and Odisha. Such incidents highlight the urgent need for strengthening conservation measures and enhancing wildlife management practices. While Project Tiger has consistently received higher funding, the limited scope and resources under Project Elephant have significantly hampered efforts to manage and protect our elephant population effectively. This is concerning in light of the recent statistics that India has lost 528 elephants in the last five years due to unnatural causes. Thus, the merger of schemes is proving to be a poorly planned move. The situation demands for a speedy response by the Ministry. This includes an immediate action plan addressing gaps in habitat management, anti-poaching measures, and human-wildlife conflict mitigation.

Therefore, I urge the Government to take decisive steps to strengthen these programs and safeguard our wildlife. Thank you, Sir.

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): The following hon. Members associated themselves with the Special Mention made by hon. Member, Shri Mohammed Nadimul Haque: Dr. Sasmit Patra (Odisha) and Shri M. Mohamed Abdulla (Tamil Nadu).

Now, Shrimati Sumitra Balmik-request to increase the number of direct flights and air routes from Jabalpur.

### **Request to increase the number of direct flights and air routes from Jabalpur**

**श्रीमती सुमित्रा बाल्मीक** (मध्य प्रदेश) : उपसभाध्यक्ष महोदय, मैं आज इस सदन के माध्यम से जबलपुर के लिए उन्नत हवाई संपर्क की आवश्यकता पर ध्यान आकर्षित करना चाहती हूँ। जबलपुर मध्य भारत का केंद्र और हमारे देश का हृदय है, महाकौशल क्षेत्र का प्रवेश द्वार है और देश के सबसे खूबसूरत पर्यटन स्थलों का केंद्र भी है। जबलपुर के 300 किलोमीटर के दायरे में 4-5 राष्ट्रीय उद्यानों समेत अनेक पर्यटन स्थलों का यह क्षेत्र आर्थिक और सांस्कृतिक दृष्टि से अपार संभावनाएँ रखता है। जबलपुर जैसे महत्वपूर्ण शहर के लिए अहमदाबाद, जयपुर, कोलकाता, चेन्नई और कोच्चि जैसे शहरों के लिए सीधी उड़ानों का अभाव है। साथ ही, हैदराबाद, दिल्ली, मुंबई, बेंगलुरु और पुणे जैसे प्रमुख शहरों के लिए सीमित उड़ान यहाँ की आर्थिक, शैक्षिक और पर्यटन क्षमता पर प्रतिकूल प्रभाव डाल रही है।

जबलपुर के प्रतिभाशाली युवा देश के विभिन्न हिस्सों में अपनी सेवाएँ दे रहे हैं और नियमित रूप से अपने शहर आते-जाते हैं। इसके अलावा, यहाँ का पर्यटन और व्यापारिक क्षेत्र भी हवाई सेवाओं की कमी से प्रभावित हो रहा है।

मैं नागरिक उड्डयन मंत्रालय से अनुरोध करती हूँ कि वह एयरलाइंस, व्यापारिक और नागरिक प्रतिनिधियों एवं केंद्र और राज्य प्रशासन को साथ लेकर एक परामर्श बैठक आयोजित करे और नए हवाई मार्गों की स्थापना और मौजूदा उड़ानों की संख्या बढ़ाने पर ठोस कदम उठाए। यह केवल हवाई संपर्क का मामला नहीं है, यह जबलपुर की सामरिक और आर्थिक महत्ता को पहचानने का विषय है। अतः मैं सरकार से आग्रह करती हूँ कि वह इस मुद्दे पर कार्रवाई करे।

THE VICE-CHAIRMAN (SHRI BHUBANESWAR KALITA): The following hon. Members associated themselves with the Special Mention made by hon. Member, Shrimati Sumitra Balmik: Dr. Sasmit Patra (Odisha), Dr. Kanimozhi NVN Somu (Tamil Nadu), and Shri M. Mohamed Abdulla (Tamil Nadu).

The House stands adjourned to meet at 11 a.m. on Friday, the 6<sup>th</sup> December 2024.

*The House then adjourned at forty-nine minutes past five of the clock till eleven of the clock on Friday, the 6<sup>th</sup> December 2024.*

