



PARLIAMENT OF INDIA

RAJYA SABHA

161

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

ONE HUNDRED SIXTY FIRST REPORT

ON

**THE ANTI-HIJACKING (AMENDMENT)
BILL, 2010**

(PRESENTED TO THE HON'BLE CHAIRMAN, RAJYA SABHA ON 18.10.2010)

(PRESENTED TO THE HON'BLE SPEAKER, LOK SABHA ON 18.10.2010)

(PRESENTED TO THE RAJYA SABHA ON 01.03.2011)

(LAID ON THE TABLE OF LOK SABHA ON 01.03.2011)

**RAJYA SABHA SECRETARIAT
NEW DELHI**

OCTOBER, 2010/ASVINA, 1932 (SAKA)

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NEW DELHI

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CONTENTS

PAGES

1.	COMPOSITION OF THE COMMITTEE.....	(i)-(iv)
2.	INTRODUCTION	(v)
3.	REPORT OF THE COMMITTEE	1-5
4.	OBSERVATIONS/CONCLUSIONS/RECOMMENDATIONS — AT A GLANCE	6-7
5.	ANNEXURE	9-15
6.	MINUTES	17-22

COMPOSITION OF THE DEPARTMENT-RELATED PARLIAMENTARY
STANDING COMMITTEE ON TRANSPORT, TOURISM AND CULTURE
(2009-2010)

1. Shri Sitaram Yechury ----- *Chairman*

RAJYA SABHA

2. Shri Ramdas Agarwal
3. Shri Birendra Prasad Baishya
4. Shri Shadi Lal Batra
- @5. Shri Naresh Gujral
6. Shri Syed Azeez Pasha
7. Shri Thomas Sangma
- #8. Shri Satish Kumar Sharma
- *9. Prof. Saif-ud-Din Soz
10. Shri Vikram Verma

LOK SABHA

11. Yogi Aditya Nath
12. Shri Avtar Singh Bhadana
13. Shri V. Kishore Chandra S. Deo
14. Shrimati Bhavana Gawali Patil
15. Shri Mahesh Joshi
16. Shri P. Karunakaran
17. Shri Jose K. Mani
18. Shrimati Ranee Narah
19. Shri Rajaram Pal
20. Shri Bal Kumar Patel
21. Shri Nama Nageswara Rao
22. Shri S.D. Shariq
23. Shri Madan Lal Sharma
24. Shri Dushyant Singh
25. Shri Jitendra Singh
26. Shri Rakesh Singh
27. Shri Shatrughan Sinha
28. Shri K. Sugumar
29. Shri Kabir Suman
30. Shri Anurag Singh Thakur
31. Shri K.C. Venugopal

SECRETARIAT

Shri N.K. Singh, Joint Secretary

Shri Jagdish Kumar, Director

Shri Swarabji B., Joint Director

Shrimati Nidhi Chaturvedi, Assistant Director

*COMPOSITION OF THE DEPARTMENT-RELATED PARLIAMENTARY
STANDING COMMITTEE ON TRANSPORT, TOURISM AND CULTURE
(2010-11)

1. Shri Sitaram Yechury ----- *Chairman*

RAJYA SABHA

2. Shri Ramdas Agarwal
3. Shri Shadi Lal Batra
4. Shri Narendra Kashyap
5. Shri Pyarimohan Mohapatra
6. Shri Syed Azeez Pasha
7. Shri Thomas Sangma
8. Shri Satish Sharma
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Shri N.K. Singh, Joint Secretary

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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 One Hundred and Sixty first Report on “The Anti-Hijacking (Amendment) Bill, 2010”.

2. The Committee, at its meeting held on the 30th September, 2010 considered the Bill and heard the representatives of Ministries of Civil Aviation; Home Affairs and Law and Justice.

3. The Committee wishes to express its thanks to the officers of Ministries of Civil Aviation; Home Affairs and Law and Justice and experts/stakeholders/organizations/individuals 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 8th October, 2010.

NEW DELHI;
October 8, 2010
Asvina 16, 1932 (*Saka*)

SITARAM YECHURY
Chairman,
Department-related Parliamentary Standing
Committee on Transport, Tourism and Culture

REPORT

The Anti-Hijacking (Amendment) Bill, 2010 was introduced in the Rajya Sabha on the 19th August, 2010. The Bill was referred to the Department-related Parliamentary Standing Committee on Transport, Tourism and Culture for examination and report within two months.

2. The Amendment Bill seeks to bring conspirators and abettors of hijacking also into the ambit of the Anti-Hijacking Act, 1982 and include 'death penalty' as punishment for hijacking.
3. The Committee while examining the Bill heard the views of the Ministry of Civil Aviation, Ministry of Home Affairs and Ministry of Law and Justice (Department of Legal Affairs and Legislative Department). The Committee had invited views/suggestions from the individuals/organizations through Press Communique issued in various newspapers. In response, it received several written Memoranda that were considered by the Committee.
4. The Committee in its meeting held on the 30th September, 2010 heard the views of the officials of the Ministries of Civil Aviation; Home Affairs and Law and Justice on the provisions of the Bill and the rationale for bringing the amendment and sought clarifications on various points.
5. The hijacking incidents like that of Indian Airlines flight IC-814 in 1999 and those in the United States of America on the 11th September, 2001 using civilian aircrafts as missiles for causing mass destruction and subsequent attempts worldwide to hijack aircrafts by certain outlawed groups or organizations have necessitated a fresh and thorough examination of the preparedness of all concerned to face such exigencies. It has, therefore, become necessary to reassess our strengths and weaknesses in the existing strategies for handling such exigencies.
6. The Ministry informed that the existing law was insufficient to deal with these new situations and penalties in it were not deterrent enough to the prospective offenders. It was therefore, felt necessary to make the existing Anti-Hijacking Act, 1982 more comprehensive in order to cover all aspects and all kinds of hijacking by the offenders and conspirators and further, to make the law more stringent by including death penalty also for such offences.
7. It was also informed that the Convention for the suppression of Unlawful seizure of Aircraft ---- the Hague Convention 1970 ---- has been ratified by India and the Anti-Hijacking Act, 1982 was based on the provisions of the Convention.
8. The Committee was informed that Anti-Hijacking (Amendment) Bill, 2010 was prepared after consultation with and approval of a Group of Ministers Chaired by Hon'ble Home Minister, Cabinet Secretariat and Ministry of Law and Justice (Legislative Department).
9. When the Committee pointed out that the Bill apparently laid more emphasis on punishment and not on prevention of the crime, the Ministry informed that various preventive measures were already in place. A dedicated Aviation Security Force (ASF) with Quick Response Team (QRT) was in position to tackle any situation. In addition there was a proper plan to handle any crisis situation by the designated Committees, viz., Committee of Secretaries on Aircraft Hijacking (COSAH), Central Committee and Aerodrome Committees. The Ministry further informed that various other anti-hijacking measures, such as Access Control into Airport, verification of Identity proof by Aviation Security Group (ASG)/Police before entry into Terminal Building

and by airlines at their Counters, frisking of person, 100% screening of cabin/hand-baggage, secondary (ladder point) screening of persons and hand-baggage before boarding the aircraft done by airline, access control to aircraft by guarding its all entry points, 100% screening of cargo/main/courier by x-ray/physical check/Explosive Track Detector (ETD) before loading into aircraft, deployment of Sky-Marshall etc. Panel of psychologists, Linguistics are also available for liaisoning with the Hijackers.

10. On being asked, Ministry clarified that the Hague Convention of 1970 called upon the States 'to make the offence punishable by severe penalties'. It did not specifically mention about 'death penalty' as punishment.

11. When asked about position in other countries in this regard, the Committee was informed that while in some countries death penalty was provided for hijackers (in case of passenger/crew casualties during hijacking), it was not awarded in some other countries. For example:-

In Japan, a person who by use of force or threat of force seizes the aircraft or exercises control over an aircraft is punished with imprisonment for life or a term which shall not be less than seven years. If such act resulted in death of a person, he shall be punished with death or life imprisonment.

In China, whoever sabotages the means of transport, etc., shall be sentenced to a fixed term imprisonment of not less than ten years, life imprisonment or death.

In case of Germany, penalty for the offence of highjacking is minimum five years and maximum 15 years provided that there are no fatalities. In case someone gets killed, the penalty is usually life sentence. Death penalty does not exist in Germany. In case of Australia, it is not very clear. There is no death penalty.

In case of the UK, a person who commits the offence of hijacking shall be liable, on conviction on indictment, to imprisonment for life. In France, as is known, there is no death penalty since the 80s.

In case of the USA, an individual committing or attempting or conspiring to commit aircraft piracy shall be put to death or imprisonment for life, if the death of another individual results from the act or attempt of hijacking.

12. The representatives from the Ministry of Home Affairs and Law and Justice also endorsed the argument of the Ministry of Civil Aviation for awarding death penalty. They also emphasized the need for such an amendment in the increasing threats of impending hijacking in the most destructive form. They submitted that the death penalty proposed in the Bill was 'constitutionally valid and legally sustainable'.

CLAUSE-BY-CLAUSE CONSIDERATION

13. The Committee in its meeting held on the 8th October, 2010 considered clauses of the Bill and the Committee's recommendations have been given in the succeeding paragraphs.

14. Section 2 of the Bill reads ---- In Section 3 of the Anti-Hijacking Act, 1982 (hereinafter referred to as the Principal Act), for Sub-section (2), the following Sub-section shall be substituted, namely:----

“(2) Whoever, either on his own, or in concert with others, attempts to commit any of the acts referred to in sub-section (1) in relation to any aircraft or abets the commission of any such act, shall also be deemed to have committed the offence of hijacking of such aircraft”.

15. **The Committee feels that the proposed amendment is the need of the hour and unavoidable in the heightened threat for such a daring crime. The Committee endorses the proposed amendment to provide for the 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, got the same punishment as the hijackers.**

16. Clause 3 of the Bill reads --- For Section 4 of the Principal Act, the following Section shall be substituted, namely:-

“4. Whoever commits the offence of hijacking shall be punished with death or imprisonment for life and shall also be liable to fine.”

17. **The Committee notices that the proposed amendment in Section 4 of the Principal Act was not clear whether the provision of death penalty will be applicable to only those hijackers who kill hostages/security men or to all hijackers, with or without any fatalities. The Committee is of the opinion that if the death penalty was a foregone conclusion for the offence of hijacking, the opportunities for any negotiation or settlement to save lives of the passengers may be foreclosed. What about the safety of passengers and crew when the hijacker is sure that they will get death penalty for their offence? Whether the death penalty would really be deterrence to those hijackers who do it as suicide mission?**

18. In response thereto the representatives of the Ministry of Law submitted before the Committee that the construction of the amendment provided for punishment with death or imprisonment for life and shall also be liable to fine, which meant that a penalty less than death was also possible depending on the gravity of the offence.

19. **The Committee, however, recommends that death penalty must be made applicable to those offenders whose action results in the death of hostages/security men during the act of hijacking.**

GENERAL RECOMMENDATIONS

20. The Committee had its reservation on the definition as provided in Section 3 (3) of the Act which states *inter-alia*:

For the purposes of this section, an aircraft shall be deemed to be in flight at any time from the moment when all its external doors are closed following embarkation until the moment when any such door is opened for disembarkation, and in the case of a forced landing, the flight shall be deemed to continue until the competent authorities of the country in which such forced landing takes place take over the responsibility for the aircraft and for persons and property on board.

21. It is noted that the Anti-Hijacking Act, 1982, defined the act of hijacking as ‘seizing or exercising control of an aircraft, unlawfully, by force or threat of force or by any other way of intimidation on board an aircraft in flight’. The term aircraft in flight has also been defined as ‘starting from the moment external doors of the aircraft are closed followed by embarkation till the moment they are opened again for disembarkation’ .

22. The Ministry of Civil Aviation was asked to explain the rationale behind limiting the scope of the definition of hijacking. The Ministry subsequently in their written clarification submitted that Anti-Hijacking Act, 1982 was based on the provisions of the Hague Convention, 1970, wherein the offence of Hijacking had been defined as “any seizure of aircraft in flight”. Therefore, all the cases relating to seizure of aircraft in flight

were covered herein. Accordingly, all other cases of seizure of aircraft on ground shall be treated as any other criminal offence and be dealt as per the provisions of IPC and other related laws.

23. The Committee is not quite convinced by the explanation given by the Ministry of Civil Aviation. It notes that the definition of aircraft movement from door-closure to door-opening does not include the forced entry into 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. The Committee is of the view that the definition of hijacking needs to be widened to include such situations also.

COMPENSATION TO VICTIMS

24. During the deliberations it was noted that the issue of compensation to the victims of hijacking or their dependents had not been provided in the proposed amendment nor is it available in the Principal Act. The Ministry was asked to clarify the point. In a subsequent written submission, the Ministry clarified that the purpose and objective of the proposed amendment was to make the existing law more comprehensive and also stringent to have deterrent effect on the potential offender. This is essentially a penal provision. The issue of compensation, in fact, is to be separately dealt with as in case of other victims of illegal acts. Therefore, the issue of compensation to victims of hijacking for the loss of the life/injury shall be dealt with as per the prevalent civil law.

25. The Committee notes that the compensation under civil law is time-taking involving lot of litigation and procedures. The Committee feels that when we have a stand alone legislation for hijacking, it should be appropriate to include all the aspects related or incidental to the Act of hijacking in this legislation itself. The compensation, no doubt, should be an integral part of it. The Committee, therefore, recommends that the Ministry of Civil Aviation should consider including necessary provisions to provide for compensation in the 'Anti-Hijacking Act, 1982'.

26. The Committee, therefore, recommends that these two aspects need to be examined thoroughly in consultation with the Ministry of Law and Justice and other experts/agencies with a view to incorporating the suggestions of the Committee relating to the definition of Hijacking and provisions for compensation appropriately in the Bill itself to make it comprehensive.

HIJACKING OF OTHER MODES OF TRANSPORT

27. The Committee notes that in the recent years there are increased incidents of hijacking of buses, cars, trains etc. by anti-social elements for ransom or for other objectives. The Committee notes that taking control forcefully of such modes of transport were not covered under any specific law, except the criminal laws. The compensation to the victims of such hijacking were also not provided in any law. **The Committee, therefore, recommends that the Government should consider having such a legislation to deal with taking control forcefully of other modes of transport and provide for the punishment to the offenders and compensation to the victims of such hijacking.**

OBSERVATIONS/CONCLUSIONS/RECOMMENDATIONS ---- AT A GLANCE

CLAUSE-BY-CLAUSE CONSIDERATION

The Committee feels that the proposed amendment is the need of the hour and unavoidable in the heightened threat for such a daring crime. The Committee endorses the proposed amendment to provide for the 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, got the same punishment as the hijackers. (Para 15)

The Committee notices that the proposed amendment in Section 4 of the Principal Act was not clear whether the provision of death penalty will be applicable to only those hijackers who kill hostages/security men or to all hijackers, with or without any fatalities. The Committee is of the opinion that if the death penalty was a foregone conclusion for the offence of hijacking, the opportunities for any negotiation or settlement to save lives of the passengers may be foreclosed. What about the safety of passengers and crew when the hijacker is sure that they will get death penalty for their offence? Whether the death penalty would really be deterrence to those hijackers who do it as suicide mission? (Para 17)

The Committee, however, recommends that death penalty must be made applicable to those offenders whose action results in the death of hostages/security men during the act of hijacking. (Para 19)

GENERAL RECOMMENDATIONS

The Committee is not quite convinced by the explanation given by the Ministry of Civil Aviation. It notes that the definition of aircraft movement from door-closure to door-opening does not include the forced entry into 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. The Committee is of the view that the definition of hijacking needs to be widened to include such situations also. (Para 23)

COMPENSATION TO VICTIMS

The Committee notes that the compensation under civil law is time-taking involving lot of litigation and procedures. The Committee feels that when we have a stand alone legislation for hijacking, it should be appropriate to include all the aspects related or incidental to the Act of hijacking in this legislation itself. The compensation, no doubt, should be an integral part of it. The Committee, therefore, recommends that the Ministry of Civil Aviation should consider including necessary provisions to provide for compensation in the 'Anti-Hijacking Act, 1982'. (Para 25)

The Committee, therefore, recommends that these two aspects need to be examined thoroughly in consultation with the Ministry of Law and Justice and other experts/agencies with a view to incorporating the suggestions of the Committee relating to the definition of hijacking and provisions for compensation appropriately in the Bill itself to make it comprehensive. (Para 26)

HIJACKING OF OTHER MODES OF TRANSPORT

The Committee recommends that the Government should consider having such a legislation to deal with taking control forcefully of other modes of transport and provide for the punishment to the offenders and compensation to the victims of such hijacking. (Para 27)

ANNEXURE

AS INTRODUCED IN THE RAJYA SABHA

Bill No. LVII of 2010

THE ANTI-HIJACKING (AMENDMENT) BILL, 2010

A

BILL

further to amend the Anti-Hijacking Act, 1982

	<p>BE it enacted by Parliament in the Sixty-first Year of the Republic of India as follows:—</p> <p>1. (1) This Act may be called the Anti-Hijacking (Amendment) Act, 2010.</p> <p>(2) It shall come into force on such date as the Central Government may, by notification in the Official Gazette, appoint.</p> <p>2. In section 3 of the Anti-Hijacking Act, 1982 (hereinafter referred to as the principal Act), for sub-section (2), the following</p>	<p>Short title and commencement.</p> <p>Ammendment of section 3</p>
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	<p>sub-section shall be substituted, namely:-</p> <p>“(2) Whoever, either on his own, or in concert with others, attempts to commit any of the acts referred to in sub-section (1) in relation to any aircraft or abets the commission of any such act, shall also be deemed to have committed the offence of hijacking of such aircraft.” .</p> <p>3. For section 4 of the principal Act, the following section shall be substituted. namely:----</p> <p>“4. Whoever commits the offence of hijacking shall be punished with death or imprisonment for life and shall also be liable to fine.”.</p>	<p>Substitution of new section for section 4</p> <p>Punishment for hijacking</p>
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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 that civilian aircrafts were hijacked and used as missiles for causing mass destruction. Subsequent attempts worldwide to hijack aircrafts and the threat 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. The present law has insufficient penalties to deal with these new situations and is not deterrent enough to prospective offenders. It is necessary to make the extant provisions dealing with hijacking, more comprehensive in order to cover all aspects and kinds of hijacking by offenders and conspirators and to make the law more stringent by award of death penalty for such offences.

3. In view of the increasing cases of hijacking and impending threats of hijacking, it is proposed to amend the Anti-Hijacking Act, 1982 to,---

(a) amend section 3 to provide that whoever, either on his own, or in concert with others, attempts to commit any of the acts referred to in sub-section (1) of said section 3 (which *inter alia* include seizure or control of an aircraft in flight by force or threat of force or by any other form of intimidation, by a person with the intention of committing the offence of hijacking of such aircraft) shall be deemed to have committed the offence of hijacking of such aircraft;

(b) amend section 4 to enhance its scope by including death penalty for the offence of hijacking which at present provides for imprisonment for life and fine.

4. The Bill seeks to achieve the aforesaid objectives.

NEW DELHI;
The 1st June, 2010.

PRAFUL PATEL

ANNEXURE

EXTRACT FROM THE ANTI-HIJACKING ACT, 1982
(65 OF 1982)

	<p style="text-align: center;">* * * * *</p> <p style="text-align: center;">CHAPTER II</p> <p style="text-align: center;">HIJACKING AND CONNECTED OFFENCES</p> <p>3. (1) * * * *</p> <p style="padding-left: 40px;">(2) Whoever attempts to commit any of the acts referred to in sub-section (1) in relation to any aircraft, or abets the commission of any such act, shall also be deemed to have committed the offence of hijacking of such aircraft.</p> <p style="text-align: center;">* * * * *</p> <p>4. Whoever commits the offence of hijacking shall be punished with imprisonment for life and shall also be liable to fine.</p> <p style="text-align: center;">* * * * *</p>	<p>Hijacking</p> <p>Punishment for hijacking</p>
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RAJYA SABHA

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BILL

further to amend the Anti-Hijacking Act, 1982.

[Shri Praful Patel, Minister of State (Independent Charge) of the Ministry of Civil Aviation]

MINUTES

II SECOND MEETING

The Committee met at 11.30 A.M. on Thursday the 30th September, 2010 in Committee Room 'B', Ground Floor, Parliament House Annexe, New Delhi.

MEMBERS PRESENT

1. Shri Sitaram Yechury ----- *Chairman*

RAJYA SABHA

2. Shri Shadi Lal Batra
3. Shri Narendra Kashyap
4. Shri Thomas Sangma
5. Prof. Saif-ud-Din Soz
6. Shri Vikram Verma

LOK SABHA

7. Shrimati Bhavana Gawali Patil
8. Dr. Mahesh Joshi
9. Shrimati Raneer Narah
10. Shri Rajaram Pal
11. Shri Sharief-ud-din Shariq
12. Shri Dushyant Singh
13. Shri Rakesh Singh
14. Shri K. Sugumar
15. Shri Anurag Singh Thakur

SECRETARIAT

Shri N.K. Singh, Joint Secretary
Shri Jagdish Kumar, Director
Shri Swarabji B., Joint Director
Shrimati Nidhi Chaturvedi, Assistant Director

REPRESENTATIVES OF MINISTRY OF CIVIL AVIATION

1. Shri E.K. Bharat Bhushan, Addl. Secy. & FA
2. Shri Rohit Nandan, Joint Secretary
3. Shri L.R.S. Reddy, Director
4. Shri G.S. Malhi, COSCA, BCAS
5. Shri Gyaneshwar Singh, Addl. COSCA, BCAS
6. Shri R.N. Dhoke, Addl. COSCA, BCAS
7. Shri M.T. Baig, Assistant Commissioner, BCAS
8. Dr. Balmiki Prasad, Deputy Secretary
9. Shri Gowri Shankar, Under Secretary
10. Wing Crd. Harbola, Deputy Director, DGCA

REPRESENTATIVES OF MINISTRY OF HOME AFFAIRS

1. Shri L.D. Jha, Joint Secretary
2. Shri N.I. Chowdhury, Deputy Secretary

REPRESENTATIVE OF DEPARTMENT OF LEGAL AFFAIRS

1. Shri M.K. Sharma, Joint Secretary & Legal Adviser

REPRESENTATIVES OF LEGISLATIVE DEPARTMENT

1. Dr. Sanjay Singh, Joint Secretary & Legislative Counsel
2. Shri S.R. Dhaleta, Joint Secretary & Legislative Counsel
3. Shrimati Veena Kothavale, Deputy Legislative Counsel

* * *

2. * * *

3. The representatives of the Ministries/Departments responded to the points raised in the meeting. They also informed that death penalty was constitutionally permissible. They also informed about the provisions of punishment in other countries like Japan, China, Germany, USA and UK.

4. As regards preventive aspects, the Committee was informed that various preventive measures were already in place such as a dedicated Aviation Security Force with Quick Response Team, plan to handle any crisis situation by the designated Committees, viz., Committee of Secretaries on Aircraft Hijacking, Central Committee and Aerodrome Committees and other anti-hijacking measures.

5. Members of the Committee raised their doubts on the definition of hijacking which cover period from door-closure to door-opening as it did not include the forced entry into 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 and needs to be widened to include such situations also.

6. The representatives of the Ministry/Department gave clarifications on the points raised. To some of the queries, the Ministry was told to give written replies at the earliest.

The witnesses then withdrew.

7. * * *

8. * * *

9. A verbatim record of the proceedings was kept.

10. The meeting adjourned at 1.40 P.M. to meet again on 8th October, 2010.

III THIRD MEETING

The Committee met at 11.30 A.M. on Friday, the 8th October, 2010 in Committee Room 'B', Ground Floor, Parliament House Annexe, New Delhi.

MEMBERS PRESENT

1. Shri Sitaram Yechury ----- *Chairman*

RAJYA SABHA

2. Shri Shadi Lal Batra
3. Shri Pyarimohan Mohapatra
4. Shri Thomas Sangma
5. Prof. Saif-ud-Din Soz
6. Shri Vikram Verma

LOK SABHA

7. Dr. Mahesh Joshi
8. Shrimati Ranee Narah
9. Shri Rajaram Pal
10. Shri Bal Kumar Patel
11. Shri Sharief-ud-din Shariq
12. Shri Shatrughan Sinha
13. Shri K. Sugumar
14. Shri Anurag Singh Thakur

SECRETARIAT

Shri N.K. Singh, Joint Secretary

Shrimati Nidhi Chaturvedi, Assistant Director

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2. At the outset, the Committee took up the 161st Draft Report on the Anti-Hijacking (Amendment) Bill, 2010 for consideration and adoption. After some discussion the Committee adopted the Report with minor modifications. The Committee recalled a Direction of the Hon'ble Chairman, Rajya Sabha according to which Report on the Bill was to be presented within two months of reference of the Bill to the Committee. The Committee accordingly decided that the Report may be presented to the Hon'ble Chairman on the 18th October, 2010 and authorized the Chairman for the purpose.

3. *

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4. *

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6. * * *
7. The meeting adjourned at 1.40 P.M.