

Report No.

**217**



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**PARLIAMENT OF INDIA**  
**RAJYA SABHA**

DEPARTMENT-RELATED PARLIAMENTARY STANDING COMMITTEE  
ON TRANSPORT, TOURISM AND CULTURE

**TWO HUNDRED SEVENTEENTH REPORT**

**THE ANTI-HIJACKING BILL, 2014**

*(Presented to the Rajya Sabha on 11.03.2015)*  
*(Laid on the Table of the Lok Sabha on 11.03.2015)*



**Rajya Sabha Secretariat, New Delhi**  
**March 2015/ Phalgun 1936 (Saka)**

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# PARLIAMENT OF INDIA

## RAJYA SABHA

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\* To be appended at printing stage.

**COMPOSITION OF THE DEPARTMENT-RELATED PARLIAMENTARY  
STANDING COMMITTEE ON TRANSPORT, TOURISM AND CULTURE  
(2014-2015)**

**1. Dr. Kanwar Deep Singh - Chairman**

**Rajya Sabha**

2. Shri K.N. Balagopal
3. Dr. K. Chiranjeevi
4. Shri Kalpataru Das
- ^ 5. Shri Rajeev Shukla
6. Shri Narendra Kumar Kashyap
7. Shri Avinash Rai Khanna
8. Dr. Prabhakar Kore
9. Shri Kiranmay Nanda
10. Kumari Selja

**Lok Sabha**

11. Yogi Adityanath
12. Shri Vinod [Lakhamashi Chavda](#)
13. Shri Rajeshbhai Naranbhai [Chudsama](#)
14. [Mohammed Faizal](#)
15. Ms. Arpita [Ghosh](#)
16. Shri Rahul [Kaswan](#)
17. Shri [Nimmala Kristappa](#)
18. Shri P. [Kumar](#)
19. Shri Ram Kumar [Sharma](#)
20. Shri Rajesh [Pandey](#)
21. Shri Srinivasa [Reddy Ponguleti](#)
22. Shri Rajesh [Ranjan alias Pappu Yadav](#)
23. Shri Prathap [Simha](#)
24. Shri Rakesh Singh
25. Shri Dushyant Singh
26. Shri Kunwar Haribansh [Singh](#)
27. Shri Shatrughan Sinha
28. Shri Dasrath [Tirkey](#)
29. Shri Manoj [Tiwari](#)
30. Shri K. C. [Venugopal](#)
31. \* *Vacant*

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\* Vacancy caused due to inclusion of Shri Babul Supriyo in the Council of Ministers w.e.f. 9<sup>th</sup> November, 2014.

^ Nominated in place of Shri Oscar Fernandes w.e.f. 9<sup>th</sup> December, 2014.

**SECRETARIAT**

Shri N.K. Singh, Joint Secretary

Shri Swarabji B., Joint Director

Dr. (Smt) Subhashree Panigrahi, Joint Director

Smt. Catherine John L., Assistant Director

Shri T. Kennedy Jesudossan, Committee Officer

Shri P.P. Raumon, Committee Officer

## INTRODUCTION

I, the Chairman, Department-related Parliamentary Standing Committee on Transport, Tourism and Culture, having been authorized by the Committee, do hereby present on its behalf this Two Hundred and Seventeenth Report on “The Anti-Hijacking Bill, 2014”\*.

2. Hon’ble Chairman, Rajya Sabha referred the Bill, as introduced in Rajya Sabha on 17<sup>th</sup> December, 2014 to the Committee on 29<sup>th</sup> December, 2014 for examination and report to Parliament within three months. The Committee, at its meeting held on the 30<sup>th</sup> January, 2015 considered the Bill and heard the representatives of Ministries of Civil Aviation, External Affairs, Home Affairs, Department of Legal Affairs & Legislative Department and other stakeholders on the Bill. The Committee took-up clause-by-clause consideration of the Bill during its meeting held on the 6<sup>th</sup> February, 2015.

3. The Committee wishes to express its thanks to the officers of Ministries of Civil Aviation, External Affairs, Home Affairs, Department of Legal Affairs and Legislative Department and experts/stakeholders/organizations for placing before the Committee the material and information desired in connection with the Bill and for clarifying the points raised by the Members.

4. The Committee considered and adopted the Report at its meeting held on the 4<sup>th</sup> March, 2015.

NEW DELHI;  
March, 4, 2015  
*Phalgun 13, 1936 (Saka)*

**Dr. Kanwar Deep Singh**  
*Chairman,*  
*Department-related Parliamentary Standing*  
*Committee on Transport, Tourism and Culture.*

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\* Published in Gazette of India Extraordinary Part-II, Section-2, dated 17<sup>th</sup> December, 2014 and Rajya Sabha Parliamentary Bulletin Part-II No.52767, dated 31<sup>st</sup> December, 2014.

## Report

The Anti-Hijacking Bill, 2014\* was introduced in the Rajya Sabha on the 17<sup>th</sup> December, 2014. The Chairman, Rajya Sabha had referred the Bill to the Department-related Parliamentary Standing Committee on Transport, Tourism and Culture on the 29<sup>th</sup> December, 2014 for examination and report.

2. The Anti-Hijacking Bill, 2014, seeks to achieve the following objects:-
  - (a) to expand the scope of the definition of hijacking;
  - (b) to define the term "in-service" so as to cover the offence against aircraft even when it is on the ground or under preparation for departure;
  - (c) to provide capital punishment to all offenders including hijackers whose actions result in deaths of hostages and security men while carrying out the act of hijacking;
  - (d) to provide capital punishment to conspirators and abductors, besides hijackers, for any of the offences committed under the Act so that all persons involved directly or indirectly in hijacking get similar punishment;
  - (e) to include confiscation of movable and immovable property belonging to offenders as part of the punishment;
  - (f) to widen the provisions relating to jurisdiction and extradition;
  - (g) to confer powers of arrest, investigation and prosecution on officers of the Central Government and to empower them to seize and attach the properties belonging to offenders;
  - (h) to provide that all offences under the Act shall be triable only by the Designated Court;
3. The Committee discussed the provisions of the Bill with the representatives of Ministries of Civil Aviation, External Affairs, Home Affairs, Department of Legal Affairs and Legislative Department, Directorate General of Civil Aviation, Bureau of Civil Aviation Safety, Central Industrial Security Force, Intelligence Bureau, National Investigation Agency, National Security Guard and National Security Council Secretariat and also received written memoranda from Air Passengers Association of India, Association of Private Airport Operators and Business Aircraft Operators Association.
4. The Anti-Hijacking Act, 1982 was enacted to give effect to the Convention for Suppression of Unlawful Seizure of the Aircraft signed at Hague in 1970. The Anti-Hijacking Act, 1982 was last amended in 1994. The hijacking of Indian Airlines Flight IC-814 on December 24, 1999 from Kathmandu to Kandahar, the hijacking incidents in USA on September 11, 2001 when hijacking civilian aircrafts were used as missile for causing mass destruction and subsequent attempts worldwide to hijack aircraft and also the threats to hijack aircrafts by the outlawed groups/organizations necessitated a fresh and thorough examination of the preparedness of all concerned to face such exigencies. It also enjoined upon the policy makers and planners in-charge of Civil Aviation Security to reassess the strengths and weaknesses of the existing strategies for handling such exigencies.

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\*Annexure



5. With a view to achieving this, the Anti-Hijacking (Amendment) Bill, 2010 to amend the Anti-Hijacking Act, 1982 was introduced in Rajya Sabha on 19<sup>th</sup> August, 2010, proposing two amendments:

(i) for including a person committing offences of hijacking on his own or in concert with others or the abettor; and

(ii) to address the issues of insufficient penalties for such offences by including death penalty from 'imprisonment for life and fine' for the offence of hijacking.

6. The Department-related Parliamentary Standing Committee on Transport, Tourism and Culture to whom this Amendment Bill was referred to, *inter-alia* recommended in its 161<sup>st</sup> Report, the following:

- ❖ to provide for capital punishment, apart from the hijackers, to the conspirators and abettors also who commit any of the acts referred to in Sub Section (1) of the Section 3 of the Anti-Hijacking Act, so that all those involved, directly or indirectly, get the same punishment as the hijacker.
- ❖ to make death penalty applicable to those offenders whose action results in the death of hostages/security men during the act of hijacking
- ❖ to widen the definition of hijacking to include situations like forceful entry into the aircraft and its take over when the aircraft is on the taxiway at the airport with or without passengers or when pre-flight checking of the aircraft is in progress.
- ❖ to consider including a provision for compensation to the victims of hijacking in the Act
- ❖ to examine the matter related to other modes of transport and provide for the punishment to the offenders and compensation to the victims of such hijacking.

7. The Ministry of Civil Aviation informed that after careful consideration, the following recommendations of the Committee had been accepted:-

- a) to widen the definition of hijacking;
- b) capital punishment to all offenders (including hijackers) whose actions result in deaths of hostages and security men in the act of hijacking; and
- c) to provide for capital punishment besides hijackers, to conspirators and abductors, of any of the acts referred to in Sub-section (2) of section 3 of the Anti-Hijacking Bill so that all those involved, directly or indirectly, get the similar punishment.

8. However, the Central Government did not accept the Committee's recommendation relating to compensation to victims of hijacking and having provisions in the Anti-Hijacking Act to deal with hijacking of other modes of transport and payment of compensation to victims of such incidents.

9. When the said amendments were being considered, the Beijing Protocol evolved at the Global Diplomatic Conference held in Beijing from 30<sup>th</sup> August to 10<sup>th</sup> September, 2010. India is a signatory to the Beijing Protocol. The salient features of Beijing Protocol, 2010 were:-

- (i) It was supplementary to the Convention for the Suppression of Unlawful seizure of aircraft, signed at the Hague on 16.12.1970 to suppress unlawful acts of seizure or exercise of control of aircraft and to improve its effectiveness.
- (ii) The Protocol recognized the worldwide escalation of unlawful acts against civil aviation and that new types of threats against civil aviation required new concerted efforts and policies of cooperation on the part of countries. This was a very significant development collectively made by countries of the world to develop counter-terrorism measures and to enact a new aviation law.
- (iii) It brought out new principal offences combined with ancillary offences, enlarged the scope of 'hijacking,' expanded jurisdiction and strengthened extradition and mutual assistance regimes.

10. It was felt that the penalties provided in the present law on anti-hijacking were not commensurate with the gravity of the crime to deter the prospective offenders. It was also insufficient to deal with these new situations and the impending threats of hijacking. Therefore, there was an absolute necessity and urgency to have a more comprehensive legislation in order to cover all kinds of hijacking and to have stringent provisions like awarding penalty to offenders and conspirators of hijacking. It was also felt necessary to give effect to the provisions of the Beijing Protocol, 2010 in India. It was accordingly decided to include certain provisions of Beijing Protocol 2010 as well as other provisions as detailed below, in the existing statute dealing with hijacking:-

- to include Beijing Protocol, 2010 in the Preamble;
- to extend the scope of the Act;
- to widen the scope of certain definitions and to insert a new definition "in-service" to cover the offence against aircraft even when it is on ground or under preparation for departure;
- to widen the scope of 'hijacking' ;
- to include confiscation of movable and immovable property as part of punishment;
- to widen the jurisdiction and to widen the provisions relating to extradition by inserting new sub-sections (3) and (4);
- to provide procedures for seizure and forfeiture of property;
- to provide for powers of investigating officers for forfeiture of property and appeal against order of Designated Authority; and
- to empower the Central Government to make rules.

11. The Committee was informed that during the inter-Ministerial consultations, Ministry of Law & Justice (Legislative Department) advised that it would be better to go in for a fresh Bill incorporating whole provisions of the law rather than going ahead with the Amendment Bill. Secondly, Ministry of External Affairs advised the Ministry of Civil Aviation to seek *ex-post facto* approval of the Cabinet for signing of the Beijing Protocol, 2010 and approval for ratification of the same.

12. Accordingly, a draft Cabinet Note along with a fresh and comprehensive draft Bill on Anti-hijacking, entitled “Anti-Hijacking Bill, 2014”, covering all the required provisions, was submitted to Cabinet Secretariat with the following proposals:-

- I. To seek *ex-post facto* approval of the Cabinet is solicited for signing of the Beijing Protocol 2010;
- II. To seek approval of the Cabinet for –
  - (i) ratification of the Beijing Protocol, 2010;
  - (ii) Repealing of the Anti-Hijacking Act, 1982 as amended in 1994;
  - (iii) Withdrawal of Anti-Hijacking (Amendment) Bill, 2010 introduced in Rajya Sabha on 19.8.2010; and
  - (iv) Introduction of a new Anti-hijacking Bill, 2014.

The proposed enactment had no financial implication to the Government.

13. The aforesaid proposals were considered and approved by the Cabinet in its meeting held on 2<sup>nd</sup> December, 2014. Pursuant to this, through appropriate motions in the Rajya Sabha the Anti-Hijacking (Amendment) Bill, 2010 was withdrawn from the Sabha on 17.12.2014 and a fresh Bill, viz., Anti-Hijacking Bill, 2014 was introduced on the same date for consideration of Rajya Sabha.

14. The Committee in its meeting held on the 30<sup>th</sup> January, 2015 heard the stakeholders’ views on the various provisions of the Bill. The Committee took-up clause-by-clause consideration of the Bill during its meeting held on the 6<sup>th</sup> February, 2015.

15. The Committee’s observations/recommendations have been given in the succeeding paragraphs:-

### **Definitions (Chapter I of the Bill)**

#### **Clause 2(b)**

16. In Clause 2(b) of the Bill, the term ‘aircraft’ is defined as “any aircraft, whether or not registered in India, other than a Military aircraft or an aircraft used in Customs or Police service”. But in Clause 2(f), only Military aircraft is defined, whereas aircraft used in Customs and Police service have not been defined in the Bill.

17. When the Committee asked the reasons for the exclusion of these aircrafts from the ambit of the Bill and also on the law which would be applicable in case of hijack of such aircraft, it was informed by the Ministry of Civil Aviation that the definition of ‘aircraft’ in Clause 2(b) and of ‘military aircraft’ in Clause 2(f) is retained from the existing Anti-Hijacking Act, 1982.

18. The Committee was also informed that the Convention on International Civil Aviation held at Chicago on 7<sup>th</sup> December, 1944 and amended from time to time, defines very categorically in its Article 3 as under:

Article 3: Civil and State aircraft

- (a) This Convention shall be applicable only to civil aircraft, and shall not be applicable to State aircraft.
- (b) Aircraft used in military, customs and police services shall be deemed to be State aircraft.

19. The aircraft used by Military, Police and Customs are for the official purposes (not for civil purposes) of the respective departments. The officials

who are travelling in these aircrafts are verified and are known before boarding. Further, such travels are not scheduled and are not known to the public at large to plan hijacking of such aircrafts by any anti-social elements. As such, possibility of hijacking of such aircrafts is remote. Besides this, security of such aircraft will be taken care by the concerned Ministries or Departments. Ministry of Civil Aviation is the Nodal Ministry for matters related with Civil Aviation including civil aviation security as per Allocation of Business Rules.

20. The aircrafts used by various Governments for civil aviation purpose have rights to overfly in the sky of other countries without any hindrance as per protection under different type of Right of Freedom in Air and international obligations, whereas the operation of aircraft used by Military, Police or Customs has restrictions to overfly over territory of other countries, as same would be treated as violation of their air space. Civil Aviation operations are totally different from the State aircraft *i.e.* of Military, Police or Customs etc. as defined in Chicago Convention, 1944, do not fall within the purview of International Civil Aviation and has to be dealt separately.

21. As per Section 4 of Aircraft Act, 1934, the Central Government may, by notification in the Official Gazette, make such rules as appear to it to be necessary for carrying out the Convention relating to International Civil Aviation signed at Chicago on the 7<sup>th</sup> day of December, 1944 (including any Annex thereto relating to international standards and recommended practices) as amended from time to time.

22. Convention for the Suppression of Unlawful Seizure of Aircraft signed at the Hague on 16<sup>th</sup> December, 1970 known as the Hague Convention, 1970 is basically for Civil aircraft and not for State aircraft used by State *i.e.* Military, Police/armed forces or Customs.

23. Taking into account the International Conventions and also to ensure continuity in definitions, related issues and existing Anti-Hijacking Act, 1982 and Anti-Hijacking (Amendment) Act 1994, no change was made in the draft Anti-Hijacking Bill, 2014. Ministry of Law and Justice has vetted and drafted these definitions.

24. The enactment of Anti-Hijacking Act, 1982 was done to implement the provisions of Hague Convention 1970. The Convention only relates to civil aircraft as defined in Convention on International Civil Aviation held at Chicago on 7<sup>th</sup> December, 1944, not the State aircraft used for the purpose of military, police or customs. The hijacking of military, police or Customs aircraft cannot be brought under the preview of the Anti-Hijacking Bill 2014.

25. Therefore, the definitions 'aircraft' and 'military aircraft' may continue without any change.

## **Hijacking and connected offences (Chapter II)**

### **Clause 3(1)**

26. When asked about the significance of the term 'intentionally' used in Clause 3 of the Bill and whether hijacking done unintentionally will not be a crime under the Bill, the Committee was informed by the Ministry of Civil Aviation that in commission of any crime by any person the basic ingredient in our judicial system is to prove intention

for ensuring commission of crime for punishment and that the language of the Clause 3 is retained as per the existing Anti-Hijacking Act, 1982 by Ministry of Law & Justice.

27. To a specific query on the need for defining the definition of term 'seizes' in Clause 3(1), the Committee was informed that there is no need to define the expression 'seize' in the Bill. As per the Tokyo Convention, 1963, Pilot-in-Command is empowered as Law Enforcement Officer and lawfully commands the aircraft. Any person attempting to seize the command of aircraft from Pilot-In-Command will do it unlawfully. The language of Clause 3 is as per existing Anti-Hijacking Act, 1982, enacted to implement the Convention for the Suppression of Unlawful Seizure of Aircraft known as the Hague Convention, 1970.

### **Clause 3(2)**

28. During the deliberations the Committee raised the issue of punishment for making hoax call. The Association of Private Airport Operators also submitted before the Committee that a new sub-section as 3 (2)(f) in Chapter II may be inserted to cover the offence committed by any person by way of communication of information of hijack which he knows to be false so as to create panic. When the Ministry of Civil Aviation was asked about the punishment for making hoax call, the Ministry informed the Committee that the Suppression of Unlawful acts against Safety of Civil Aviation Act, 1982 already covers the instances of hoax calls and the punishment for the offender in such cases is imprisonment for life and fine.

29. The representatives of Central Industrial Security Force, while appearing before the Committee, proposed that the word 'Preparation' also needs to be included under Section-3 either as separate sub-section or along with any sub-section of Section -3. Preparation is punishable under Indian Penal Code in case of

- Preparation to commit dacoity;
- Preparation to wage war against the Government of India;
- Depredation against any nation which is at peace with the Government of India.

### **Clause 5**

30. The Committee noticed that while the ground staffs were included in the definition clause of Hijacking, it was not there in punishment clause. When asked as to why the 'Ground personnel' as included in Clause 3(4), have not been included in the punishment for the act of hijacking as provided in Clause 5 and 16(b) of the Bill, the Ministry of Civil Aviation agreed to include death

penalty to perpetrators of hijacking in case of 'death of Ground personnel' in Clause 5 and Clause 16(b). Similar suggestion was made by Association of Private Airport Operators in their written memorandum submitted to the Committee.

31. On the issue of quantum of punishment in case of death of a 'ground personnel' including security personnel, the Ministry of Civil Aviation has opined that punishment should be identical, i.e. Death penalty, even in case of death of ground personnel or crew members.

### **Clause 7**

32. During the deliberations of the Committee, clarification on the exact provision in respect of 'jurisdiction' as provided in Clause 7 of the Bill was sought from the Ministry

of Civil Aviation. The Ministry informed the Committee that the proposed Anti-Hijacking Bill, 2014 will have universal jurisdiction subject to -

- the hijacker is an Indian, or
- hijacked aircraft is registered in India, or
- any foreign registered aircraft lands in India with alleged offender is still on board, or
- an aircraft is hijacked, anywhere in the world when an Indian citizen is on board, or
- aircraft is hijacked by a stateless person whose usual residential address is India, or
- alleged offender in India not extradited.

### **Miscellaneous (Chapter III)**

#### **Clause 11**

33. Clause 11 (1) to (3) of the Bill deals with the provisions for extradition wherein it is stated that the offences under Section 3 and 5 shall be deemed to have been included as extraditable offences and provided for in all the extradition treaties made by India with convention countries and which extend to, and are binding on, India on the date of commencement of this Act.

34. During the deliberations of the Committee, the Ministry of External Affairs informed that regarding extradition of hijackers who are foreign national, in the absence of bilateral extradition treaty the Protocol may be used as basis for seeking extradition of such foreign nationals and once extradited, they would be tried in accordance with law of the land. The Bill also provides that all offences under the Act will be deemed to have been included as extraditable offences in all extradition treaties made by India with Convention countries. In accordance with the Extradition Act, 1962 as well as the proposed Bill, none of the offences mentioned under this Act shall be regarded as political offences for the purposes of extradition.

#### **Clause 15**

35. When the Ministry of Civil Aviation was asked about the requirement of previous sanction of the Central Government under Clause 15 for prosecution for an offence under this Act and in what manner it would obviate the possibility of misuse of this provision, it was informed that Section 10 of the existing Anti-Hijacking Act, 1982 is retained as Clause 15. As per Union list, civil aviation is subject under the domain of Central Government. All permission and approvals relating to civil aviation matters all over India are granted by Ministry of Civil Aviation and its attached departments / organizations only. Aircraft Act, 1934, Aircraft Rules 1937, The Aircraft (Carriage of Dangerous Goods) Rules, 2003, Carriage by Air Act, 1972 etc. are most important legal documents implemented by Central Government through its attached departments.

36. The Ministry of Civil Aviation further stated that the main reason to have prior permission of Central Government is to control probable misuse by State governments by registering cases, which would be difficult to prove in court of law due to various legal aspects of broadening of definition of hijacking. Moreover, as proposed in the Bill, the cases of hijacking will be investigated/prosecuted etc. and handled by National Investigation Agency, the condition of prior approval of Central Government is essential to have in the proposed Bill and also to avoid duplication at any level.

### **Clause 19**

37. Clause 19 of the Bill deals with confiscation and forfeiture of property wherein it is stated that where any order is made by the Designated Court under Section 4 for confiscation of movable or immovable property or both, of the accused, then such property shall stand forfeited to the Government free from all encumbrances.

38. The Ministry of External Affairs further clarified that as far as the issue of confiscation/forfeiture of property of a hijacker who is a foreign national is concerned, all would depend on the judgment of the Court and the treaty on mutual legal assistance between India and that foreign State.

### **Recommendations/observations of the Committee**

39. **The Committee finds that the Anti-Hijacking Bill, 2014 seeks to give effect to the Beijing Protocol of 2010, which itself supplemented the Hague Convention of 1970 for the Suppression of Unlawful Seizure of Aircraft. The Bill is also designed to give effect to the provisions of the Protocol and includes a couple of other provisions. The Committee is happy to note that its main recommendations contained in its 161<sup>st</sup> Report on the Anti-Hijacking (Amendment) Bill that was referred to it in 2010 have been accepted by the Government and incorporated in the new Bill. The Committee also notes that the 2014 Bill seeks to impose death penalty for offenders and extension of the jurisdiction of the Act.**

40. **The Committee notes that the Beijing Protocol which has been signed by 32 countries, aims at supplementing international anti-terrorism legal framework to support fight against terrorism especially in the aviation sector. It is being ratified by other countries. Since India also intends to ratify the Protocol, this Bill has been brought for implementing the provisions of the Beijing Protocol.**

41. **The Committee feels that such a comprehensive and strong Anti-Hijacking Bill is the need of the hour which contains severe punishments as deterrent for the act of hijacking. The definition of hijacking has also been widened to include even those persons/acts associated in any manner with hijacking, directly or indirectly.**

42. **The Committee recommends that a new provision may be made in the Bill to cover the 'hoax calls' with a commensurate punishment. Instances of receiving hoax calls have increased which creates panic and scare resulting in serious complications for the passengers.**

43. **The word 'preparation' may be included under Clause-3 either as separate sub-clause or along with any other Sub-clause. This amendment is required to cover all the perpetrators of the crime of hijacking.**

44. **Clause 4(a) of the Bill prescribes punishment in the event of death of a hostage or a security personnel. The Committee observes that in case of an armed intervention, death of other personnel may also occur, either due to cross fire or throwing of explosives or crashing of aircraft on ground or water. The Committee is of the opinion that in case of any such event, maximum penalty should be imposed on the offender, which results in death of any person, as a direct consequence of the offence of hijacking. As such, Clause 4 (a) of Chapter II of the Bill may be modified as '(a) with death, where such offence results in the death of any person including hostage or security personnel as a direct consequence of the offence of hijacking'.**

45. **Further, neither the term 'hostage' nor the term 'security personnel' has been defined in the Bill. This may be adequately defined in the Bill.**

**46. The Committee also feels that while the aircraft is on the ground or under preparation for departure, the hijacker may commit the act of violence against any of the ground staff or security personnel at the airport. But clause 5 of the Anti-Hijacking Bill, 2014 defines the punishment for acts of violence connected with hijacking and covers ‘any act of violence against any passenger or member of the crew of such Aircraft.....’ which means punishment for the act of violence by the hijacker against any of the ground staff or security personnel at the airport, is not covered under the punishment proposed. Keeping in view this fact, it becomes important to ensure the punishment of hijackers for the violence committed by them against ground staff and security personnel at the airport. Therefore, the words ‘or any ground staff and security personnel at the airport’ may be suitably added in Clause 5 of the Bill.**

**47. The Committee notes that the issue of compensation to the victims of hijacking or their dependents has not been provided in this Bill. The Committee reiterates its recommendation contained in its 161<sup>st</sup> Report on the Anti-Hijacking (Amendment) Bill, 2010 that the Ministry of Civil Aviation should consider including necessary provisions in the Bill to provide for compensation to the victims or their dependents.**

**48. The Committee feels that its recommendations and observations would be suitably incorporated in the Bill with a view to make the Bill more comprehensive.**

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# Annexure

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AS INTRODUCED IN THE RAJYA SABHA

Bill No. LIII of 2014

THE ANTI-HIJACKING BILL, 2014

A

BILL

to give effect to the Convention for the Suppression of Unlawful Seizure of Aircraft and for matters connected therewith.

WHEREAS a Convention for the Suppression of Unlawful Seizure of Aircraft was signed at The Hague on the 16th day of December, 1970;

AND WHEREAS India acceded to the said Convention and enacted the Anti-Hijacking Act, 1982 to give effect to the provisions of the Convention;

AND WHEREAS India has signed the Protocol Supplementary to the Convention at Beijing on the 10th day of September, 2010 which deals with unlawful acts against Civil Aviation by new types of threats which require comprehensive amendments to the said Act;

AND WHEREAS it is considered expedient that the unlawful acts of seizure or exercise of control of aircraft which jeopardize safety of persons and property is a matter of great concern to be addressed effectively by making suitable provisions for giving effect to the Convention and the Protocol and for matters connected therewith.

BE it enacted by Parliament in the Sixty-fifth Year of the Republic of India as follows:—

## CHAPTER I

### PRELIMINARY

Short title,  
extent,  
application  
and com-  
mencement.

1. (1) This Act may be called the Anti-Hijacking Act, 2014.

(2) It extends to the whole of India and, save as otherwise provided in this Act, it applies also to any offence thereunder committed outside India by any person. 5

(3) It shall come into force on such date as the Central Government may, by notification in the Official Gazette, appoint.

Definitions.

2. In this Act, unless the context otherwise requires,—

(a) “Agency” means the National Investigation Agency constituted under section 3 of the National Investigation Agency Act, 2008; 10 34 of 2008.

(b) “aircraft” means any aircraft, whether or not registered in India, other than a military aircraft or an aircraft used in customs or police service;

(c) “aircraft registered in India” means an aircraft which is for the time being registered in India; 15

(d) “Convention country” means a country in which the Hague Convention is for the time being in force;

(e) “Hague Convention” means the Convention for the Suppression of Unlawful Seizure of Aircraft signed at The Hague on the 16th day of December, 1970 and includes the Protocol Supplementary to the Convention signed at Beijing on the 10th day of September, 2010; 20

(f) “military aircraft” means an aircraft of the naval, military, air force or any other armed forces of any country and includes every aircraft commanded for the time being by a person in any such force detailed for the purpose;

(g) “notification” means a notification published in the Official Gazette. 25

## CHAPTER II

### HIJACKING AND CONNECTED OFFENCES

Hijacking.

3. (1) Whoever unlawfully and intentionally seizes or exercises control of an aircraft in service by force or threat thereof, or by coercion, or by any other form of intimidation, or by any technological means, commits the offence of hijacking. 30

(2) A person shall also be deemed to have committed the offence of hijacking specified in sub-section (1), if, such person—

(a) makes a threat to commit such offence or unlawfully and intentionally causes any person to receive such threat under circumstances which indicate that the threat is credible; or 35

(b) attempts to commit or abets the commission of such offence; or

(c) organises or directs others to commit such offence or the offence specified in clause (a) or clause (b) above;

(d) participates as an accomplice in such offence or the offence specified in clause (a) or clause (b) above; 40

(e) unlawfully and intentionally assists another person to evade investigation, prosecution or punishment, knowing that such person has committed any such offence or the offence specified in clause (a) or clause (b) or clause (c) or clause (d) above, or that such person is wanted for criminal prosecution by law enforcement authorities for such an offence or has been sentenced for such an offence. 45

(3) A person also commits the offence of hijacking, when committed intentionally, whether or not any of the offences specified in sub-section (1) or in clause (a) of sub-section (2) is actually committed or attempted, either or both of the following:—

- 5 (a) agreeing with one or more other persons to commit an offence specified in sub-section (1) or in clause (a) of sub-section (2), involving an act undertaken by one of the participants in furtherance of the agreement; or
- (b) contributing in any manner to the commission of an offence specified in sub-section (1) or in clause (a) of sub-section (2) by a group of persons acting with a common purpose and such contribution shall either—
- 10 (i) be made with the aim of furthering the general criminal activity or purpose of the group, where such activity or purpose involves the commission of such an offence; or
- (ii) be made in the knowledge of the intention of the group to commit such offence.

15 (4) For the purposes of this Act, an aircraft shall be considered to be “in service” from the beginning of the pre-flight preparation of the aircraft by ground personnel or by the crew for a specific flight until twenty-four hours after any landing and in the case of a forced landing, the flight shall be deemed to continue until the competent authorities take over the responsibility for the aircraft and for persons and property on board.

20 4. Whoever commits the offence of hijacking shall be punished—

- (a) with death, where such offence results in the death of a hostage or of a security personnel; or
- (b) with imprisonment for life which shall mean imprisonment for the remainder of that person’s natural life and with fine,

Punishment for hijacking.

25 and the movable and immovable property of such person shall also be liable to be confiscated.

5. Whoever, being a person committing the offence of hijacking of an aircraft, commits, in connection with such offence, any act of violence against any passenger or member of the crew of such aircraft, shall be punished with the same punishment with which he would have been punishable under any law for the time being in force in India if such act had been committed in India.

Punishment for acts of violence connected with hijacking.

2 of 1974. 6. (1) For the purposes of this Act, the Central Government may, notwithstanding anything contained in the Code of Criminal Procedure, 1973, by notification, confer on any officer of the Central Government or any officer of the Agency, powers of arrest, investigation and prosecution exercisable by a police officer under the said Code.

Conferment of powers of investigations, etc.

35 (2) All officers of police and all officers of Government are hereby required and empowered to assist the officer of the Central Government referred to in sub-section (1) in the execution of the provisions of this Act.

7. (1) Subject to the provisions of sub-section (2), where an offence under section 3 or section 5 is committed outside India, the person committing such offence may be dealt with in respect thereof as if such offence had been committed at any place within India at which he may be found.

Jurisdiction.

(2) No Court shall take cognizance of an offence punishable under section 3 or section 5 which is committed outside India unless,—

- 45 (a) such offence is committed within the territory of India;
- (b) such offence is committed against or on board an aircraft registered in India;
- (c) such offence is committed on board and the aircraft in which the offence is committed lands in India with the alleged offender still on board;
- (d) such offence is committed against or on board an aircraft which is for the time being leased without crew to a lessee who has his principal place of business or where he has no such place of business, his permanent residence is in India;
- 50

(e) such offence is committed by or against a citizen of India;

(f) such offence is committed by a stateless person whose habitual residence is in the territory of India;

(g) such offence is committed by the alleged offender who is present in India but not extradited under section 11. 5

Designated Court.

8. (1) For the purpose of providing for speedy trial, the State Government shall, with the concurrence of the Chief Justice of the High Court, by notification, specify a Court of Sessions to be a Designated Court for such area or areas as may be specified in the notification.

(2) Notwithstanding the provisions of sub-section (1), the Special Court Constituted under section 11 or, as the case may be, under section 22 of the National Investigation Agency Act, 2008 shall be the Designated Court for the purposes of this Act in case where the power of arrest, investigation and prosecution is exercised by the Agency under sub-section (1) of section 6. 10 34 of 2008.

(3) Notwithstanding anything contained in the Code of Criminal Procedure, 1973, a Designated Court shall, as far as practicable, hold the trial on a day-to-day basis. 15 2 of 1974.

Offences triable by Designated Court.

9. (1) Notwithstanding anything contained in the Code of Criminal Procedure, 1973,— 2 of 1974.

(a) all offences under this Act shall be triable by the Designated Court referred to in section 8.

(b) where a person who is accused or suspected of the commission of an offence under this Act is forwarded to the Magistrate under sub-section (2) or sub-section (2A) of section 167 of the Code of Criminal Procedure, 1973, such Magistrate may authorise detention of such person in such custody, as he thinks fit, for a period not exceeding thirty days in the whole, where such Magistrate is a Judicial Magistrate, and seven days in the whole, where such Magistrate is an Executive Magistrate: 20 2 of 1974.

Provided that the Magistrate may, if he considers that the detention of such person is not required,— 25

(i) when such person is forwarded to him as aforesaid; or

(ii) upon or at any time before the expiry of the period of detention authorised by him,

he shall order such person to be forwarded to the Designated Court having jurisdiction 30

(c) the Designated Court may exercise, in relation to the person forwarded to it under clause (b), the same power which a Magistrate having jurisdiction to try a case may exercise under section 167 of the Code of Criminal Procedure, 1973, in relation to an accused person in such case who has been forwarded to him under that section; 2 of 1974.

(d) the Designated Court may, upon perusal of the report filled by the Agency or a complaint made by an officer of the Central Government, or the State Government, as the case may be, authorised in this behalf, take cognizance of the offence without the accused being committed to it for trial. 35

(2) When trying an offence under this Act, a Designated Court may also try an offence other than an offence under this Act, which the accused may, under the Code of Criminal Procedure, 1973, be charged at the same trial. 40 2 of 1974.

Application of Code to proceedings before Designated Court.

10. Save as otherwise provided in this Act, the provisions of the Code of Criminal Procedure, 1973 shall apply to the proceedings before a Designated Court and the person conducting a prosecution before a Designated Court shall be deemed to be a Public Prosecutor. 2 of 1974.

### CHAPTER III

45

#### MISCELLANEOUS

Provisions as to extradition.

11. (1) The offences under section 3 and section 5 shall be deemed to have been included as extraditable offences and provided for in all the extradition treaties made by India with Convention countries and which extend to, and are binding on, India on the date of commencement of this Act. 50

- 34 of 1962. (2) For the purposes of the application of the Extradition Act, 1962 to offences under this Act, any aircraft registered in a Convention country shall, at any time while that aircraft is in service, be deemed to be within the jurisdiction of that country, whether or not it is for the time being also within the jurisdiction of any other country.
- 5 (3) None of the offences mentioned in section 3 shall be regarded, for the purposes of extradition or mutual legal assistance, as a political offence or as an offence connected with a political offence or as an offence inspired by political motives and a request for extradition or for mutual legal assistance based on such an offence shall not be refused on the sole ground that it concerns a political offence or an offence connected with a political offence or  
10 an offence inspired by political motives.
- 2 of 1974. 12. (1) Notwithstanding anything contained in the Code of Criminal Procedure, 1973, no person accused of an offence punishable under this Act shall, if in custody, be released on bail or on his own bond, unless,—
- 15 (a) the Public Prosecutor has been given an opportunity to oppose the application for such release; and
- (b) where Public Prosecutor opposes the application, the Designated Court is satisfied that there are reasonable grounds for believing that he is not guilty of such offence and that he is not likely to commit any offence while on bail.
- 2 of 1974. 20 (2) The limitations on granting of bail as specified in sub-section (1) are in addition to the limitation under the Code of Criminal Procedure, 1973, or any other law for the time being in force, on granting bail.
- 2 of 1974. (3) Nothing contained in this section shall be deemed to affect the special powers of  
25 the High Court regarding bail under section 439 of the Code of Criminal Procedure, 1973.
13. The Central Government may, by notification, certify as to who are the contracting  
25 parties to the Hague Convention and to what extent they have availed themselves of the provisions of the Convention, and any such notification shall be conclusive evidence of the matters certified therein. Contracting parties to Convention.
14. (1) If the Central Government is satisfied that the requirements of sub-section (2)  
30 have been satisfied in relation to any aircraft, it may, by notification, direct that such aircraft shall, for the purposes of this Act, be treated as registered in such Convention country as may be specified in the notification. Power to treat certain aircraft to be registered in Convention countries.
- (2) Where the Convention countries establish joint air transport operating organisations or international operating agencies, which operate aircraft which are subject to joint or international registration, shall, by appropriate means, designate for each aircraft, the country  
35 among them which shall exercise the jurisdiction and have the attributes of the country of registry for the purposes of the Convention and shall give notice thereof to the Secretary General of the International Civil Aviation Organisation who shall communicate the notice to all Convention countries.
15. No prosecution for an offence under this Act shall be instituted except with the  
40 previous sanction of the Central Government. Previous sanction necessary for prosecution.
16. In a prosecution for an offence under section 3 or section 5, if it is proved that— Presumption as to offences under sections 3 and 5.
- (a) the arms, ammunitions or explosives were recovered from the possession of the accused and there is reason to believe that such arms, ammunitions or explosives of similar nature were used in the commission of such offence; or
- 45 (b) there is evidence of use of force, threat of force or any other form of intimidation caused to the crew or passengers in connection with the commission of such offence,
- the Designated Court shall presume, unless the contrary is proved, that the accused has committed such offence.

Protection of  
action taken  
in good faith.

17. (1) No suit, prosecution or other legal proceeding shall lie against any person for anything which is in good faith done or intended to be done in pursuance of the provisions of this Act.

(2) No suit or other legal proceeding shall lie against the Central Government for any damage caused or likely to be caused for anything which is in good faith done or intended to be done in pursuance of the provisions of this Act. 5

Powers of  
investigating  
officers to  
seize or  
attach  
property.

18. (1) Where any officer, referred to in section 6, while conducting an inquiry or investigation has a reason to believe that any property, movable or immovable, or both, is relatable to the commission of the offence in relation to which such inquiry or investigation is being conducted, is likely to be concealed, transferred or dealt with in any manner which will result in disposal of such property, he may make an order for seizing such property and where it is not practicable to seize such property, he may make an order of attachment directing that such property shall not be transferred or otherwise dealt with, except with the prior permission of the officer making such order, and a copy of such order shall be served on the person concerned. 10 15

(2) Any order made under sub-section (1) shall have no effect unless the said order is confirmed by an order of the Designated Court, within a period of forty-eight hours of its being made.

(3) The Designated Court may either confirm or revoke the order of seizure or attachment referred to in sub-section (2). 20

(4) Notwithstanding the confirmation of the order by the Designated Court under sub-section (3), any person aggrieved by the order of attachment made under sub-section (1), may make an application to the Designated Court for revocation of said order within a period of thirty days from the date of confirmation of the order under sub-section (3). 25

Confiscation  
and forfeiture  
of property.

19. Where any order is made by the Designated Court under section 4 for confiscation of movable or immovable property or both, of the accused, then, such property shall stand forfeited to the Government free from all encumbrances: 25

Provided that the Designated Court may, during the period of such trial, order that all or any of the properties, movable or immovable, or both, belonging to the accused be attached, and in case such trial ends in conviction, then, the property so attached shall stand forfeited to Government free from all encumbrances. 30

General  
power to  
make rules.

20. (1) The Central Government may, by notification, make rules for carrying out the provisions of this Act.

(2) Every rule made under this Act by the Central Government shall be laid, as soon as may be after it is made, before each House of Parliament, while it is in session, for a total period of thirty days which may be comprised in one session or in two or more successive sessions, and if before the expiry of the session immediately following the session or successive sessions aforesaid, both Houses agree in making any modification in the rule or both Houses agree that the rule should not be made, the rule shall thereafter have effect only in such modified form or be of no effect, as the case may be; so, however, that any such modification or annulment shall be without prejudice to the validity of anything previously done under that rule. 35 40

Repeal and  
savings.

21. (1) The Anti-Hijacking Act, 1982 is hereby repealed. 65 of 1982.

(2) The repeal of the said Act shall not affect—

(a) the previous operation of, or anything duly done or suffered under, or any action taken or purported to have been done or taken including any notification, order or notice made or issued, or any appointment, confirmation or declaration made or any authorisation granted or any document or instrument executed or any direction given, under the Act so repealed, shall, in so far as it is not inconsistent with the provisions of this Act, be deemed to have been done or taken under the corresponding provisions of this Act; or 45 50

(b) any right, privilege or obligation or liability acquired, accrued or incurred under the said Act; or

(c) any penalty, forfeiture or punishment incurred in respect of any offence under the said Act; or

5 (d) any investigation, legal proceeding or remedy in respect of any such right, privilege, obligation, liability, penalty, forfeiture or punishment as aforesaid,

and, any such investigation, legal proceeding or remedy may be instituted, continued or enforced and any such penalty, forfeiture or punishment may be imposed as if the said Act had not been repealed.



## STATEMENT OF OBJECTS AND REASONS

The hijacking incidents which have taken place in the recent past including the hijacking of Indian Airlines flight No. IC-814 in 1999 and the hijacking incident in the United States of America on the 11th September, 2001 have shown civilian aircrafts being used as missiles for causing mass destruction. Subsequent attempts worldwide to hijack aircrafts and threats by the outlawed groups or organisations have necessitated a fresh and thorough examination of the preparedness of all concerned to face such exigencies. It has, therefore, become necessary to reassess the strengths and weaknesses of the existing strategies for handling such exigencies.

2. Further, the Beijing Protocol, 2010 to which India is a signatory, brought out new offences, enlarging the scope of hijacking, expanding the jurisdiction and strengthening extradition and mutual assistance regimes and hence requiring comprehensive amendments to the Anti Hijacking Act, 1982 (65 of 1982). The present law has insufficient penalties to deal with these new situations and is not deterrent enough to offenders and therefore, it is necessary to cover all aspects of hijacking by offenders and conspirators and to make the law more stringent by award of death penalty for such offences. Therefore, a need is felt to enact a new legislation by repealing the Anti-Hijacking Act, 1982.

3. The Anti-Hijacking Bill, 2014, inter-alia, seeks—

- (a) to expand the scope of the definition of hijacking;
- (b) to define the term "in-service" so as to cover the offence against aircraft even when it is on the ground or under preparation for departure;
- (c) to provide capital punishment to all offenders including hijackers whose actions result in deaths of hostages and security men while carrying out the act of hijacking;
- (d) to provide capital punishment to conspirators and abductors, besides hijackers, for any of the offences committed under the Act so that all persons involved directly or indirectly in hijacking get similar punishment;
- (e) to include confiscation of movable and immovable property belonging to offenders as part of the punishment;
- (f) to widen the provisions relating to jurisdiction and extradition;
- (g) to confer powers of arrest, investigation and prosecution on officers of the Central Government and to empower them to seize and attach the properties belonging to offenders;
- (h) to provide that all offences under the Act shall be triable only by the Designated Court;

4. The Bill seeks to achieve the above objects.

NEW DELHI;

ASHOK GAJAPATHI RAJU PASUPATI .

The 10th December, 2014.

## FINANCIAL MEMORANDUM

Sub-clause (1) of Clause 6 empowers the Central Government to confer on any officer of the Central Government with the powers of arrest, investigation and prosecution exercisable by a police officer under the Code of Criminal Procedure, 1973. As the Bill proposes to utilise the existing machinery of the Government and not create any new post, no additional expenditure of recurring or non-recurring nature is envisaged.

Sub-clause (1) of Clause 8 empowers the State Government to specify, by notification, and with the concurrence of the Chief Justice of the High Court, a Court of Sessions to be a Designated Court, for the purpose of providing speedy trial. Therefore, no additional expenditure for this purpose is also envisaged.

Since the Bill proposes to utilise the existing machinery of the Government and existing courts as Designated Courts, there would not be any additional expenditure involved. Therefore, the provisions of the Bill, if enacted and brought into operation, would not involve any additional expenditure from the Consolidated Fund of India.

#### MEMORANDUM REGARDING DELEGATED LEGISLATION

Clause 20 of the Bill empowers the Central Government to make rules, by notification, for carrying out the provisions of this Act.

The matters in respect of which rules may be made are generally matters of procedure and administrative details and it is not practicable to provide for them in the Bill itself. The delegation of Legislative power is, therefore, of a normal character.

RAJYASABHA

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**BILL**

to give effect to the Convention for the Suppression of Unlawful Seizure of Aircraft and  
for matters connected therewith.

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(Shri Ashok Gajapathi Raju Pasupati, Minister of Civil Aviation)

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# List of Reports

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**LIST OF REPORTS OF  
DEPARTMENT-RELATED PARLIAMENTARY STANDING COMMITTEE  
ON TRANSPORT, TOURISM AND CULTURE**

<b>REPORT NO.</b>	<b>TITLE OF THE REPORT</b>	<b>DATE OF ADOPTION</b>	<b>DATE OF PRESENTATION</b>
<b><u>1993-94 (5 Reports)</u></b>			
1 <sup>st</sup>	Demands for Grants (1993-94) of Department of Tourism	29.04.1993	30.04.1993
2 <sup>nd</sup>	Govt. Policy on Private Air Taxi Operation and Matters connected therewith	21.07.1993	17.08.1993
3 <sup>rd</sup>	Inland Waterways Authority of India (Amendment), Bill, 1992	08.09.1993	08.12.1993 (RS) 09.12.1993 (LS)
4 <sup>th</sup>	Air Corporations (Transfer of Undertakings and Repeal) Bill, 1992 <b>(with evidence)</b>	20.10.1993	08.12.1993 (RS) 09.12.1993 (LS)
5 <sup>th</sup>	The Airports Authority of India Bill, 1993 <b>(with evidence)</b>	14.02.1994	16.03.1994
<b><u>1994-95 (8 Reports)</u></b>			
6 <sup>th</sup>	The Anti-Hijacking (Amendment) Bill, 1993	29.03.1994	19.04.1994
7 <sup>th</sup>	The Suppression of Unlawful Acts Against Safety of Civil Aviation (Amendment) Bill, 1993	29.03.1994	19.04.1994
8 <sup>th</sup>	Demands for Grants (1994-95) of Department of Tourism	05.04.1994	21.04.1994
9 <sup>th</sup>	Demands for Grants (1994-95) of Ministry of Civil Aviation	12.04.1994	22.04.1994
10 <sup>th</sup>	Demands for Grants (1994-95) of Ministry of Surface Transport	19.4.1994	25.4.1994
11 <sup>th</sup>	Merger of Vayudoot with Indian Airlines	28.06.1994	24.08.1994
12 <sup>th</sup>	Development of Tourism and Transport in North East	29.12.1994	20.03.1995
13 <sup>th</sup>	National Highway System	21.02.1995	25.04.1995
<b><u>1995-96 (8 Reports)</u></b>			
14 <sup>th</sup>	Demands for Grants (1995-96) of Department of Tourism	18.04.1995	26.04.1995
15 <sup>th</sup>	<u>Demands for Grants (1995-96) of Department of Civil Aviation</u>	18.04.1995	26.04.1995
16 <sup>th</sup>	Demands for Grants (1995-96) of Ministry of Surface Transport	04.05.1995	10.05.1995
17 <sup>th</sup>	National Highways (Amendment) Bill, 1995 <b>(with evidence)</b>	24.05.1995	26.05.1995
18 <sup>th</sup>	Inland Waterways	22.08.1995	25.08.1995
19 <sup>th</sup>	Dock Workers (Regulation of Employment) (Inapplicability to Major Ports) Bill, 1995 <b>(with evidence)</b>	11.10.1995	04.12.1995
*20 <sup>th</sup>	Privatisation Policy in regard to Major Ports	04.01.1996	27.02.1996 (LS) 28.02.1996 (RS)

21 <sup>st</sup>	Seamen's Provident Fund (Amendment) Bill, 1995	07.02.1996	28.02.1996 (RS) 29.02.1996 (LS)
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**\*Presented to Hon'ble Chairman on the 25<sup>th</sup> January 1996.**

<b><u>1996-97 (8 Reports)</u></b>			
22 <sup>nd</sup>	Civil Enclaves in Defence Airfields	29.02.1996	07.03.1996
23 <sup>rd</sup>	Demands for Grants (1996-97) of Department of Tourism	21.08.1996	27.08.1996
24 <sup>th</sup>	Demands for Grants (1996-97) of Ministry of Civil Aviation	29.08.1996	04.09.1996 (RS) 06.09.1996 (LS)
25 <sup>th</sup>	Demands for Grants (1996-97) of Ministry of Surface Transport	04.09.1996	09.09.1996
26 <sup>th</sup>	Demands for Grants (1997-98) Department of Tourism	08.05.1997	15.05.1997
27 <sup>th</sup>	Demands for Grants (1997-98) of Ministry of Civil Aviation	08.05.1997	15.05.1997
28 <sup>th</sup>	Demands for Grants (1997-98) of Ministry of Surface Transport	08.05.1997	15.05.1997
29 <sup>th</sup>	Ship-building and Ship-repair Industry in India	08.07.1997	24.07.1997
<b><u>1997-98 (1 Report)</u></b>			
30 <sup>th</sup>	Functioning of Indian Airlines and Alliance Air	11.08.1997	14.08.1997
<b><u>1998-99 (9 Reports)</u></b>			
31 <sup>st</sup>	Demands for Grants (1998-99) of Department of Tourism	29.06.1998	03.07.1998(RS) 06.07.1998(LS)
32 <sup>nd</sup>	Demands for Grants (1998-99) of Ministry of Civil Aviation	01.07.1998	06.07.1998
33 <sup>rd</sup>	Demands for Grants (1998-99) of Ministry of Surface Transport	01.07.1998	06.07.1998
34 <sup>th</sup>	Merchant Shipping Second (Amendment) Bill, 1998 (with evidence)	02.12.1998	04.12.1998
35 <sup>th</sup>	Functioning of Air India	01.02.1999	04.03.1999(LS) 08.03.1999(RS)
36 <sup>th</sup>	Major Port Trusts (Amendment) Bill, 1998 (with evidence)	26.02.1999	04.03.1999(LS) 08.03.1999(RS)
37 <sup>th</sup>	Demands for Grants (1999-2000) of Ministry of Tourism	07.04.1999	19.04.1999(RS) 22.04.1999(LS)
38 <sup>th</sup>	Demands for Grants (1999-2000) of Ministry of Civil Aviation	07.04.1999	19.04.1999(RS) 22.04.1999(LS)
39 <sup>th</sup>	Demands for Grants (1999-2000) of Ministry of Surface Transport	08.04.1999	19.04.1999(RS) 22.4.1999 (LS)
<b><u>1999-2000 (7 Reports)</u></b>			
40 <sup>th</sup>	Problems faced by Tourists/Passengers at the Airport in the country	01.03.2000	07.03.2000(RS) 08.03.2000(LS)
41 <sup>st</sup>	Demands for Grants (2000-2001) of Ministry of Tourism	03.04.2000	19.04.2000
42 <sup>nd</sup>	Demands for Grants (2000-2001) of Ministry of Civil Aviation	03.04.2000	19.04.2000
43 <sup>rd</sup>	Demands for Grants (2000-2001) of the Ministry of Surface Transport	13.04.2000	19.04.2000

44 <sup>th</sup>	Disinvestment of Air India	17.8.2000	22.8.2000
45 <sup>th</sup>	Functioning and Revival of Central Inland Water Transport Corporation Ltd. (CIWTC)	6.12.2000	13.12.2000(LS) 15.12.2000(RS)
46 <sup>th</sup>	Chartering and Management of flights for Haj Pilgrims	6.12.2000	14.12.2000(LS) 15.12.2000(RS)
<b>2001 (8 Reports)</b>			
47 <sup>th</sup>	Functioning of the Department of Lighthouses and Lightships	14.3.2001	21.3.2001(LS) 23.3.2001 (RS)
48 <sup>th</sup>	Demands for Grants (2001-2002) of the Department of Tourism	11.4.2001	26.4.2001
49 <sup>th</sup>	Demands for Grants (2001-2002) of Department of Culture	11.4.2001	26.4.2001
50 <sup>th</sup>	Demands for Grants (2001-2002) of Ministry of Civil Aviation	11.4.2001	26.4.2001
51 <sup>st</sup>	Demands for Grants (2001-2002) of the Ministry of Road Transport & Highways	11.4.2001	26.4.2001 (RS) 27.4.2001 (LS)
52 <sup>nd</sup>	Demands for Grants (2001-2002) of the Ministry of Shipping	11.4.2001	26.4.2001 (RS) 27.4.2001 (LS)
53 <sup>rd</sup>	The Aircraft (Exemption From Taxes and Duties on Fuel and Lubricants) Bill, 2000 <b>(with evidence)</b>	29.10.2001	27.11.2001(RS) 28.11.2001(LS)
54 <sup>th</sup>	Functioning of Border Roads Organisation	28.11.2001	12.12.2001
<b>2002 (7 Reports)</b>			
55 <sup>th</sup>	Demands for Grants (2002-2003) of the Department of Tourism	16.4.2002	23.4.2002(LS) 24.4.2002(RS)
56 <sup>th</sup>	Demands for Grants (2002-2003) of Department of Culture	16.4.2002	23.4.2002(LS) 24.4.2002(RS)
57 <sup>th</sup>	Demands for Grants (2002-2003) of the Ministry of Shipping	16.4.2002	23.4.2002(LS) 24.4.2002(RS)
58 <sup>th</sup>	Demands for Grants (2002-2003) of Ministry of Civil Aviation	18.4.2002	23.4.2002(LS) 24.4.2002(RS)
59 <sup>th</sup>	Demands for Grants (2002-2003) of the Ministry of Road Transport & Highways	18.4.2002	23.4.2002(LS) 24.4.2002(RS)
60 <sup>th</sup>	Development of Tourism in the Country	6.8.2002	21.11.2002
61 <sup>st</sup>	The Airports Authority of India (Amendment) Bill, 2000 <b>(with evidence)</b>	11.11.2002	21.11.2002
<b>2003 (12 Reports)</b>			
62 <sup>nd</sup>	The Major Port Trusts (Amendment) Bill, 2001 <b>(with evidence)</b>	03.2.2003	19.2.2003
63 <sup>rd</sup>	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its Fifty-eighth Report on Demands for Grants 2002-2003 of Ministry of Civil Aviation.	10.1.2003	25.2.2003
64 <sup>th</sup>	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its Fifty-seventh Report on Demands for Grants 2002-2003 of Ministry of Shipping.	20.2.2003	25.2.2003
65 <sup>th</sup>	Sale of Centaur Hotel Mumbai Airport	5.3.2003	10.3.2003
66 <sup>th</sup>	Demands for Grants (2003-2004) of the Department of Tourism	8.4.2003	10.4.2003
67 <sup>th</sup>	Demands for Grants (2003-2004) of the Ministry of	8.4.2003	10.4.2003



	Road Transport & Highways		
68 <sup>th</sup>	Demands for Grants (2003-2004) of Department of Culture	23.4.2003	25.4.2003
69 <sup>th</sup>	Demands for Grants (2003-2004) of Ministry of Civil Aviation	23.4.2003	25.4.2003
70 <sup>th</sup>	Demands for Grants (2003-2004) of the Ministry of Shipping	23.4.2003	25.4.2003
*71 <sup>st</sup>	Jallianwala Bagh National Memorial (Amendment) Bill, 2003 ( <b>with evidence</b> )	16.10.2003	11.11.2003
72 <sup>nd</sup>	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its Sixtieth Report on Development of Tourism in the country.	29.10.2003	03.12.2003
73 <sup>rd</sup>	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its Sixty-sixth Report on Demands for Grants (2003-2004) (Demand No. 91) of Department of Tourism	29.10.2003	03.12.2003
<b>2004 (4 Reports)</b>			
74 <sup>th</sup>	Action taken by the Government on the Recommendations/Observations of the Committee contained in its 67th Report on Demands for Grants (2003-04) of Ministry of Road Transport & Highways	09.01.04	03.02.2004
75 <sup>th</sup>	Action taken by the Government on the Recommendations/Observations of the Committee contained in its 70th Report on Demands for Grants (2003-04) of Ministry of Shipping	09.01.04	03.02.2004
76 <sup>th</sup>	Action taken by the Government on the Recommendations/Observations of the Committee contained in its 68th Report on Demands for Grants (2003-04) of Department of Culture	22.01.04	03.02.2004
77 <sup>th</sup>	Action taken by the Government on the Recommendations/Observations of the Committee contained in its 69th Report on Demands for Grants (2003-04) of Ministry of Civil Aviation	22.01.04	03.02.2004
<b>2004-2005 ( 12 Reports)</b>			
78 <sup>th</sup>	Demands for Grants (2004-2005) of Ministry of Civil Aviation	14.08.2004	18.08.2004
79 <sup>th</sup>	Demands for Grants (2004-2005) of Ministry of Tourism	23.08.2004	26.08.2004
80 <sup>th</sup>	Demands for Grants (2004-2005) of Ministry of Culture	23.08.2004	26.08.2004
81 <sup>st</sup>	Demands for Grants (2004-2005) of Ministry of Shipping	25.08.2004	26.08.2004
82 <sup>nd</sup>	Demands for Grants (2004-2005) of Ministry of Road Transport & Highways	25.08.2004	26.08.2004
83 <sup>rd</sup>	Functioning of the Commission of Railway Safety	17.11.2004	6.12.2004(RS) 3.12.2004(LS)
84 <sup>th</sup>	Demands for Grants (2005-2006) of Department of Road Transport & Highways	15.04.2005	29.04.2005

\*Presented to Hon'ble Chairman on the 11<sup>th</sup> November 2003.

85 <sup>th</sup>	Demands for Grants (2005-2006) of Ministry of Culture	15.04.2005	29.04.2005
86 <sup>th</sup>	Demands for Grants (2005-2006) of Department of Shipping	21.04.2005	29.04.2005
87 <sup>th</sup>	Demands for Grants (2005-2006) of Ministry of Tourism	21.04.2005	29.04.2005
88 <sup>th</sup>	Demands for Grants (2005-2006) of Ministry of Civil Aviation	27.04.2005	29.04.2005
89 <sup>th</sup>	The Merchant Shipping (Amendment) Bill, 2004 (with evidence)	06.06.2005	27.07.2005
<b>2005-2006 (18 Report)</b>			
90 <sup>th</sup>	Development of Airport Sector with Special Emphasis on New Modern Airports	17.08.2005	23.08.2005
91 <sup>st</sup>	Functioning on Archaeological Survey of India	19.9.2005	25.11.2005
92 <sup>nd</sup>	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its Eighty-fourth Report on Demands for Grants (2005-06) of Department of Road Transport and Highways	22.2.2006	27.2.2006
93 <sup>rd</sup>	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its Eighty-fifth Report on Demands for Grants (2005-06) of Ministry of Culture	22.2.2006	27.2.2006
94 <sup>th</sup>	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its Eighty-sixth Report on Demands for Grants (2005-06) of Department of Shipping	22.2.2006	27.2.2006
95 <sup>th</sup>	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its Eighty-seventh Report on Demands for Grants (2005-06) of Ministry of Tourism	22.2.2006	27.2.2006
96 <sup>th</sup>	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its Eighty-eighth Report on Demands for Grants (2005-06) of Ministry of Civil Aviation	22.2.2006	27.2.2006
97 <sup>th</sup>	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its Ninetieth Report on the 'Development of Airport Sector with special emphasis on new modern airports'	22.2.2006	27.2.2006
98 <sup>th</sup>	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its Eighty-third Report on the 'Functioning of the Commission of Railway Safety'	17.3.2006	21.3.2006
99 <sup>th</sup>	The Admiralty Bill, 2005	17.3.2006	21.3.2006
100 <sup>th</sup>	The Inland Vessels (Amendment) Bill, 2005	17.3.2006	21.3.2006
101 <sup>st</sup>	The Carriage By Road Bill, 2005	17.3.2006	21.3.2006
102 <sup>nd</sup>	Demands for Grants (2006-07) of the Department of Road Transport and Highways	19.5.2006	22.5.2006
103 <sup>rd</sup>	Demands for Grants (2006-07) of the Department of Culture	19.5.2006	22.5.2006
104 <sup>th</sup>	Demands for Grants (2006-07) of the Department of	19.5.2006	22.5.2006

	Tourism		
105 <sup>th</sup>	Demands for Grants (2006-07) of the Department of Shipping	19.5.2006	22.5.2006
106 <sup>th</sup>	Demands for Grants (2006-07) of the Ministry of Civil Aviation	19.5.2006	22.5.2006
107 <sup>th</sup>	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its Ninety-first Report on 'Functioning of the Archaeological Survey of India	19.5.2006	22.5.2006
<b>2006-07 (13 reports)</b>			
108 <sup>th</sup>	Functioning and Performance of India Tourism Development Corporation Limited (ITDC).	12.12.2006	15.12.2006
109 <sup>th</sup>	The Aircraft (Amendment) Bill, 2006	9.3.2007	13.3.2007
110 <sup>th</sup>	The Central Road Fund (Amendment) Bill, 2006	19.3.2007	20.3.2007
111 <sup>th</sup>	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its One Hundred and Second Report on Demands for Grants (2006-07) of Department of Road Transport and Highways.	16.4.2007	14.5.2007
112 <sup>th</sup>	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its One Hundred and Third Report on Demands for Grants (2006-07) of Department of Culture.	16.4.2007	14.5.2007
113 <sup>th</sup>	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its One Hundred and Fourth Report on Demands for Grants (2006-07) of Ministry of Tourism	16.4.2007	14.5.2007
114 <sup>th</sup>	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its One Hundred and Fifth Report on Demands for Grants (2006-07) of Department of Shipping	16.4.2007	14.5.2007
115 <sup>th</sup>	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its One Hundred and Sixth Report on Demands for Grants (2006-07) of Ministry of Civil Aviation.	16.4.2007	14.5.2007
116 <sup>th</sup>	Demands for Grants (2007-08) of the Ministry of Civil Aviation	9.5.2007	14.5.2007
117 <sup>th</sup>	Demands for Grants (2007-08) of the Department of Shipping	9.5.2007	14.5.2007
118 <sup>th</sup>	Demands for Grants (2007-08) of the Department of Road Transport and Highways	9.5.2007	14.5.2007
119 <sup>th</sup>	Demands for Grants (2007-08) of the Ministry of Tourism	9.5.2007	14.5.2007
120 <sup>th</sup>	Demands for Grants (2007-08) of the Ministry of Culture	9.5.2007	14.5.2007
<b>2007-08 (19 reports)</b>			

121 <sup>st</sup>	The National Waterway (Talcher-Dhamra Stretch of Rivers Geonkhali-Charbatia Stretch of East Coast Canal, Charbatia-Dhamra Stretch of Matai River and Mahanadi Delta Rivers) Bill, 2006.	18.7.2007	16.8.2007
122 <sup>nd</sup>	The National Waterway (Kakinada-Pondicherry Stretch of Canals and the Kaluvelly Tank, Bhadrachalam-Rajahmundry Stretch of River Godavari and Wazirabad-Vijayawada Stretch of River Krishna) Bill, 2006.	18.7.2007	16.8.2007
123 <sup>rd</sup>	The Seamen's Provident Fund (Amendment) Bill, 2007	31.08.2007	05.09.2007
124 <sup>th</sup>	The Carriage by Air (Amendment) Bill, 2007 presented to Hon'ble Chairman, Rajya Sabha on 17.10.2007	25.09.2007	17.10.2007 (Presented to Chairman) 20.11.2007 (Presented to House)
125 <sup>th</sup>	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its One Hundred and Sixteenth Report on Demands for Grants (2007-08) of Ministry of Civil Aviation	02.11.2007	20.11.2007
126 <sup>th</sup> h	The Action Taken by the Government on the recommendations/observations of the Committee contained in its One Hundred Nineteenth Report on Demands for Grants (2007-08) of the Ministry of Tourism	02.11.2007	20.11.2007
127 <sup>th</sup>	Action taken by the government on the recommendations/observations of the committee contained in its one hundred and eighteenth report on demands for grants (2007-08) of the department of road transport and highways	18 Jan 2008	04 Mar 2008
128 <sup>th</sup>	Action taken by the Government on the recommendations/observations of the Committee contained in its one hundred and seventeenth report on demands for grants (2007-08) of Department of Shipping	18 Jan 2008	04 Mar 2008
129 <sup>th</sup>	Action taken by the government on the recommendations/observations of the committee contained in its one hundred and twentieth report on demands for grants (2007-08) of ministry of culture	18 Jan 2008	04 Mar 2008
130 <sup>th</sup>	The National Waterway (Lakhipur-Bhanga Stretch of the Barak River) Bill, 2007	31 Jan 2008	04 Mar 2008
131 <sup>st</sup>	Closure of Bangalore and Hyderabad Airports and matters related thereto	04 Mar 2008	05 Mar 2008
132 <sup>nd</sup>	The Indian Maritime University Bill, 2007	15 <sup>th</sup> April, 2008	17 <sup>th</sup> April, 2008
133 <sup>rd</sup>	The Airports Economic Regulatory Authority of India Bill, 2007	15 <sup>th</sup> April, 2008	17 <sup>th</sup> April, 2008

134 <sup>th</sup>	Demands for Grants (2007-08) of the Department of Shipping	15 <sup>th</sup> April, 2008	17 <sup>th</sup> April, 2008
135 <sup>th</sup>	Demands for Grants (2008-09) of the Department of Road Transport and Highways	24 <sup>th</sup> April, 2008	28 <sup>th</sup> April, 2008
136 <sup>th</sup>	Demands for Grants (2008-09) of Ministry of Tourism	24 <sup>th</sup> April, 2008	28 <sup>th</sup> April, 2008
137 <sup>th</sup>	Demands for Grants (2008-09) of Ministry of Culture	24 <sup>th</sup> April, 2008	28 <sup>th</sup> April, 2008
138 <sup>th</sup>	Demands for Grants (2008-09) of Ministry of Civil Aviation	24 <sup>th</sup> April, 2008	28 <sup>th</sup> April, 2008
139 <sup>th</sup>	The Motor Vehicle (Amendment) Bill, 2007	24 <sup>th</sup> April, 2008	28 <sup>th</sup> April, 2008
<b>2008-09 (10 reports)</b>			
140 <sup>th</sup>	Promotion of tourism in Jammu & Kashmir	11 <sup>th</sup> August, 2008	20 <sup>th</sup> August, 2008 (presented to Hon'ble Chairman and Hon'ble Speaker) Presented to Parliament on 23.10.08
141 <sup>st</sup>	Modernization of Airports	11 <sup>th</sup> August, 2008	20 <sup>th</sup> August, 2008 (presented to Hon'ble Chairman and Hon'ble Speaker) Presented to Parliament on 23.10.08
142 <sup>nd</sup>	Functioning of Private Airports and the related issues	20 <sup>th</sup> October, 2008	23 <sup>rd</sup> October, 2008
143 <sup>rd</sup>	Action Taken by the Government on the Recommendation/Observations of the Committee contained in its One Hundred and Thirty Fourth Report on Demands for Grants 2008-2009 of the Department of Shipping	18 <sup>th</sup> December, 2008	19 <sup>th</sup> December, 2008
144 <sup>th</sup>	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its One Hundred and Thirty Fifth Report on Demands for Grants 2008-2009 of the Department of Road, Transport and Highways	18 <sup>th</sup> December, 2008	19 <sup>th</sup> December, 2008
145 <sup>th</sup>	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its One Hundred and Thirty Sixth Report on Demands for Grants 2008-2009 of the Ministry of Tourism	18 <sup>th</sup> December, 2008	19 <sup>th</sup> December, 2008
146 <sup>th</sup>	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its One Hundred and Thirty Seventh Report on Demands for	18 <sup>th</sup> December, 2008	19 <sup>th</sup> December, 2008

	Grants 2008-2009 of the Ministry of Culture		
147 <sup>th</sup>	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its One Hundred and Thirty Eighth Report on Demands for Grants 2008-2009 of the Ministry of Civil Aviation	18 <sup>th</sup> December, 2008	19 <sup>th</sup> December, 2008
148 <sup>th</sup>	The National Highways Authority of India (Amendment) Bill, 2008	13 February, 2009	17 February, 2009
149 <sup>th</sup>	Development of Tourism Infrastructure and Amenities For the Commonwealth Games 2010	19 February, 2009	24 February, 2009
	<b>2009-10 (11 Reports)</b>		
150 <sup>th</sup>	The National Commission for Heritage Sites Bill, 2009	13 <sup>th</sup> November, 2009	23 <sup>rd</sup> November, 2009
151 <sup>st</sup>	Merger Of Indian Airlines And Air India: Its Impact On The Civil Aviation Sector	8 <sup>th</sup> January, 2010	21 <sup>st</sup> January, 2010 (presented to Hon'ble Chairman and Hon'ble Speaker) Presented to Parliament on 3 <sup>rd</sup> March, 2010
152 <sup>nd</sup>	Action Taken By The Government On The Recommendations/ Observations Of The Committee Contained In Its One Hundred And Fortieth Report On Promotion Of Tourism In Jammu And Kashmir	9 <sup>th</sup> February, 2010	3 <sup>rd</sup> March, 2010
153 <sup>rd</sup>	Action Taken By The Government On The Recommendations/ Observations Of The Committee Contained In Its One Hundred And Forty Ninth Report On Development Of Tourism Infrastructure And Amenities For The Commonwealth Games 2010	9 <sup>th</sup> February, 2010	3 <sup>rd</sup> March, 2010
154 <sup>th</sup>	Demands for Grants (2010-2011) of Ministry of Tourism	07 Apr 2010	20 Apr 2010
155 <sup>th</sup>	Demands for Grants (2010-2011) of Ministry Of Road Transport And Highways	07 Apr 2010	20 Apr 2010
156 <sup>th</sup>	Demands for Grants (2010-11) of Ministry Of Shipping	20 Apr 2010	22 Apr 2010
157 <sup>th</sup>	Demands for Grants (2010-11) of Ministry of Culture	20 Apr 2010	22 Apr 2010
158 <sup>th</sup>	Demands for Grants (2010-11) of Ministry of Civil Aviation	20 Apr 2010	22 Apr 2010
159 <sup>th</sup>	Action Taken by the Government on the recommendations/ observations of the Committee contained in its One Hundred and Thirty First Report on Closure of Bangalore & Hyderabad Airports; One Hundred and Forty	05 May 2010	06 May 2010

	First Report on Modernisation of Airports; and One Hundred and Forty Second Report on Functioning of Private Airports		
160 <sup>th</sup>	The National Road Safety and Traffic Management Board Bill, 2010	14 July 2010	28 July 2010 (Rajya Sabha) 27 July 2010 (Lok Sabha)
	<b>2010-11</b>		
161 <sup>st</sup>	The Anti-Hijacking (Amendment) Bill, 2010	8 <sup>th</sup> October 2010	18 <sup>th</sup> October, 2010 (presented to Hon'ble Chairman and Hon'ble Speaker) Presented to the Houses of the Parliament 1.03.2011
162	Action Taken by the Government on the recommendations/observations of the Committee contained in its One Hundred Fifty Fourth Report on Demands for Grants (2010-11) of the Ministry of Tourism	20 Dec 2010	04 Mar 2011
163	Action Taken by the Government on the recommendations/observations of the Committee contained in its One hundred Fifty Fifth Report on Demands for Grants (2010-2011) of the Ministry of Road Transport and Highways	20 Dec 2010	04 Mar 2011
164	Action Taken by the Government on the recommendations/observations of the Committee contained in its One Hundred Fifty Sixth Report on Demands for Grants (2010-2011) of the Ministry of Shipping	20 Dec 2010	04 Mar 2011
165	Action Taken by the Government on the recommendations/observations of the Committee contained in its One Hundred Fifty Seventh Report on Demands (For Grants (2010-2011)Ministry of Culture	20 <sup>th</sup> Dec 2010	04 <sup>th</sup> Mar 2011
166	Action Taken by the Government on the recommendations/observations of the Committee contained in its One Hundred Fifty Eight Report on Demands for Grants (2010-2011) of the Ministry of Civil Aviation	20 <sup>th</sup> Dec 2010	04 <sup>th</sup> Mar 2011
167 <sup>th</sup>	Functioning of National Museum	25 <sup>th</sup> Jan. 2011	10 <sup>th</sup> March, 2011 (R.S.) 11 <sup>th</sup> March, 2011 (L.S.)
168 <sup>th</sup>	Directorate General of Civil Aviation (DGCA) – Issues and Challenges	13 <sup>th</sup> Apr 2011	04.05.2011 (presented to Hon'ble Chairman and Hon'ble Speaker) Presented to the House of the Parliament on <b>11.08.2011</b>

169th	Helicopter operations in India	13th Apr 2011	04.05.2011 (presented to Hon'ble Chairman and Hon'ble Speaker) Presented to the House of the Parliament on 11.08.2011
170th	Modernization of Major Port	27th May, 2011	11th August, 2011
171st	Functioning of Sahitya Akademi, Lalit Kala Akademi, Sangeet Natak Akademi and National School of Drama	11th Aug 2011	17th Aug 2011
172nd	Development of Tourism in North-Eastern Region	11th Aug 2011	17th Aug 2011
<b>2011-12</b>			
173 <sup>rd</sup>	The National Highways Authority of India (Amendment) Bill, 2011	13 <sup>th</sup> March, 2012	15 <sup>th</sup> March, 2012
174 <sup>th</sup>	Demands for Grants (2012-13) of Ministry of Civil Aviation	26 <sup>th</sup> April, 2012	27 <sup>th</sup> April, 2012
175.	Demands for Grants (2012-13) of Ministry of Culture	03 May 2012	07 May 2012
176.	Demands for Grants (2012-13) of Ministry of Tourism	03 May 2012	07 May 2012
177.	Demands for Grants (2012-13) of Ministry of Shipping	03 May 2012	07 May 2012
178	Demands for Grants (2012-13) of Ministry of Road Transport & Highways	03 May 2012	07 May 2012
179	Action taken by the Government on the recommendations/ observations of the Committee contained in its One Hundred Sixty Seventh Report on 'Functioning of National Museum'	17 May 2012	21 May 2012
180	Action taken by the Government on the recommendations/ observations of the Committee contained in its One Hundred And Seventy Second report on Development of Tourism in North-Eastern Region	17 May 2012	21 May 2012
<b>2012-13</b>			
181	Action taken by the Government on the recommendations/ observations of the Committee contained in its One Hundred Sixty-eighth Report on Directorate General of Civil Aviation (DGCA) -Issues and Challenges”	18.10.2012	04.12.2012
182	Action taken by the Government on the recommendations/ observations of the Committee contained in its One Hundred Sixty-ninth Report on Helicopter Operations in India”	18.10.2012	04.12.2012



183	Action taken by the Government on the recommendations/observations of the Committee contained in its One Hundred Seventy-seventh Report on the Demands for Grants of Ministry of Shipping (2012-13)	05.11.2012	04.12.2012
184	Action taken by the Government on the recommendations/observations of the Committee contained in its One Hundred Seventy-sixth Report on the Demands for Grants of Ministry of Tourism (2012-13)	05.11.2012	04.12.2012
185	Action taken by the Government on the recommendations/observations of the Committee contained in its One Hundred Seventy-fourth Report on the Demands for Grants of Ministry of Civil Aviation (2012-13)	18.10.2012	04.12.2012
186	Action taken by the Government on the recommendations/observations of the Committee contained in its One Hundred Seventy-fifth Report on the Demands for Grants of Ministry of Culture (2012-13)	05.11.2012	04.12.2012
187	Action taken by the Government on the recommendations/observations of the Committee contained in its One Hundred Seventy-eighth Report on the Demands for Grants of Ministry of Road Transport & Highways (2012-13)	18.10.2012	04.12.2012
188	Functioning of Commission of Railway Safety	03.01.2013	06.02.2013 (presented to Hon'ble Chairman) Presented to the Parliament on <b>27.02.2013</b>
189	Development of National Waterways- Potential and Challenges	03.01.2013	06.02.2013 (presented to Hon'ble Chairman) Presented to the Parliament <b>27.02.2013</b>
190	Development of Tourism in Darjeeling and Sikkim	03.01.2013	06.02.2013 (presented to Hon'ble Chairman) Presented to the Parliament <b>27.02.2013</b>
191	Demands for Grants (2013-14) of Ministry of Civil Aviation	02 May 2013	03 May 2013
192	Demands for Grants (2013-14) of Ministry of Culture	02 May 2013	03 May 2013
193	Demands for Grants (2013-14) of Ministry of Road Transport & Highways	02 May 2013	03 May 2013
194	Demands for Grants (2013-14) of Ministry of Shipping	02 May 2013	03 May 2013
195	Demands for Grants (2013-14) of Ministry of Tourism	02 May 2013	03 May 2013
196	The National Waterway (Lakhipur-Bhanga Stretch of the Barak River) Bill, 2013	20 May, 2013	26 June, 2013 (presented to Hon'ble Chairman)

			Presented to the Parliament 7th August, 2013
197	The Merchant Shipping (Amendment) Bill, 2013	17 June, 2013	26th June, 2013 (presented to Hon'ble Chairman) Presented to the Parliament 7th August, 2013
198	Management of road transport in National Capital Region: Issues and Challenges	23 Aug 2013	27 Aug 2013
199	Action taken by the Government on the Recommendations/ Observations of the Committee contained in its One Hundred and Eighty Ninth Report on the Development of National Waterways-Potentials and Challenges	23 Aug 2013	27 Aug 2013
200	Development of Tourism, National Highways and Water Transport in Kerala and Cochin Shipyard Limited	23 Aug 2013	27 Aug 2013
	2013-14		
201	Functioning of National Akademis and other Cultural Institutions : Issues and Challenges	01 Oct 2013	17 Oct 2013 (presented to Hon'ble Chairman) Presented to the Parliament 17th December, 2013
202	"The Merchant Shipping (Second Amendment) Bill, 2013	31 Oct 2013	20th November, 2013 (presented to Hon'ble Chairman) Presented to the Parliament 17th December, 2013
203	Privatization of Services at Airports	31 Oct 2013	20th November, 2013 (presented to Hon'ble Chairman) Presented to the Parliament 17th December, 2013
204	The Civil Aviation Authority of India Bill, 2013	13 January, 2014	24th January, 2014 (presented to Hon'ble Chairman) Presented to the Parliament 06 Feb 2014
205	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its One Hundred and Ninety Two Report on the Demands for Grants (2013-14) of the Ministry of Culture	17 Dec 2013	06 Feb 2014
206	Action Taken by the Government on the Observations/Recommendations of the Committee contained in its One Hundred and Ninety Third Report on Demands for Grants (2013-14) of Ministry of Road Transport and Highways	17 Dec 2013	06 Feb 2014
207	Action Taken by the Government on the	17 Dec	06 Feb 2014

	Recommendations/Observations of the Committee contained in its One-Hundred Ninety Fourth Report on the Demands for Grants (2013-14) of the Ministry of Shipping	2013	
208	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its One Hundred and Ninety Fifth Report on the Demands for Grants (2013-14)of the Ministry of Tourism	17 Dec 2013	06 Feb 2014
209	Action Taken by the Government on the Observations/Recommendations of the Committee contained in its One Hundred and Ninety First Report on Demands for Grants (2013-14) of the Ministry of Civil Aviation	17 Dec 2013	06 Feb 2014
210	Action Taken by the Government on the Observations/Recommendations of the Committee contained in its One Hundred and Eighty Eighth Report on Functioning of Commission of Railways Safety	18 Feb 2014	19 Feb 2014
211	Upkeep of various Monuments in Delhi, National Museum and other important issues pertaining to the Ministry of Culture	18 Feb 2014	19 Feb 2014
212	Action Taken by the Government on the Observations/Recommendations of the Committee contained in its One Hundred Ninetieth Report on Development of Tourism in Darjeeling and Sikkim	18 Feb 2014	19 Feb 2014
213	Action Taken by the Government on the Observations/Recommendations of the Committee contained in its Two Hundredth Report on Development of Tourism, National Highways and Water Transport in Kerala and Cochin Shipyard Limited	18 Feb 2014	19 Feb 2014
214	Action taken by the Government on the Recommendations/Observations of the Committee contained in its Two Hundred First Report on Functioning of National Akademis and other Cultural Institutions - Issues and Challenges	10 Dec 2014	12 Dec 2014
215	Action taken by the Government on the Recommendations/Observations of the Committee contained in its Two Hundred Third Report on Privatization of Services at Airports	10 Dec 2014	12 Dec 2014
216	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its Two Hundred Eleventh Report on Upkeep of various Monuments in Delhi, National Museum and other important issues pertaining to the Ministry	10 Dec 2014	12 Dec 2014

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