

Industries (Development and Regulation) Act, 1951.

[Placed in Library. See No. LT—8554/84].

- (4) (i) A copy of the Audited Accounts (Hindi and English versions) of the National Federation of Industrial Cooperatives Limited, New Delhi, for the year 1978-79
- (ii) A statement (Hindi and English versions) regarding Review by the Government on the Accounts of the National Federation of Industrial Cooperatives Limited, New Delhi, for the year 1978-79.
- (5) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (4) above.
- [Placed in Library. See No. L1-8555/84].

#### Notifications under Drugs and Cosmetics Act

KUMARI KUMUDBEN M. JOSHI :

I beg to lay on the Table :—

- (1) A copy of the Drugs and Cosmetics (Second Amendment) Rules, 1984 (Hindi and English versions) published in Notification, No. G S R. 331(E) in Gazette of India dated the 8th May, 1984, under section 38 of the Drugs and Cosmetics Act, 1940.
- (2) A copy of the Notification No G S.R. 577(E) (Hindi and English versions) published in Gazette of India dated the 23rd July, 1983 prohibiting the import into India of certain drugs mentioned in the notification, issued under section 10A of the Drugs and Cosmetics Act, 1940.
- (3) A copy of Notification No. G S.R. 578(E) (Hindi and English versions) published in Gazette of India dated the 23rd July, 1983

prohibiting the manufacture and sale of certain drugs mentioned in the notification, issued under section 26A of the Drugs and Cosmetics Act, 1940

[Placed in Library See No. LT—8556/84].

#### Notifications under Central Excise Rules

THE DEPUTY MINISTER IN THE MINISTRY OF FINANCE (SHRI JANARDHANA POOJARY) : I beg to lay on the Table a copy of Notification No. G.S.R. 539(E) (Hindi and English versions) published in Gazette of India dated the 28th July 1984, together with an explanatory memorandum regarding exemption to waste of metallic yarn from the whole of the excise duty, issued under the Central Excise Rules, 1944. [Placed in Library See No. LT-8557/84].

12.18 hrs.

#### MESSAGE FROM RAJYA SABHA

SECRETARY-GENERAL : Sir, I have to report the following message received from the Secretary-General of Rajya Sabha :—

“In accordance with the provisions of rule 127 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to inform the Lok Sabha that the Rajya Sabha, at its sitting held on the 8th August, 1984, agreed without any amendment to the Levy Sugar Price Equalisation Fund (Amendment) Bill, 1984, which was passed by the Lok Sabha at its sitting held on the 24th July, 1984.”

12.19 hrs.

#### CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

Situation arising out of reported bomb blast at Madras Airport killing a number of persons and causing damage to airport

SHRI K. MAYATHEVAR (Dindigul) :  
Sir, In the calling-attention motion, no-

body's name from Tamil Nadu finds a place.

MR. SPEAKER : I cannot help it.

SHRI RASHEED MASOOD (Saharanpur) : I call the attention of the Minister of Tourism and Civil Aviation to the following matter of urgent public importance and request that he make a statement thereon :—

“The reported bomb blast at Madras Airport killing a number of persons and the damage caused to the airport and the steps taken by the Government in the matter.”

12 20 hrs.

[MR. DEPUTY-SPEAKER *in the Chair.*]

THE MINISTER OF STATE OF THE MINISTRY OF TOURISM AND CIVIL AVIATION (SHRI KHUSHEED ALAM KHAN) : On 6th August, I made a statement in the House wherein I had briefly indicated the sequence of events which led to the unfortunate incident which occurred in the arrival hall of Madras Airport on the night of 2nd August, 1984. I had also informed the House that the investigations by the State Police authorities had commenced and that the Government had instituted a separate high-level inquiry by the Director General of Civil Aviation with the following terms of reference :

- (a) To ascertain the circumstances leading to this incident.
- (b) To determine whether on receipt of information of the bomb threat, the personnel on duty of the various concerned agencies at Madras Airport discharged their duties and responsibilities in conformity with the prescribed procedures and with the urgency warranted by the situation.
- (c) To examine and review the adequacy of the existing systems and

procedures to deal with such situations and to make recommendations for effecting improvements thereof with a view to making them more effectiver.

The State Police investigation is being carried out at a high level, under the direct and personal supervision of the Director General of Police, CID, Tamil Nadu.

The latest reports from the Government of Tamil Nadu indicate that the incident has resulted in the death of 29 persons and injuries to 38.

SHRI ATAL BIHARI VAJPAYEE (New Delhi) : Why didn't you visit Madras ?

SHRI KHUSHEED ALAM KHAN : I Suppose, you must have read in the newspapers that I did visit Madras. I made a reference to the visit in the first statement that I made when perhaps you were not here.

After the statement was made on the floor of this House on 6th August, 1984, I have made a further study of the situation through reports received from various agencies. From these reports it appears that some of the key personnel who are responsible for controlling and managing a situation of this gravity *prima facie* have not responded to the situation with the seriousness it warranted. Wherever there has been a *prima-facie* indication that the responses have been inadequate and the officials concerned have failed to carry out their functions with the speed and efficiency expected of them, action has already been initiated against them by the concerned authorities.

As the Members must be aware, when explosives are suspected to be in any container or are identified, they have to be handled only by experts. Accordingly when the first information to the effect that two suitcases detained by the customs authorities at Madras airport, contained explosive material, was received, the Airport Officer (Operations) informed Shri

[Shri Khursheed Alam Khan]

Shiv Prasad, Deputy Chief Controller of Explosive, on telephone immediately. Instead of immediately leaving for the airport, Shri Shiv Prasad, it is reported, expressed his inability to do so on the plea that he did not have a transport. The Airport Officer immediately arranged for a transport but when it reached Shri Shiv Prasad's residence, he diverted the transport to the residence of his subordinate officers, namely Shri P.B. Yedla and Shri G.M. Reddy, Deputy Controller of explosives and did not come to the airport. The two subordinate Officers could arrive at the airport only after the explosion had occurred. *Prima facie*, it is evident that Shri Shiv Prasad did not respond to the call with the speed and despatch warranted under the circumstances. As this is a serious act of omission on his part, he has been placed under suspension pending an enquiry.

It has also been reported that the General Manager of Madras Airport was also informed on telephone of the threat of an explosion. It is reported that his family members did not convey the message to him as he was indisposed and resting. It is, however, confirmed by IAAI that he has not been keeping sound health for some time and had applied for leave preparatory to retirement. This is a key position with responsibilities involving stresses and strains. He has, therefore, been relieved of his duties with effect from 8th August, 1984.

The reports received by the Government regarding lapse on the part of the Airport Security Police have been brought to the notice of the Chief Minister, Tamil Nadu, for suitable action.

The Director General of Civil Aviation Commenced the enquiry on 8th August, 1984. I have instructed him to complete the enquiry with utmost expedition. All the concerned agencies have also been instructed to fully co-operate in the enquiry. Exemplary disciplinary action will be taken against all the officials responsible for negligence and inert responses on the basis of the findings of the enquiry instituted.

The International Airports Authority of India have made an ex-gratia payment of Rs. 20,000/- on 6th August, 1984 to the wife of the deceased fire operator, Shri Jesudass. An ex-gratia amount of Rs. 50,000/- has also been sanctioned by Government to the families of each of the three deceased Customs Officials. The Government is also considering the question of providing employment to the kith and kin of the deceased officials in accordance with the prescribed rules.

As I indicated to the House earlier the domestic air services at the airport have continued uninterrupted. The international services which were suspended from 3rd morning have also been restored with effect from 6th August 1984.

Handling of international passengers and their registered baggage has been arranged in the existing international arrival hall after segregating the area damaged by the blast and annexing the visitors' area to accommodate the Customs counters for clearance of passengers. 20 Customs counters have been provided as against 24 which existed prior to the incident. Two Health Counters and 3 Immigration counters have also been provided. A shamiana has also been put up for passenger facilitation and adequate lighting and fan arrangements have been made.

Entry of visitors to the international and domestic concourse has been suspended until further notice.

The estimated damage to the International Arrival block of the terminal building is of the order of Rs 25 lakhs and an area of about 620 sq. m's has been extensively damaged as a result of the explosion. IAAI is taking immediate steps to repair the extensively damaged area. The plans will be finalised in the next week or so. I have directed the IAAI to undertake and complete the repair work with utmost expedition.

In conclusion, I would like to repeat my appeal to the Members not to speculate on the designs and motives behind

this tragic incident since any assumptions, in the absence of established facts, could only be misleading. Since the enquiry has already been instituted by the Government, I would request the Members to bear with me patiently till the enquiry and the investigation have been completed.

श्री रशीद मसूद : मुहनरम् डिप्टी स्प्रीकर साहब, मेरे बहुत ही करीबी दोस्तों में श्री खुर्शीद आलम खां साहब हैं और मैं जाती तीर पर उनको जानता हूँ। निरायत शरीफ आदमी है और इस बयान को पढ़ने के बाद ऐसा महसूस होना है कि शायद इन की शराफत उन पर गालिब आ गई और जो इनको इंफार्मेशन दी गई, उसमें इन्होंने इस की फिक्र नहीं की कि यह मालूम करने की कोशिश करते कि कौन लोग हैं जो हकीकत में तमाम वाक्यात के जिम्मेवार हैं और उनको सजा क्या दी जाए। मुझे याद आ रहा है कि घब से कुछ दिन पहले मैं श्री खुर्शीद आलम खां के पास एक आदमी की सिफारिश के लिए गया था। वह अशोका होटल का मुलाजिम था। उसने अशोका होटल के अपने से कुछ बड़े अफसर के साथ बदतमीजी की थी। मेरी दरकवास्त पर खुर्शीद आलम खां साहब ने उसको री-इंस्टेट कर दिया लेकिन उसकी पांच इन्फ्रीमेंट्स रोक दी गई। एक मामूली से अफसर से मामूली सी गर्मा-गर्मी करने के ऊपर जिस मिनिस्टर ने पांच इन्फ्रीमेंट्स रोक दिये हों, आज इस मद्रास की ट्रेजरी के बाद जहां 29 आदमियों की जानें जाया हो गई, जहां उन बेगुनाह लोगों को, जिनकी कोई गलती नहीं है, सिर्फ इस बजह से अपनी जान से हाथ धोना पड़ा कि हमारे डिपार्टमेंट के लोगों ने उनके तहाफुज में कोई चुस्ती नहीं दिखाई, उनके खिलाफ सख्त कार्यवाही नहीं की। उनको जानें बच सकती थी और उनको तबाही से बचाया जा

सकता था अगर हमारे एयरपोर्ट के जिम्मे-वार लोग थोड़ी सी चुस्ती दिखाते लेकिन उन्होंने कोई चुस्ती नहीं दिखाई और बद-किस्मती हमारे मुल्क की यह है कि चुस्ती न दिखाने वाले आदमियों को सजा देने में आने सुस्ती दिखाई। आपके जवाब को मैंने पढ़ा। जवाब में आपने यह नहीं बताया कि शिवप्रसाद साहब को इस बात की इत्तिला किम वक्त दी? इसके अन्दर इस का कोई जिक्र नहीं है लेकिन इससे पहले कि मैं इस बात पर जाऊं, मैं दो-तीन बातें पूछना चाहता हूँ। सबसे पहले आपने खुद यह तस्लीम किया है कि 9 बजकर 15 मिनट पर आपको यह इत्तिला मिल गई थी कि वहां दो बक्से रखे हैं जिनके अन्दर एकस्प्लोजिव है। लेकिन हमारी इत्तिला यह है कि आपको यह इत्तिला 9 बजकर 15 मिनट पर नहीं, बल्कि 8 बजकर 15 मिनट पर मिल गई थी। श्री लका को जहाज जाने वाला था उसके 40-45 मिनट बाद आपको यह इत्तिला मिली। लेकिन हम आपकी ही बात मानकर चलते हैं। अगर यह इत्तिला आपको 9 बजकर 15 मिनट पर मिल गई थी तब भी बम का एकस्प्लोजन 10 बजकर 57 मिनट पर हुआ। इस बीच पीने दो घंटे का टाइम आपके पास था। आप इन पीने दो घंटों के अन्दर लोगों की जानें बचा सकते थे जो कि नहीं बचाई गई।

यही नहीं आपको सारी बातों की इत्तिला मिल गई थी कि एयरपोर्ट पर दो बक्से रखे हुए हैं और उनके अन्दर बम है। अगर आपके स्टाफ के लोगों ने पूरी चुस्ती दिखाई होती तो भी ये जानें बच सकती थी। मैं यह तो मान सकता हूँ कि अगर उनको जगह मालूम नहीं होती कि कहां पर बक्से रखे हैं और उन बक्सों की तलाशी 3 घंटे लग जाते हैं और उसके बाद भी 3

[श्री रसीद मसूद]

उन बक्सों को तलाश नहीं कर पाने। लेकिन टेलीफोन करने वाले ने सिर्फ यही नहीं बताया कि वहाँ दो बक्से रखे हैं, बल्कि यह भी बताया कि किस जगह पर रखे हैं, उनका रंग क्या है और उन पर जो लेबिल लगे हुए हैं उनका नम्बर क्या है। इस सारी इंफॉर्मेशन के बाद मैं समझता हूँ कि एक मामूली इंसान की भी जिसके पास धकल होगी, वह उन बक्सों को दो-चार मिनट में तलाश करके उस जगह से हटवा सकता था। मान लिया कि उनमें एक्सप्लोसिव्स थे और उन एक्सप्लोसिव्स को एक्सपर्ट्स धाकर ही देखते। क्या आपसे यह तब तक नहीं की जा सकती कि दिन बक्सों में एक्सप्लोसिव्स रखे हुए हैं उन बक्सों को उस जगह से हटा दिया जाए बिना इस बात की जांच किये कि उनमें बम है या नहीं है, वे एक्सप्लोड होंगे या नहीं होंगे और होंगे तो कब होंगे और कब नहीं होंगे। जब आपको यह पता चल गया कि उन बक्सों में बम हैं तो उन बक्सों को वहाँ से हटा दिया जाता। आपने उनको डिपार्चर लाउंज से लाकर अराइवल लाउंज में रख दिया। जो लोग हिन्दुस्तान को छोड़कर चले जा रहे थे उन की जान से ज्यादा आपकी इस बात की फिक्र थी कि जो लोग हिन्दुस्तान में रह गये हैं या रह रहे हैं उनको मारा जाए। मुझे यह बान समझ में नहीं आती कि आपने उन बक्सों को डिपार्चर लाउंज में लाकर अराइवल लाउंज में क्यों रख दिया? क्या उन को कहीं बाहर मैदान में रखने की पोगि-विजटी नहीं थी? एयरपोर्ट पर इतना जगमग पड़ा रहना है, वहाँ उनको रखा जा सकता था। आपने यह नहीं किया। आपने पौने दो घंटे में सिर्फ यह किया कि शिबप्रसाद को टेलीफोन करके उसे रिपोर्ट कर दी है।

आप में जो शराफत है, गुस्ताखी माफ हो, हुकूमत इस शराफत से नहीं चलती है। आपने इसके बारे में यहाँ बयान दे दिया और जिस तरह से दयान दे दिया, उससे ऐसे मामले हल नहीं हो सकते। एयरपोर्ट के जनरल मैनेजर को इतिला नहीं थी। वहाँ पर बम रखे हुए हैं। यह इतनी खौफनाक बात थी कि इसे जितनी ग्रहमियत दी जानी चाहिए थी, वह नहीं दी गई। टेलीफोन काल आपके पास घाती है कि वहाँ एयरपोर्ट पर बम है और उसके कई घंटे के बाद बम फटते हैं। इतनी अहम बात को पूरी अग्रहमियत से नहीं लिया गया। अगर उसके बगैर एक्शन नहीं लिया जा सकता था तो एक गाड़ी उसको तलाश करने के लिए भेजी जा सकती थी। एक दफा घर वालों को फोन कर दिया गया और उन्होंने मैनेजर कम्बे नहीं किया बस इतना ही आपने काफी समझ लिया? हर दो मिनट के बाद मैनेजर के घर फोन किया जाना चाहिए था। क्या यह इतना इंपोर्टेंट मामला नहीं। दो घंटे में मद्रास के किसी भी कोने से मैनेजर को बुद्ध कर लाया जा सकता था। उसको मौक पर पेश किया जा सकता था और उस बम को तलाश करके वहाँ से हटाया जा सकता था।

आपका मैनेजर नहीं मिला लेकिन किसी घादमी ने तो उसको डिपार्चर लाउंज से हटाकर एराइवल लाउंज में रखा। क्या उस को घक्रियदार नहीं था कि वह उसको मैदान में रख देता? लेकिन आज क्या हो रहा है। आज तो हुकूमत इस तरह चल रही है कि जो ऊपर से लिखकर के घा जाता है वही आपका सब कुछ होता है। वही सच है, सच के अलावा कुछ नहीं है। आपकी गीता, कुरान शरीफ, गुरु ग्रन्थ साहब, सब कुछ

वही है। मेंबर आफ पार्लियामेंट कुछ कहता रहे, अबाम कुछ कहता रहे, मंत्री महोदय कुछ कहते रहें, लेकिन उस पर कोई सुनवाई नहीं होती। बहुत से बजरीयों को हमने कहते हुए सुना है कि क्या करें, हमारी तो चलती नहीं है। इस तरह से हिन्दुस्तान की हुकूमत चलने वाली नहीं है। मैं गुस्ताखी की माफी चाहता हूँ। इसको चलाने के लिए आपका हिम्मत से काम लेना होगा। एडमिनिस्ट्रेशन चलाने में जहाँ अच्छे काम के लिए ऐवाइड दिए जाते हैं वहीं बुरे काम के लिए मजा भी देनी होगी। उनके घर वालों ने कच्चे नहीं किया और आपने उसको रिटायर हो जाने की इजाजत दे दी। क्या इतनी ही सजा काफी है। माता प्रसाद जी के पाम आदमी जाता है और कहता है कि चलिए, इस तरह से एम्प्लोजन हो सकता है तो वे कहते हैं मेरे पाम कब्रेंस नहीं है। जब मवारी भेजी जाती है तो वे उसको हायबट कर देते हैं कि वहाँ जाइए। उसको आप सिर्फ सस्पेंड कर देते हैं। 32 घादमियों का कातिल, उसको आप सिर्फ सस्पेंड करते हैं। एक आदमी को मामूली सा क्लक घणोका हॉटल में घाली दे देता है तो आप उसके 5 इन्कीमेंट काट देते हैं, लेकिन इनको आपने सस्पेंशन के बाद घर में धाराम देह पन्नग पर मोने की इजाजत दे दी। इसके बजाए उसको जेल की भीन्चों के पीछे होना चाहिए था। इस तरह की घेब सिबुएशन हो, जहाँ बम फटने वाला हो और एक आदमी कहे कि मैं तो नहीं जाऊंगा। फलां को ले जाइए। और उसको आप सस्पेंड कर के आराम से बैठ जाते हैं कि हमने सस्पेंड कर दिया है।

दूसरा घादमी जो गुलाटी, जो सही मायने में सबसे ज्यादा जिम्मेदार है, उसको तो टेलीफोन मिला था। उसने एक्शन क्यों

नहीं लिया। मैं यह बात मानता हूँ कि आप एक्सपर्ट के बगैर उसको हटा नहीं सकते थे। लेकिन जब बम को एराइवल लाज में ले जा सकते थे तो क्या उसको बाहर नहीं ले जा सकते थे। हो सकता है कि तब नुकसान न होता और आदमी न मरते, उसका शायद आपको बाद में अफसोस रहता। लेकिन एक काम तो आप कर सकते थे या वो भी नहीं कर सकते थे? वहाँ पर हर जगह एनाउंसमेंट की व्यवस्था है। लाउडस्पीकर्स लगे होते हैं जिनके द्वारा आप एनाउंसमेंट करते हैं कि फलां फलाइड जा रही है, फलां घ्रा रही है। तो क्या आप यह ऐलान नहीं कर सकते थे कि एराइवल लाज से सब लोग हट जाएं, बाहर चले जाएं, यहाँ पर बम का खतरा है, बम फट सकता है। यह एलान क्यों नहीं हुआ? क्या इस की बजह बता सकते हैं? क्या आपके यहाँ ऐसे कानून ननं हुए हैं कि सिर्फ हवाई-जहाजों के आने-जाने की इत्तिला दी जायेगी? यह इत्तिला तो दी जायेगी कि फलां आदमी फलां जगह पर कोई इंतजार कर रहा है। लेकिन, 32 घादमियों की जान बचाने के लिए कोई एलान नहीं किया जायेगा कि फलां जगह से हट जाएं और दूसरी जगह पर चले जाएं। आपको, एक नहीं चार काल मिली हैं। पहली, 8 बजकर 15 मिनट पर, दूसरी 9 बजकर 15 मिनट पर, तीसरी 9 बजकर 50 मिनट पर और चौथी 10 बजकर 20 मिनट पर। स्पेसिफिक सूचनाएं आपको मिलती रहीं। अगर मुझे पता हो कि प्राइम मिनिस्टर की सीट पर एक डिब्बा रखा हुआ है और उस डिब्बे में फलां चीज है और फलां नम्बर लिखा हुआ है तो मुझे बता दीजिए कि यहाँ से घर तक ले जाने में कितनी देर लगेगी? दो मिनट में घ्राऊंगा और फौरन वहाँ से उठाकर ले जाऊंगा। हर बंटे के बाद आपको सूचनाएं मिलती रहीं।

[श्री रसीद मसूद]

अब बारों में तो यह भी घाया है कि 10 बजकर 40 मिनट पर भी आपको इतिला दी गई। इतिला देने वाला दग बात की बार-बार कोशिश करता रहा कि किसी तरह से बेगुनाह लोगों की जान बच जाए। लेकिन आप यह कोशिश करते रहे कि किसी तरह से यह काम आज मुकम्मल होना चाहिए। समझ में नहीं आता कि आप आदमियों की जान के दुश्मन क्यों हो गए हैं? कल मैं कम्युनल रायट्स के हिस्सकशन पर बोल रहा था। मैंने एक लम्बी लिस्ट दी थी कि कहाँ कहाँ आप जान के दुश्मन हो रहे हैं? यह तो मेरी बदकिस्मती होगी कि मैं आपका यही गिनवाला रहूँ। मेरा नाम आज इसमें न आता तो मैं न बताता कि कहाँ लोग मरे हैं? आपने एक इन्क्वायरी कमेटी बिठा दी। इसकी टर्म्स आफ रेफरेंस में यह नहीं है जिससे यह मालूम हो जाए कि इसके पीछे कहीं फोरिन हैन्ड तो नहीं है? मैं यह बात इसलिए कह रहा हूँ क्योंकि हर मामले में आपको फोरिन हैन्ड फोरन नजर आ जाता है। आपके पास कोई शीशा या ऐनक ऐसी है जिसके लगाते ही फोरिन हैन्ड दिखाई देता है। कम्युनल रायट्स हो जाएं, ट्रेन का एक्सीडेंट हो, दिल्ली में कहीं पर पानी बंद हो जाए या रात को बिजली गायब हो जाए तो आप अपने मुलाजिमों को सजा देने की कोशिश नहीं करेंगे बल्कि फोरिन हैन्ड को माने की कोशिश करने हैं। यह बता देते हैं कि फोरिन हैन्ड था और कहाँ से आया था? जब इन्क्वायरी कमेटी बैठनी है तो सारी चीजें मालूम होनी चाहिए। बाकिर यह फोरिन हैन्ड का रिश्ता क्या है? आप मुझे यह बताने की कोशिश करें कि कमेटी के टर्म्स आफ रेफरेंस में यह बात बढायेंगे या नहीं कि घाया फोरिन हैन्ड इसमें

था या नहीं? कोई कहता है इजराईल का हाथ था। कोई कहता है मुसाब का हाथ था। कोई कहता है टाइगर्स वालों का हाथ था। कोई कुछ कहता है और कोई कुछ। आप भी तो यह बताइए कि इसमें किनका हाथ था। फोरिन हाथ था तो कौन सा हाथ था? वह दिखाई देता है तो कटता क्यों नहीं? उसका बमाल क्या है? मियाँ-बीबी में घर में लड़ाई हो गई तो बाहर आकर बहने लगे कि अरुन इसमें फोरिन हैन्ड था? आप भी इसकी जांच कराइए।

MR. DEPUTY SPEAKER : Husband may be a foreigner.

SHRI RASHEED MASOOD : It may be otherwise also.

क्या आप इसमें फोरिन हैन्ड की कोई इन्क्वायरी करवाएंगे या नहीं करवायेंगे। यदि नहीं करवायेंगे, तो क्यों नहीं करवायेंगे। क्योंकि एक घादमी के बारे में शक किया जा रहा है, जिसका नाम मारी मुःधु कधी-रेगन है, इसके बारे में कहा जाता है कि यह आदमी उम हवाई जहाज से जा रहा था अपने साथ बम के डिब्बे ले जा रहा था। इस बात को लोग मुस्लिफ ध्योरीज में बहने हैं। एक तो वे लोग हैं जो यह कहते हैं कि हमारे यहां एक्टीविस्ट्स को ट्रेनिंग दी जा रही है, जैसा आपने बताया, हो सकता है उन लोगों ने बनाबटी नाम रखकर हिन्दुस्तान को बदनाम करने की कोशिश की हो। ऐसा किया हो। दूसरी तरफ श्रीलंका वाले कहते हैं नहीं साहब, यही था और हम इसकी उबाइंट इन्क्वायरी करना चाहते हैं। मगर मैं आपसे कहना चाहता हूँ कि यहां उबाइंट इन्क्वायरी का कोई सबाल पैदा नहीं होता है। मैं नहीं

समझता कि हमारे मुल्क में कोई वाक्या हो और हमारे मुल्क के आदमी ज्वाइंट इन्वायरी की बात कहें। हमें उस बात की सखी के साथ मरम्मत करनी चाहिए, कंडम करना चाहिए, एतराज करना चाहिए था।

MR. DEPUTY SPEAKER : Government of India have already rejected it.

SHRI RASHEED MASOOD : That is another thing.

MR. DEPUTY-SPEAKER : They have already rejected the Joint Enquiry.

SHRI RASHEED MASOOD : They have rejected. But they have not protested

लेकिन आपने इस बार में प्रोटेस्ट नहीं किया।

MR. DEPUTY-SPEAKER : No, no. They have rejected it.

श्री रशीद मसूद : आपको प्रोटेस्ट करना चाहिए था क्योंकि यह किसी देश के सम्बन्धी मामलों में सीधा हस्तक्षेप है। यदि नहीं तो आप मुझे बताइये, क्या है। हमारे यहां मद्रास में एकमप्लोजन हो और श्रीलंका वाले कहें कि हम ज्वाइंट इन्वायरी करेंगे। मैं जानना चाहता हूँ कि क्या आपने कभी यह जानने की कोशिश की कि यह आदमी कौन है। अगर नहीं की, तो क्यों? क्या आप सिर्फ इतनी बात पर मुत्तमईन हो गए हैं कि बप फट गया आदमी मर गए, आपने कम्पेन्सेशन दे दिया और आपने एक आफिसर को छुट्टी दे दी जो कि रिटायर होने को था, उसको कुछ समय पहले कह दिया गया जाओ, नुम रिटायर तो हो ही रहे हो अब जाकर आराम करो। बत्राए इसके कि उस को मना दी जाती, आपन उगे जबरी रिटायर कर दिया। क्या गे मागे बातें करके और मुत्तमईन हो गए कि जो कुछ हो गया, उसे भूल जाओ और आइंदा के लिए याद रखो। क्योंकि इलैक्शन में तो आपका नाग रहता ही है कि कुछ भी बान करो उसे भूल जाओ। पहले तो आप कहते हैं, हम यह करेंगे, वह करेंगे। लेकिन मद्रास का एयर-

पोर्ट हिन्दुस्तान का इलैक्शन नहीं है। जिन 32 आदमियों की जान गई है, वह इलैक्शन का स्ट्रैट नहीं हो सकता। लिहाजा, आप बतायें कि क्या आपने इस आदमी के बारे में कुछ मालूमात की। क्या यह बात भी नहीं नहीं है कि आपकी रूलिंग पार्टी के एक एम० एल० ए० ने इसके पासपोर्ट फार्म की तसदीक की थी। यदि आपको मालूम नहीं है तो आपने पता क्यों नहीं किया। क्या आप बतायेंगे कि वह कौन एम० एल० ए० है जिस ने उनके पासपोर्ट फार्म की तसदीक की है। क्या आपको यह भी मालूम है कि दिल्ली की एक ट्रेवलिंग एजेंसी के जरिये उसको बनवाया गया था और उस एजेंट का नाम क्या है? अब तक आपने उससे कौन्टैक्ट किया या नहीं। यदि किया तो उसने आप को क्या बताया। उसके अनुसार क्या आपने उस आदमी को ट्रेस घाउट करने की कोशिश की, या नहीं की? यदि नहीं तो क्यों नहीं की? क्योंकि यह कोई मामूली मामला नहीं है, जिसमें 32 आदमियों की जान चली जाए और आप यह कह कर मुत्तमईन हो जाए कि आपने कम्पेन्सेशन दे दिया, बाकी सब अफसरों को फ्री छोड़ दिया, उनको कोई सजा नहीं दी..

MR. DEPUTY-SPEAKER : Please put your questions now.

SHRI RASHEED MASOOD : While making my points, I am simultaneously putting the questions

MR. DEPUTY-SPEAKER : Please put your final question. You have already taken about 25 minutes. There are 4 more hon. Members to speak. This is for your information

श्री रशीद मसूद : इसलिए आखिर में, मैं आपसे सिर्फ यह जानना चाहता हूँ कि क्या प्राय हाउस को एग्जोर करेंगे कि जिन को आपने रिटायर होने के लिये कहा है, उनको क्या सजा दी जायेगी। उसको रिटायरमेंट न देकर आपने छुट्टी दे दी इसमें आप मामूली छोटे आदमियों को फंसा कर बड़े आदमियों को बचाने की कोशिश करेंगे, यह हमारी इत्तला है कि आप बड़े आदमियों को बचाकर छोटे को फंसाना चाहते हैं।

इन बल्फाज के साथ मैं अपनी बात खत्म करता हूँ।



سب سے پہلے آپ نے خود تسلیم کیا ہے کہ نو بجے بندرہ منٹ  
 راکو یہ اطلاع مل گئی تھی کہ وہاں دو بجے رکھے ہیں جتنے اندر  
 یکپلو سو ہیں۔ لیکن ہماری اطلاع یہ ہے کہ راکو یہ اطلاع ملی  
 لیکن ہم آپ کی یہی بات مان کر چلتے ہیں۔ اگر یہ اطلاع آپ کو نو بجے  
 بندرہ منٹ پہ مل گئی تھی تب بھی راکو ایکپلو زون دس بجے  
 شادون منٹ پر ہوا۔ اس سبب ہونے دو گھنٹے کا ٹائم آپ کے پاس  
 تھا۔ آپ ان ہونے دو گھنٹے کے اندر لوگوں کی جانیں بچا سکتے  
 تھے جو کہ نہیں بچائی گئی۔

یہی نہیں آپ کو ساری باتوں کی اطلاع مل گئی تھی کہ ایئر پورٹ  
 پر دو بجے رکھے ہوئے ہیں اور ان کے اندر زم ہیں۔ اگر آپ کے  
 اشارات کے لوگوں نے پوری جتنی دکھائی جوتی تھی وہی جانیں  
 بچ سکتی تھیں۔ میں یہ تو مان سکتا ہوں کہ ان کو جگہ معلوم  
 نہیں ہوئی کہ کہاں پر کس رکھے ہیں اور ان بجسوں کی تلاش  
 میں دو گھنٹے لگ جاتے اور اس کے بعد بھی ان بجسوں کو  
 تلاش نہیں کر پاتے لیکن ٹیلیفون کرنے والے نے صرف یہی  
 نہیں بتایا کہ وہاں دو بجے رکھے ہیں بلکہ یہ بھی بتایا کہ کس  
 جگہ پر رکھے ہیں ان کا رنگ کیا ہے اور ان پر جو لیول لگے  
 ہوئے ہیں ان کا نمبر کیا ہے۔ ساری انفارمیشن کے بعد  
 میں سمجھتا ہوں کہ ایک معمولی انسان کی بھی جتنے پاس عقل  
 ہوگی وہ ان بجسوں کو دو چار منٹ میں تلاش کر کے اس  
 جگہ سے ہٹا سکتا تھا۔ مان لیا کہ ان میں ایکپلو سوز تھے  
 اور ان ایکپلو سوز کو ایکسپربٹ کر ہی دیکھتے۔ کیا آپ سے  
 یہ توقع نہیں کی جاسکتی کہ جن بجسوں میں ایکپلو سوز رکھے  
 ہوئے ہیں ان بجسوں کو ان جگہ سے ہٹا دیا جائے پنا  
 اس بات کی جانچ کئے کہ ان میں ہم ہیں یا نہیں ہیں وہ  
 ایکپلو ڈھوں گے یا نہیں ہونگے اور ہونگے تو کب ہونگے  
 اور کب نہیں ہونگے۔ سب آپ کو یہ پتہ چل گیا کہ ان بجسوں  
 میں ہم ہیں تو ان بجسوں کو وہاں سے ہٹا دیا جاتا۔ آپ نے  
 ان کو ڈیمارچسز لاونچ سے لاکر ایئر ٹرول لاونچ میں رکھ  
 دیا۔ جو لوگ ہندوستان کو تھوڑے پلے جا رہے تھے ان کی

شری رشید مسعود، محترم ڈپٹی ایڈیٹر صاحب میرے بہت  
 ہی قریبی دوستوں میں شری نور شید عالم جاں صاحب ہیں۔  
 اور میں ذاتی طور پر ان کو جانتا ہوں نہایت شریف آدمی ہیں اور  
 اس بیان کو پڑھنے سے بعد ایسا محسوس ہوتا ہے کہ شاید ان کی نگرانی  
 ان پر غالب آگئی اور جو کچھ ان نذر میں دیکھی گئی ہے اس میں نہیں  
 نے اسکی فکر نہیں کی کہ میٹروم کرنے کی کوشش کرتے کہ کون لوگ  
 ہیں جو حقیقت میں تمام واقعات کے ذمہ دار ہیں اور ان کو سزا  
 کیا دی جائے بلکہ یا دار ہے کہ اب سے کچھ دن پہلے میں  
 شری نور شید عالم جاں کے پاس ایک آدمی کی سٹارٹ کے  
 لئے گیا تھا۔ وہ اشوکا ہوٹل کا ملازم تھا۔ اس نے اشوکا ہوٹل  
 کے اپنے سے بڑے افسر کے ساتھ بد تمیزی کی تھی۔ میسرے  
 درخواست پر نور شید عالم جاں صاحب نے اسکو ریٹائر  
 کر دیا لیکن اس کے پانچ انٹرنیشنل روک دی گئی۔ ایک ماہوں سے  
 افسر سے معمولی سی گرما گرمی کرنے کے اوپر جن نمٹنے پانچ انٹری  
 نیشنل روک دی گئی۔ ایک ماہوں سے افسر سے معمولی سی گرما گرمی  
 کرنے کے اوپر جن نمٹنے پانچ انٹرنیشنل روک دیئے ہوں  
 آج اس مرد اس کی تڑپتی کے بعد جہاں آدمیوں کی جانیں  
 ضائع ہو گئیں جہاں ان بے گنہ لوگوں کی کوئی غلطی نہیں ہے  
 صرف اس وجہ سے اپنی جان سے ہتھ دھونا پڑا کہ ہمارے  
 ڈپارٹمنٹ کے لوگوں نے ان کے تحفظ پر کوئی چستی  
 نہیں دکھائی۔ انکے خلاف کوئی سخت کارروائی نہیں  
 کی۔ انکی جانیں بچ سکتی تھیں اور انکو تباہی سے بچا یا جاسا  
 سکتا تھا اگر ہمارے ایئر پورٹ کے ذمہ دار لوگ تھوڑی  
 سی چستی دکھاتے لیکن انہوں نے کوئی چستی نہیں دکھائی اور  
 بد قسمتی ہمارے ملک کی یہ ہے کہ چستی نہ دکھانے والے آپوں  
 کو سزا دینے میں آپ نے سستی دکھائی۔ آپ کے جواب  
 کو میں نے پڑھا۔ جواب میں آپ نے یہ نہیں بتایا کہ شو پر شاد  
 صاحب کو اس بات کی اطلاع پیسے کس وقت دی۔ اسکے  
 اندر انہیں کا کوئی ذکر نہیں ہے لیکن اس سے پہلے کہ میں  
 اس بات پر جاؤں میں دو تین بائیں پوچھنا چاہتا ہوں

سب کچھ ہوتا ہے۔ وہی سبھی ہے سچ کے علاوہ کچھ نہیں  
اپنی گیتا قرآن شریف گورگرنٹر صاحب سب کچھ دہتی ہے  
مبسر آٹ پارٹمنٹ کا کچھ کہتا رہے عوام کچھ کہتا رہے  
منتری ہونے کچھ کہتے رہے لیکن اس پر کوئی سنوائی نہیں  
ہوتی۔ بہت سے زبیروں کو چمٹے ہوئے سنا ہے  
کیا کریں ہماری تو طبیعتیں ہیں ہے اس طرف سے ہندوستان  
کی حکومت چلنے والی نہیں ہے۔ میں گستاخی کی معافی چاہتا  
ہوں اس کو چلانے کے لئے آپ کو بہت سے کام لینا ہونگا  
ایڈمنسٹریشن چلانے کے لئے جہاں آپ کو لہجہ کام کے لئے  
ایوارڈ دیئے جاتے ہیں وہی بڑے کام کے لئے سزا  
بھی دینا ہوگی۔ اس کے گھر والوں نے کتوے نہیں کیس  
اور آپ نے اسکو ریٹائر ہو جانے کی اجازت دے دی  
کیا اتنی ہی سزا کافی ہے۔

ماتا پر سادھی کے پاس آدمی جاتا اور کہتا ہے کہ چلے اس  
گھر سے ایسی پولیٹن ہو سکتا ہے تو وہ کہتے ہیں میسر  
پاس کو نہیں ہے۔ جب ساری بھی جاتی ہے تو وہ  
اس کو ڈائریکٹ کر دیتے ہیں کہ وہاں جائیے۔ اسکو آپ  
صرف سپینڈ کر دیتے ہیں۔ ۳۲۔ آدمیوں کا قافلہ اس  
کو آپ صرف سپینڈ کرتے ہیں۔ ایک آدمی کو مولی سا  
کھوکا اٹھا ہونٹ میں گالی دیتا ہے تو آپ اس کے پانچ  
انگریز ٹیکٹ دیتے ہیں لیکن ان کو آپ نے سپینڈ  
کے بعد گھر میں آرام سے ہلنگ پر سونے کی اجازت دے  
دی۔ اس کے بجائے اسکو جیل کی سجنوں کے پیچھے ہونا  
چاہئے تھا۔ اس طرف کی گریو سپوزیشن ہو جہاں ہم چلنے  
والے ہوا ایک آدمی کہے کہ میں تو نہیں جاؤں گا۔ فلاں  
کو لے جائیے۔ اور اس کو سپینڈ کر کے آرام سے  
بیٹھ جاتے ہیں کہ ہم نے سپینڈ کر دیا ہے۔

دوسرا آدمی جو گلانی جو صحیح معنوں میں سب سے زیادہ  
فخر دار ہے اسکو تو ٹیلیفون بلا تھا۔ اس نے ایشن کیوں

جان سے زیادہ آپ کو اس بات کی فکر تھی کہ جو لوگ ہندوستان  
میں رہ گئے ہیں یا رہ رہے ہیں انکو مارا جائے۔

مجھے یہ بات سمجھ میں نہیں آتی کہ آپ نے ان بکسوں کو  
ڈیپارچس لاونج سے لاکر ایرائول لاونج میں کیوں رکھ دیا  
کیا انکو کہیں اہر میدان آسانی نہیں تھی۔ ایئر پورٹ پر اتنا  
جنگل بڑا رہتا ہے وہاں ان کو رکھا جاسکتا تھا۔ آپ نے  
یہ نہیں کیا۔ آپ نے پونے دو گھنٹے میں صرف یہ کیا کہ شوپرا  
کو ٹیلیفون کر کے اسے رپورٹ کر دی۔

آپ میں جو شرافت ہے گستاخی معاف ہو حکومت اس  
شرافت سے نہیں چلتی ہے۔ آپ نے اسکے بائے میں  
یہاں بیان دے دیا اور جس طرح سے بیان دے دیا  
اس سے ایسے مسئلے حل نہیں ہو سکتے۔ یہ اتنی خوفناک  
بات تھی کہ اسے جتنی اہمیت دی جانی چاہئے تھی وہ نہیں  
دی گئی ٹیلیفون کال آئیے پاس آتی ہیں کہ وہاں ایر پورٹ  
پر ہم ہیں اور اسکے کوئی گھنٹے کے بعد ہم چلنے ہیں۔ اتنی  
اہم بات کو پوری اہمیت سے نہیں لیا گیا۔ اگر اسکے بغیر ایشن  
نہیں لیا جاسکتا تھا تو ایک گاڑی اس کو تلاش کرنے کے  
لئے بھیجی جاسکتی تھی۔ ایک دن گھر والوں کو فون کر دیا  
اور انھوں نے میسج کتوے نہیں کیا بلکہ اتنا ہی آپ نے  
کافی سمجھ لیا۔ ہر دو منٹ کے بعد میسج کے گھر فون کیا جانا  
چاہئے تھا۔ کیا یہ اتنا اپورٹمنٹ معاملہ نہیں تھا۔ دو گھنٹے  
میں مدراس کے کسی بھی کونے سے میسج کو ڈھونڈ کر لایا جاسکتا  
تھا۔ اسکو موقع پر پیش کیا جاسکتا تھا اور اس پر مہم تو تلاش  
کر کے وہاں سے ہٹایا جاسکتا تھا۔

آپ کا مبسر نہیں بلا لیکن کسی آدمی نے تو اس کو  
ڈیپارچس لاونج سے ہٹا کر ایرائول لاونج میں رکھا  
کیا اس کو یہ اختیار نہیں تھا کہ وہ میدان میں رکھ دیتا  
لیکن آج کیا ہو رہا ہے۔ آج تو حکومت اس طرح سے  
چل رہی ہے کہ جو اوپر سے لکھ کر آتا ہے وہی آپ کا

نہیں لیا۔ میں یہ بات مانتا ہوں کہ ایک پھرت کے بغیر  
اسکو ہٹا نہیں سکتے تھے۔ لیکن جب ہم کو ایرنول لاؤنج  
میں لے جاسکتے تھے تو کیا اسکا باہر نہیں لے جاسکتے تھے۔  
ہوسکتا ہے تب نقصان نہ ہو تا اور آدمی۔ سہتے اس کا شاید  
اچھو بعد میں افسوس رہتا۔ لیکن ایک کام تو آپ کر سکتے تھے یا  
وہ بھی نہیں کر سکتے تھے۔ وہاں پر ہر جگہ انارڈنس مینٹ کی  
ویوس تھا ہے۔ لاؤڈ اسپیکر لگے ہوئے ہیں جن کے ددرا  
آپ انارڈنس مینٹ کرتے ہے کہ فلاں فلائیٹ جا رہی ہے  
فلاں آ رہی ہے۔ تو کیا آپ یہ اعلان نہیں کر سکتے تھے۔ کہ  
ایرنول لاؤنج سے سب لوگ ہٹ جائیں باہر چلے جائیں  
یہاں پر ہم کو نظر ہے ہم پھرت سکتا ہے۔  
یہ اعلان کیوں نہیں ہوا۔ کیا اس کی وجہ بتا سکتے ہیں۔  
کیا آپ کے یہاں ایسے قانون بنے ہوئے ہیں۔ کہ صرف  
جووانی جہازوں کے آنے جانے کی اطلاع دی جائیگی  
یہ اطلاع تو دی جائے گی کہ فلاں آدمی کا فلاں جگہ پر کوئی  
انتظار کر رہے ہے۔ یہاں ۳۰ آدمیوں کی جان بچانے کے  
لے کوئی انتظام نہیں کیا جائے گا کہ فلاں جگہ سے ہٹ  
جائے اور دوسرے جگہ پر چلے جائیں آپ کو ایک نہیں چار  
کال ملی ہیں۔ پہلی ۹ بجکر ۵۰ منٹ پر دوسری ۹ بج کر ۱  
منٹ پر تیسری ۹ بج کر ۵۰ منٹ پر اور چوتھی ۱۰ بج کر  
۲۰ منٹ پر اسپیکٹس سوجن میں آپ کو مٹی رہیں۔ اگر کوئی  
پتہ ہو کہ پرائمر ٹسٹر کی سیٹ پر ایک ڈبہ رکھا ہوا ہے  
اور اس ڈبہ میں فلاں چپ ہے اور فلاں نمبر لکھا ہوا  
ہے تو بھی بتا دیتے کہ یہاں سے گھر تک لے جانے میں  
کتنی دیر لگے گی۔ دو منٹ میں آؤنگا اور فوراً وہاں  
سے اٹھا کر لے جاؤنگا۔ ہر گھنٹے کے بعد آپ کو سوجن میں  
ملتی رہیں۔ اخباروں میں تو یہ بھی آیا ہے کہ ۱۰ بج کر  
۲۰ منٹ پر بھی آپ کو اطلاع دی گئی۔ اطلاع دینے  
والا بار بار کوشش کرتا رہا کہ کسی طرح سے بے گناہ لوگوں

کی جان بچ جائے۔ لیکن آپ یہ کوشش کرتے رہے کہ کسی  
طرح سے یہ کام آج مکمل ہونا چاہیے۔ سمجھ میں نہیں آتا  
کہ آپ آدمیوں کی جان کے دشمن کیوں ہو گئے ہیں۔ کل  
میں کیونل رائٹس کے ڈسکشن پر پول رہا تھا۔ میں نے ایک  
لمبی لٹری تھی کہ کہاں کہاں آپ جان کے دشمن ہو رہے  
ہیں۔ یہ تو میری بد قسمتی ہو گی کہ میں آپ کو یہی گونا گونا  
میرا نام آج اس میں نہ آتا تو میں نہ بتاتا کہ کہاں لوگ مے میں  
آپ نے ایک انکوائری کمیٹی بنوا دی ہے۔ اس کی ٹرس آف  
ریفرنس میں ہیں یہ نہیں ہے جس سے یہ معلوم ہو جائے کہ اس کے  
چیک کہیں فارین ہینڈ تو نہیں ہے۔ میں یہ بات اس لئے کہہ  
رہا ہوں کیونکہ ہر مرحلے میں آپ کو فارین ہینڈ نظر آتا ہے  
آپ کے پاس کوئی شیڈ یا بینک ایسی ہے جس کے نکلنے  
نی آپ کو فارین ہینڈ دکھائی دیتا ہے۔ کیونل رائٹس  
ہو جائیں ٹرین کا ایکشنڈ ہونے میں کہیں پر پانی بند ہو جائے  
یا رات کو بجلی ناپ ہو جائے تو اپنے ملازموں کو سزا دینے  
کی کوشش نہیں کریں گے بلکہ فارین ہینڈ کو لانے کی کوشش  
کریں گے۔ یہ بتا دیتے ہیں کہ فارین ہینڈ تھا اور کہاں سے  
آیا تھا۔ جب انکوائری کمیٹی بنتی ہے تو ساری چیزیں  
معلوم ہونی چاہیے۔ آخر یہ فارین ہینڈ کا کوشمہ کیا ہے۔  
آپ مجھے یہ بتانے کی کوشش کریں کہ کمیٹی کے ٹرس  
آف ریفرنس میں یہ بات بڑھائیں گے یا نہیں کہ آیا فارین  
ہینڈ اس دن تھا یا نہیں۔ کوئی کہتا ہے اسرائیل کا ہاتھ  
تھا۔ کوئی کہتا ہے موزا کا ہاتھ تھا۔ کوئی کہتا ہے ٹانگس  
دالوں کا ہاتھ تھا۔ کوئی کچھ کہتا ہے اور کوئی کچھ آپ بھی  
تو یہ بتائے کہ اس میں کن کا ہاتھ تھا۔ فارین ہاتھ تھا کون  
سا ہاتھ تھا۔ وہ دکھائی دیتا ہے تو کتنا کیوں نہیں۔  
اس کا کمال کیا ہے۔ میاں بیوی میں گھر میں لڑائی ہو گئی  
تو باہر آکر کہنے لگے کہ ضرور اس میں فارین ہینڈ  
تھا۔ آپ بھی اس کی جناح کرائیے

MR DEPUTY-SPEAKER : Husband may be foreigner.

SHRI RASHEED MASOOD : It may be otherwise also.

کیا آپ اس میں نارین ہینڈ کی کوئی انکوائری کروائیں گے یا نہیں کروائیں گے۔ کیونکہ ایک آدمی کے بارے میں یہ شک کیا جا رہا ہے۔ جس کا نام ماری موٹھو تھتھی رہا ہے۔ اسکے بارے میں کہا جاتا ہے کہ یہ آدمی اس ہوائی جہاز سے جا رہا تھا اپنے ساتھ بم کے ڈبے لے جا رہا تھا۔ اس بات کو لوگ مختلف تیسویں سے کہتے ہیں۔ ایک تو وہ لوگ ہیں جو یہ کہتے ہیں کہ حملے میں ایکسٹری سنس کو ٹریژنگ دی جا رہی ہے۔ جیسا آپ نے بتایا ہو سکتا ہے ان لوگوں نے بناوٹی نام رکھ کر ہندوستان کو بدنام کرنے کی کوشش کی ہو۔ ایسا کیا ہو دو سری طرف سمری نکالنے کہتے ہیں نہیں صاحب یہی تھا اور ہم اس کی جوائنٹ انکوائری کرنا چاہتے ہیں۔ مگر آپ سے کہنا چاہتا ہوں کہ یہاں جوائنٹ انکوائری کا سوال کوئی پیدا نہیں ہوتا ہے۔ میں نہیں سمجھا کہ ہلکے ٹلک میں کوئی واقعہ ہو اور دوسرے ملک کے آدمی جو انٹ انکوائری کی بات کہیں۔ ہمیں اس بات کی سختی کے ساتھ مذمت کرنی چاہیے۔ گندم کرنا چاہیے۔ اعتراض کرنا چاہیے تھا۔

MR-DEPUTY SPEAKER : Government of India have already rejected it.

SHRI RASHEED MASOOD : That is another thing.

MR. DEPUTY SPEAKER : They have already rejected the Joint Enquiry.

SHRI RASAEED MASOOD : They have rejected. But they have not protested.

لیکن آپ نے اس بلے میں پروٹیسٹ نہیں کیا۔

MR. DEPUTY-SPEAKER : No, no, They have rejected it.

شری رشید مسعود : آپ کو پروٹیسٹ کرنا چاہیے تھا کیوں۔ یہ کہی دیش کے اندرونی معاملوں میں سیدھا دستکشیب ہے۔ بدی نہیں تو آپ مجھے بتائیے کیا ہے۔ ہمارے یہاں مدراس میں ایکسپلوزن ہو اور شرعی نکلا والے کہیں کہ ہم جوائنٹ انکوائری کریں گے۔ میں جاننا چاہتا ہوں کہ کیا آپ نے کبھی یہ جاننے کی کوشش کی کہ یہ آدمی کون ہے اگر نہیں تو کیوں۔ کیا آپ صرف اتنی بات پسہ مطمئن ہو گئے ہیں کہ ہم پھٹ گیا آدمی مرتے آپ نے پکینیشن دے دیا اور آپ نے ایک آفیسر کو پھٹی دے دی جو کہ ٹائر ہونے کو تھا۔ اس کو کچھ سے بیٹے کہہ دیا کہ جاؤ۔ تم رٹائر تو ہو ہی سہے ہو۔ اب جا کر آرام کرو۔ جملے اس کے کہ اس کو سزا دی جاتی آپ نے اسے جسری رٹائر کر دیا کہ یہ ساری باتیں کرتے آپ مطمئن ہو گئے کہ جو کچھ ہو گیا اسے بھول جاؤ اور آئندہ کے لئے یاد رکھو۔ کیوں کہ ایکشن میں تو آپ کا نعرہ ہوتا ہی ہے کہ کچھ بھی بات کر دو اسے بھول جاؤ۔ پہلے تو آپ کہتے ہیں۔ ہم یہ کریں گے وہ کریں گے لیکن مدراس کا ایئر پورٹ ہندوستان کا ایکشن نہیں ہے۔ جن ۱۳۲۰ء کی جان گئی ہے وہ ایکشن کا اسٹنٹ نہیں ہو سکتا۔ لہذا آپ بتائیں کہ کیا آپ نے اس آدمی کے بارے میں کچھ معلوم کیا۔ کیا یہ بات بھی صحیح نہیں ہے کہ آپ کی رولنگ پارٹی کے ایک ایم ایل نے اس کے پاسپورٹ فارم کی تصدیق کی تھی۔ بدی آپ کو معلوم نہیں ہے تو آپ نے پتہ کیوں نہیں کیا۔ کیا آپ بتائیں گے کہ وہ کون ایم ایل ہے جس نے اس کے پاسپورٹ فارم کی تصدیق کی ہے۔ کیا آپ کو یہ بھی معلوم ہے کہ دہلی کی ایک ٹریولنگ ایجنسی کے ذریعہ اس کو بنوایا گیا تھا اور اس ایجنٹ کا نام کیا ہے اب تک آپ نے اس سے کانٹیکٹ کیا یا نہیں۔ بدی کیا

تو میں نے آپ کو کہا بتایا۔ اس کے انوسا کیا آپ نے اس آدمی کو ٹریس آؤٹ کرنے کی کوشش کی۔ یا نہیں کی بدنی نہیں تو کیوں نہیں کی۔ کیونکہ کوئی معمولی معاملہ نہیں ہے جس میں ۳۲ آدمیوں کی جان چلی جائے اور آپ یہ کہہ کر مطمئن ہو جائیں کہ آپ نے کمینیشن دے دیا۔ باقی سب افسروں کو فری چھوڑ دیا۔ ان کو کوئی سزا نہیں دی۔

MR. DEPUTY-SPEAKER : Please put your question now.

SHRI RASHEED MASOOD : While making my points, I am simultaneously putting the questions.

MR. DEPUTY-SPEAKER : Please put your final question. You have already taken about 25 minutes. There are 4 more hon. Members to speak. This, is for your information.

شری رشید مسعود: اس کے آخر میں میں آپ سے یہ چاہتا ہوں کہ کیا آپ ہاؤس کو انشور کریں گے کہ جن کو آپ نے ہائر ہونے کے لئے کہا ہے ان کو کیا سزا دی جائے گی۔ اس کو ڈائری میٹ نہ دے کر آپ نے پٹی دے دی۔ اس میں آپ معمولی چھوٹے آدمیوں کو پھینک کر بڑے آدمیوں کو چمکنے کی کوشش کرینگے یہ ہماری اطلاع ہے۔ کہ آپ بڑے آدمیوں کو بچا کر چھوٹوں کو پھینکانا چاہتے ہیں۔  
ان الفاظ کے ساتھ میں اپنی بات ختم کرتا ہوں۔

SHRI KHURSHEED ALAM KHAN : Mr. Deputy-Speaker, Sir in the first instance, I must really thank my friend, who thinks that I am a very courteous person and perhaps he wants me to abed this, which I will never do, because that is in my grain, that is my characteristic and I am proud of it, but at the same time I assure him that I am a much more efficient and effective administrator also than he has been in his life-time.

Whatever my hon. friend has stated, unfortunately, is all based on hearsay or

reading the newspapers. He has not gone into the details and I can assure him that we have taken this matter very seriously.

About the enquiries being conducted, there are two enquiries that have been instituted; one by the Director General, Civil Aviation, which is an inter-departmental enquiry ordered by me to look into the inter-departmental working in order to ensure that there is better coordination in working in the airport administration, and the other, the enquiry has been instituted by the State Government under the Director General, CID..... (Interruptions). It is a serious criminal case—and we would all agree to that—and the intention of the State Government was that immediate enquiry should be conducted so that they could trace out the culprits and bring them to book. I am also informed by the State Government that they have been able to trace out certain very useful clues and it would be possible for them to trace out the culprits and bring them to book. I have got this information from the State Government.

My hon. friend has mentioned that there were a number of calls. The State Government and our people all have stated about two calls, one at 9.50 and the other at 10.40. So far I believe that these were the only two calls, but I am open to correction, if it is found as a result of these enquiries that there were more calls. That will be acceptable to us, but at the moment, whatever information we have, according to that, this is the position. Also, according to the information, it is reported that at the time of the first call, the caller did not mention at what time the bomb would explode in the suitcase.

The hon. Member has also mentioned why the Customs took the suitcases to the arrival lounge. Actually, the boxes were segregated and because the Custom Officer's office is located there, he placed those boxes near his office. It is not a fact that they were kept for any other purpose.

As you know, there is a regular procedure when a bomb threat is received, either in the aircraft or in the airport building, about informing all the people including the security, airport manager etc.

The Assistant Airport Manager (Operations) informed the police. I agree in one thing with the hon. member that there has been some lapse in not using the public address system. That I admit. But then what had he been doing? We went to the police people who were having their meals in the Security lounge and informed them also about the matter. Unfortunately, the newspapers have mentioned that there were more than two calls. But, as I said, this matter is being investigated into specially by the Director General of the Police. It will be revealed surely, if there were more than two calls. I must also assure hon. members that the enquiry that is being conducted by the State Government, the criminal side of this enquiry, will look into all aspects in the matter including, what you call, the foreign hand or the other hand or whatever it is.

Another thing which I would like to mention is that we have categorically stated that the bomb explosion has taken place on the soil of this land, and so the law of this land only will take its course. There is no question of any other body or any other agency from outside to be associated. Besides, our own agencies are competent enough to conduct these enquiries and they are second to none in any case.

**MR. DEPUTY-SPEAKER :** Mr. Minister, can the enquiry state whether this bomb was made in India or in any foreign country?

**SHRI KHURSHEED ALAM KHAN :** About this also, they will look into the whole problem.

**MR. DEPUTY-SPEAKER :** It is very important.

**SHRI KHURSHEED ALAM KHAN :** This explosion was very powerful and it

was set actually according to the timing. They are looking into this also. Unfortunately, very little evidence is available. In any case, the experts from the army and other people have taken back the material that is, whatever is left, and they are examining this question also.

This gentleman, Kadiresan is supposed to be a passenger who came and booked his return ticket at the counter. As his bags were more than the permissible weight, he was asked to pay for the extra weight. It is yet to be confirmed whether this is a fictitious name or a real name. Enquiry is being conducted about this also, because the addresses and the references which he had given have been found to be fictitious.

*(Interruptions)*

They are still conducting enquiries with the local villagers there.

*(Interruptions)*

The issue of passport was also there. It is also to be examined whether it was a fictitious passport or a genuine one. The enquiry people are getting in touch with the Passport Officer in the Passport Office of Madras. Then it will be verified if they have been able to collect all the informations. Now, my hon. friend also mentions about the Travel Agency of Delhi that booked the ticket. In fact this Travel Agency is called Sic Travel Agency. They have got their main office at Madras and a branch office at Delhi. They booked him with Air Lanka. The ticket was booked in this country. It is reported that ticket was in the lot allotted to the Delhi Office. But it seems—it is only my presumption—that if they run out of the tickets stock in Madras Office, they get back the tickets from Delhi stock. It seems that ticket is actually issued in Madras Office as far as the present investigation and information goes. I suppose these are the main questions which the hon. Member had put, and I have tried to explain. I can assure him: I may be very soft from outside, but you will find me always very tough from within.

13 hrs.

MR DEPUTY-SPEAKER : The hon. Member seems to be very much satisfied.

SHRI SATISH AGARWAL (Jaipur) : Sir, the unfortunate incident of a bomb blast at the Madras airport on 2nd August cannot be seen in isolation, and it is not merely a case of some accident having taken place at the Madras airport. This has wider ramifications, and I do apprehend a further deterioration in the friendly relations between the two countries, viz. India and Sri Lanka. This is one good reason why, looking to the past friendly relations between these two countries, I am more concerned about this incident. And that is why, before going to the specifics and details of the incident, the action taken by the Government, and the statements made by the Minister in both the houses of Parliament, I would like to express my deep anger and anguish over one aspect of the whole story.

People die a natural death. People die in accident. Even if people who are inimical to us die, we have a sense of condolence. This House has passed condolences over the sudden or sad demise of various persons who never happened to be Members of this House. We go and pay our condolences to persons whom we do not know. Here, in Delhi, if somebody who is not known to me, e.g. a member of the other House—who is not known to me—dies in Delhi, and that too in an accident, naturally I will feel inclined to go and pay my respects to the deceased. Twenty-nine persons, according to him, have died. According to my information, 40 persons died. Let us not go into this controversy. Twenty four out of 29 were Sri Lankan citizens. Their cremation took place in Madras, on 6th August. May I ask you : did you not have that human heart ? Was it not the duty of the Government, Central or the State ? Either you should have gone or you should have sent some other Minister to participate in the funeral of those 24 Ceylonese citizens—18 women and 6 men, including children. I am sorry to say that no Minister from the Central Government, no Minister from the

State Government which is now your ally participated in that funeral.

Under the normal course of circumstances, these dead bodies should have been flown back to Ceylon. Had these dead bodies been flown back to Ceylon, it would have infuriated the people of Ceylon, would have led to more violence, more repression of the Tamilians. But you did not have the normal and usual courtesy to go and participate in that. You probably must have sent some wreath, or asked somebody to place the wreath. That too did not reach the funeral pyre. You say you are functioning efficiently. Neither you went, nor did any of your other colleague Ministers go, nor did you direct anybody else in the Ministry of Tamil Nadu to go and offer their homage to these women and children, who died for no fault of theirs. It was sheer negligence on the part of our administration that this incident took place. I would come to it later. But I condemn this omission and lapse on the part of the Central Government as well as the State Government for not going or for not sending any Minister to pay their homage, to lay a wreath on the funeral pyre on the unfortunate victims of this unfortunate blast.

According to the information made available to the press by the Chief Secretary, Mr. Chockalingam of Tamilnadu, he said,

“A group of Sri Lankans who had travelled from Colombo to Madras on 2nd August to make connections to Bombay and onwards to Beirut for employment had been in transit in the arrivals lounge Madras Airport. They had travelled on an Indian Airlines flight arriving 1730 hours on 2nd August from Colombo. They were due to leave for Beirut by Air India flight at 0500 hours on 3rd August. Group made up of 25 female and 6 male passengers. Casualties among this group and the final tally is as follows.”

They were in all 31, 25 female and 6 males.

Total transit passengers—6 males, 25 females, 6 females, 1 female and 18 females—total 24.

Why have you concealed these figures from your statement? Why did you not specify it either on today or on the earlier occasion also? Why should you feel guilty? Why should you have a guilty conscience that if you make a mention in your statement out of 29 or 31 dead, 24 were Sri Lankan citizens. Probably, this will create a bad blood somewhere outside. After all, everybody knows in Sri Lanka that 24 people out of the group belong to Sri Lanka. Why should you try to cover up that? This will unnecessarily have a bad reflection on your intentions that you are a party to the whole game, which you are not.

Similarly, in this very press Conference, the Chief Secretary, Mr. Chockalingam, has mentioned as follows:

“On the phone tip off about the bomb Mr. Chockalingam declined to hazard any guess. There was one version that there were three phone calls to the airport about the impending explosion he said.”

The explosion took place at 10.52 p.m. Now, apart from this, the first information, the first phone call came at 9.50 p.m. The explosion took place at 10.52 p.m., more than one hour and 2 minutes means at least one hour was clearly available to the airport authority to see that there was something fish in the whole game and bomb was there which could blast the rocks. This may be the definite information given at 9.50 p.m. to Mr. Lila Singh who immediately informed Mr. K.K. Gulati, Mr. K. Kasim, Mr. Kalimulla Khan, Mr. Shiv Prasad and Mr. Tamani. All these airport officers, security officers, custom officers, whatever it is, everybody was urgently informed by Mr. Lila Singh soon after he got the information at 9.50 p.m. If urgent action would have been taken immediately after receiving this information, in view of the situation prevailing in that particular region, Sri Lankan flight going, Sri Lankan flight coming

from Colombo, flight going to Colombo and all that, and that particular baggage had been left behind the flight had already taken off to Colombo at about 8.15 p.m. this is after one hour and 15 minutes that this information came and baggage was left out, one passenger did not turn up and this information came, and if this action would have immediately taken, I think these lives could have been saved.

Sir, a friend of mine from Delhi went for open heart surgery at Houston, of M/s. Johnson Brothers, Mr. D.P. Jain, He told me that he was staying in a hotel. There was an alarm call and when there is an alarm call, the whole hotel has to be vacated within fifteen minutes, without the aid of the lifts. The whole hotel had to be vacated within fifteen minutes! Everybody came down on the road, including my friend. He too after this operation, came down on the road within fifteen minutes, not by the lift. Later on it was found that it was a false alarm deliberately in order to test the functioning of the systems, whether at any point of time if some fire takes place, whether all the systems are working or not: it was a false alarm deliberately designed by the administration to check the functioning of their system, whether in case of a real need the hotel can be got vacated in fifteen minutes or not. These are the Governments which can be said to be functioning, what to say of this Government. Modern science and technology have taken man to these heights, whereby man can take a round of the globe within one and a half hours. You can have a round with the satellite, within one and a half hours, you can travel round the earth. But here, even officers from Indra Nagar seven kilometres from the airport, officers living nearby, they are not available for speedy action. And you have given an excuse that the Indian Explosives expert has been suspended by you, now because the Calling Attention has been admitted to say that some action has been taken. And if you, Mr. Deputy-Speaker had admitted an adjournment motion four days later then some case will be registered against somebody and if say after two weeks if a No Confidence



[Shri Satish Agarwal]

Motion is admitted then probably the portfolio will be changed! That is how this Government functions. For one complete hour nobody turned up. Where was the Superintendent of Police? Where was the Additional S P? What about the Airport Officers? Why have you not suspended them? What action have you taken? When you had information, and you were *prima facie* satisfied that information was received at 9.50 P.M., when was this information passed on to Mr. Leela Singh, or to Gurati, Kali Ram, Shiva Prasad and others? And despite all this you have suspended only one person who was in charge of explosives, who was summoned, who did not have a transport, so could not come, he sent his senior deputy officer to find out and he too could not come. Then, so far as the police are concerned, only Sub Inspectors were there, no S.P., no DSP was there to rush to the spot. And for your Airport staff, instead of utilising—as rightly mentioned here—the public address system which is very much there—and you have given a very cursory answer saying “Yes, this could have been used, the public address system should have been used.” Why was it not used? What for is that public address system, if this not used on such occasions as this? It is not meant for only calling some passengers or giving some information for a security check or for going to this lounge and that lounge. This definite information which was known to the airport authorities after 7.30 P.M. or so, and so after 8.5 P.M. it could have been found out whether that Sri Lanka flight had left for Colombo or not. It was at about 8.50 P.M. when it was found that one passenger did not turn up. His baggages were lying. They were not identified in the aircraft, they were brought back to the departure lounge, they were shifted to the arrival lounge. And you got the information at about 9 P.M. or so. In the whole background and the situation prevailing in Sri Lanka and in the Tamil Nadu—I do not want to go into that aspect now—in that particular background, I am not apportioning blame as to who is responsible for what. But the situation prevailing in that particular background when you

received the information then what do you infer? Had this been announced immediately on the public address system at 9.50 P.M. or even at 10 o'clock or so, to immediately vacate the whole airport premises, and after there was a telephone call I suppose that within five minutes the whole airport premises could have been vacated. What steps were taken to get this arrival lounge vacated immediately? Why were they allowed to remain there? And you could not save them. Just one simple thing. If the public address system could have been utilised, so many deaths would not have taken place. This is a gross negligence on the part of the entire staff responsible for maintenance of security at the Madras airport. They are criminally responsible for the death of these people.

AN HON. MEMBER: The Minister should have resigned.

SHRI SATISH AGARWAL: I would not say that. We do not have Lal Bahadur Shastri today. It was one unique person in this country who resigned though he was not the driver of the railway train. A railway accident took place and he resigned. He owned the responsibility because he was Incharge of Railways.

This is such an unfortunate incident. Similarly, one happened in Srinagar. There also you are having some enquiry. The State Government has set up an enquiry. You have set up an enquiry under the Director General of Civil Aviation. What will he do? He is a part and parcel of your Department—a Department which is primarily responsible for all these unfortunate deaths. You should have set up a high level judicial inquiry not only with regard to this, but mind it that such incident has happened recently in Jammu & Kashmir. That was also a lapse. Even by suspending some cops, problem is not going to solved. Your security at all the airports is not that much tight as is tight for the Members of Parliament coming to Parliament House. This is much more tight in the Parliament House than we find at

the airports. People come and go out. They can go to the aircraft. Members of Parliament cannot go. Carelessness is very much there. (*Interruptions*).

You must clarify whether you are sure, hundred per cent, that the number of dead is 29 or whether you will confirm this figure after the enquiry. You must clarify as to how many of these dead were Sri Lanka, how many women and how many children. Whether the figure that I have with regard to 18 female and 6 male belonging to Sri Lanka is correct. Whether it is also a fact that these two packages or boxes were samsonite boxes left deliberately behind and the tags that they bore were Madras-Colombo-Pairs and another one Madras-Colombo-London. It means both these suitcases or boxes or bags were to go to Colombo in this flight and from there directly to the two aircrafts which were to take off to Pairs and London. There the division was to take place—one in this and one in that. Had this been a planned conspiracy by whosoever he may be—he may be your man or my man or Sri Lankan, Israeli, or Indian or Tamilian—I would not hesitate in condemning without any reservation that all activities of terrorism and violence have to be condemned without reservation. Violence cannot be permitted to be taken recourse to. How soever laudable the goal may be means justify the end, as Gandhiji has said. Unless we bring back this culture into our political style of functioning in this country and elsewhere, I think, we will not be able to solve our problems. That particular flight was to take off from Colombo by about 11 or 11.15 p.m. Is it not a fact that 200 relatives and persons had come from Colombo to Madras to participated in the funeral and nobody on behalf of the Central Government went to Madras to console those 200 relatives of those unfortunate dead persons which included children and women? Was any post mortem done which is normally done? It could not have been done according to my information, because they were shattered to pieces. But I want to know from you whether there was any post mortem done, whether there were any photographs taken

of those dead persons, in order to make a case in the criminal court?..... (*Interruptions*).

MR. DEPUTY-SPEAKER : Mr. Satish Agarwal, since two enquiries have been ordered, I do not know how far the Minister can reply to all these questions which will not prejudice the enquiry.

SHRI SATISH AGARWAL : That is no enquiry, it is only a committee.

MR. DEPUTY-SPEAKER : What I say is if any detailed reply is given by the Government on these facts, it should not affect the enquiry.

SHRI SATISH AGARWAL : What will the Enquiry Officer do unless the basic data is made available to him?..... (*Interruptions*).

MR. DEPUTY-SPEAKER : When the Government gives all this information, then what about the enquiry?

SHRI SATISH AGARWAL : Which enquiry? There is no judicial enquiry, it is only a departmental enquiry.

MR. DEPUTY-SPEAKER : I tell you, he wants certain information from the Government.

SHRI SATISH AGARWAL : Let him say so. Let these observations come from him.

MR. DEPUTY-SPEAKER : There are so many delicate questions.

SHRI SATISH AGARWAL : There is no delicacy in these questions.

MR. DEPUTY-SPEAKER : If you do not follow it, that is all right. I am telling you the procedure. When an enquiry has been ordered, whether it is a departmental enquiry or a judicial enquiry, you putting so many questions to the Government and suppose

[Mr. Deputy-Speaker]

ing the Governments gives the reply or it does not give the reply, it should not affect the enquiry. This is only for information. It is left to you and to the Government, I am only to guide you.

**SHRI SATISH AGARWAL :** Do you mean to suggest that pending the enquiry, a discussion on this subject should not have been there? Then you mean to say that the Speaker did a wrong thing in admitting this Calling Attention.

**MR. DEPUTY-SPEAKER :** The discussion is going on. On this subject why the Speaker has allowed a Calling Attention is because there cannot be a debate, there can be only one question. That is why Calling Attention has been admitted, otherwise discussion under Rule 193 would have been allowed.

**SHRI SATISH AGARWAL :** But one question does not take 23 minutes.

**MR. DEPUTY-SPEAKER :** That is why the Speaker has allowed a Calling Attention.

**AN HON'BLE MEMBER :** Let him complete now, Sir.

**MR. DEPUTY-SPEAKER :** It is all right. This is a Calling Attention, should I not tell him?

**SHRI SATISH AGARWAL :** I think the Minister is quite competent to answer and if he does not feel inclined to answer, he can very well say that he is not inclined to answer these questions because a high-level enquiry is being conducted by a C.I.D. man in Tamil Nadu.

Now, I come to the system. When somebody receives a phone call at the airport, whether it is Madras, Calcutta, Bombay or Delhi, whether an entry is made into the register and if an entry is made into the register, then who makes it, what action does he take? In this particular case also, I think, according to that

register he must have got information by now. So, he can enlighten the House

Now, Sir, What about the compensation? According to your information you have paid a compensation of Rs. 22,000 to one Jasudas, Fire Operator, and Rs. 50,000 have also been sanctioned to the family of each of the three deceased Customs officials. If somebody dies in a plan, accident in the aircraft while travelling, he is paid probably Rs 100 thousands or Rs. 150 thousands, but supposing before boarding the plane he is there in your airport premises, he gets cleared, he has a boarding card, he is to go to the aircraft then may I know from the hon. Minister whether for getting Rs. 100 thousands or Rs 150 thousands he should go and die in the aircraft? If he dies in the airport, he does not get a single penny, he does not get the condolence, the attention of the Minister or senior men that way. Why don't you make a provision that once a passenger enters the airport office, he shall be taken as insured for any loss, whether it is inside the craft or on the airport premises. You can have different limits that way. You must provide for that. You must get the suggestions, examine them and take firm decisions, because nowadays, and the days ahead, with this sort of administration functioning in this country, I do not rule out many more hijacks, many more blasts. The way the Government is functioning and the way the whole administration or bureaucracy is functioning, these things cannot be ruled out. So, you should kindly bear this mind

You have to suspend the inquiry by the DGCA. As a departmental inquiry for your purpose, it may be all right. But this will not be able to identify the areas, the designs, the modes, the methods and all that, unless you order a high level judicial inquiry into this and other incidents. The terms of reference should include what should be the sort of mechanism for more effective airport security. All these aspects should be looked into.

I hope the Minister will be kind enough to enlighten the House on the points I have raised during the discussion.

**SHRI KHURSHEED ALAM KHAN :**  
 I must really thank the hon. Member for making so many suggestions. But, before I answer some of the questions, I would once again repeat my plea that I would not like to speculate anything at this stage, when the matter is under enquiry. It is a very serious crime and, therefore, it will not be correct on my part to do so.

I have got with me figures of the number of persons killed. According to the latest information which we have got from the State Government, it is 29 people killed and 38 injured. Regarding their nationalities, there are two versions. I will give both. One is 22 and 7 and the other is 23 and 6. So, I would certainly like to wait till it is confirmed whether it is 22 and 7 or 23 and 6.

**SHRI SATISH AGARWAL :** 23 Sri-Lankans ?

**SHRI KHURSHEED ALAM KHAN :**  
 I have mentioned it.

As regards the people who came for the funeral, I must inform the hon. Member that before they had come, from our side I had ordered that each family member of the Sri Lankan who wants to come, we will give them to free return ticket from Sri Lanka to Madras and back; we would also give them Rs. 500, if they want to stay here; we would also arrange free accommodation for them to stay when they come here. We made this offer and sent the message through our office in Sri Lanka. As they came in their own aircraft, they did not utilize these facilities, which we had offered to them. We received them at the airport, arranged for their refreshments, transport to the cremation ground and back. As hon. members know, we also arranged for our officers to be present, but they could not reach there. I also arranged for a wreath to be placed there on behalf of the Ministry. Unfortunately, they could not do so.

**AN HON. MEMBER :** Why.

**SHRI KHURSHEED ALAM KHAN :**  
 It was not allowed inside.

**SHRI ATAL BIHARI VAJPAYEE**  
 (New Delhi) : Who did not allow them ?

**SHRI KHURSHEED ALAM KHAN :**  
 The security arrangements there.

**SHRI SATISH AGARWAL :** By the Tamil Nadu Government ?

**SHRI KHURSHEED ALAM KHAN :**  
 They did not want... (Interruptions) As regards the security staff, as I mentioned in my main statement, since the police officers belonged to the State Government, I cannot immediately order their suspension. But, definitely, I made a request to the Chief Minister, and he has agreed to take the necessary action. So, it is not that because there was a Calling Attention here; in fact we had discussed all these points and we had already taken this action.

Regarding the suspension of the Deputy Explosive officer, you know that the officer is not under my Ministry. The officer is under the Industry Ministry and I had to write to my colleague in the Industry Ministry suggestion to him that this was necessary and therefore, he should be placed under suspension. And I am glad to be able to say that the reaction of my colleague was immediate and he did it.

As far as Mr. Gulati is concerned action has already been taken and I am not going to spare Mr. Gulati in any way. Because he has been relieved of his duties, it does not mean that he will not have to answer his responsibility or his actions or reactions in the connection with this inquiry. Surely he will have to answer this.

As regards the compensation, Rs.20,000 which we have paid to the driver is not compensation. It is an *ex gratia* payment and his claim for compensation remains there. Regarding the amount of Rs. 50,000 which has been paid to the Customs Officers, as you know, the Customs Officers are not covered by payment of compensation Act and therefore, they were given this. I do not know whether anything further will be done in their case. But in the case of the driver, certainly he

[Shri Khursheed Alam Khan]

will get due compensation. Not only this, as I mentioned in my Statement also, we will give employment to sons and daughters if they are of employment age and we will not leave them in lurch after this sad incident. (*Interruption.*)

As regards the compensation to the passengers, you know, it is not necessary for them to go and die in the aircraft. Of course our International Airports Authority's building is also insured and I have asked the Air Corporation that even if there is some difficulty about it, they should be sympathetic. We have to look at it from the humanitarian point of view and we have to do everything to ensure that this is done in such a fashion that these people get compensation. They are already in consultation with the insurance people and I am sure something sympathetic will be done to them. There should be no hesitation about it.

As I said, about the action taken there is a drill. Whenever there is a bomb scare either in the aircraft or in the airport, there is a drill laid down and that drill is to inform all concerned people and accordingly, the officer on duty who was there informed them and he has also a telephone book in which he has to record the names and telephone numbers of those whom he has conducted. This is all I can say at the moment and I can assure you that for the purpose of inquiry this incident has been taken very seriously not only by us, but also by the State Government and their inquiry is being conducted under the charge of the Director-General of the police (CID). He is a very experienced officer and I am satisfied at the way they are proceeding. Even the Home Secretary and the Chief Secretary are also very much associated with this inquiry and in fact, yesterday the Home Secretary came to Delhi to tell the latest position and progress about the inquiry and on that basis I can say that they are proceeding on the clues which they have been able to find and it may be possible for them to come to some conclusions shortly. So, I hope you will kindly bear with me that this is the situation and beyond this it

would not be possible for me to speculate on anything or come to any conclusion which may not be sustained by the inquiry.

SHRI SATISH AGARWAL : Why don't you order judicial inquiry ?

SHRI KHURSHEED ALAM KHAN : How judicial inquiry is going to help in this when there is already an inquiry at the highest level in the State which has been already ordered by the State Government ? Besides, as far the departmental inquiry officer, there can be no other better person than the Director General, Civil Aviation.

SHRI SATISH AGARWAL : That will help you much more in strengthening your security at all the airports with regard to high jacking, bomb blasts and all that. Some sound suggestions will come to you.

SHRI KHURSHEED ALAM KHAN : We are looking from a different angle. I must tell you that for the last three, four months we have been meeting every week almost and sending telex messages to all the Chief Ministry. Security at the airport is done through the State police. Therefore, we have been sending telex messages to them to alert all the airport security officers and security persons so that there are no lapses in the security and every possible thing is done.

We have provided the hand held metal detectors and installed door metal detectors and now at the sensitive airports, we have also started the later point of hand held metal detector check at ladder point.

MR DEPUTY-SPEAKER : Shri Zainul Bashir.

I would appeal to all the three members not to take more time because we have already exhausted more than an hour. Please make mention of new points only.

श्री अमृत बजर (गाजीपुर) : उपाध्यक्ष महोदय, यह बात जो मद्रास हवाई-अड्डे पर घटी है, उससे सब लोगों की आँखें खुल

जाती हैं। मैं सबसे पहले मंत्री जी से यह सवाल पूछना चाहता हूँ कि हमारे देश में जो आजकल वातावरण चल रहा है उग्रवादियों का चाहे वह उत्तर में हो, चाहे वह दक्षिण में हो, चाहे पूर्व में हो, चाहे पश्चिम में हो, इस वातावरण को देखते हुए क्या गृह मंत्रालय की तरफ से या उनके विभाग ने इस संभावना पर विचार किया है कि एयर पोर्ट पर या हार्डवेयरिंग के मामले में इस प्रकार की घटनाएं हो सकती हैं? इस प्रकार की घटनाओं को रोकने के लिए आखिर क्या कुछ तैयारी की गई थी या नहीं की गई थी। अगर इस प्रकार की संभावना पर विभाग ने विचार नहीं किया तो यह दुर्भाग्यपूर्ण है और अगर विभाग ने विचार किया और कोई कार्यवाही रोकथाम के लिए नहीं की गई तो यह अपने कर्तव्यों का ठीक प्रकार से पालन न करना होगा।

उपाध्यक्ष जी, मद्रास एयर पोर्ट पर जो कुछ नापरवाही का नतीजा है। उससे यह साबित होता है कि इस प्रकार की घटनाओं की रोकथाम के लिए कोई तैयारी नहीं की गई थी। यह घटना मद्रास एयरपोट पर हुई, यह बड़ीगढ़ एयर पोर्ट पर भी हो सकती थी, बंबई एयरपोर्ट भी हो सकती थी, कलकत्ता एयरपोर्ट पर भी हो सकती थी। लेकिन इसकी रोकथाम के लिए प्रिवेंटिव मेजर्स के लिए कोई किसी प्रकार की व्यवस्था मैं समझता हूँ किसी एयरपोर्ट पर नहीं थी।

मद्रास कोई छोटी जगह नहीं है। कोई छोटा सा एयरपोर्ट नहीं है। सब प्रकार की व्यवस्था वहाँ पर मौजूद है। सब प्रकार के विभाग अधिकारी वहाँ पर मौजूद हैं और उसके बावजूद यह घटना घट गई। जैसा कि माननीय सदस्यों ने बताया है, मैं उसके डीटेल में न जाकर थोड़ी सी बात कहूंगा।

सारी सूचनाएं उपलब्ध थीं, सब कुछ था लेकिन मैं यह कहे बगैर नहीं रह सकता कि वहाँ पर जिस प्रकार से जिम्मेदारी का निर्वाह किया जाना चाहिए था, उस प्रकार की जिम्मेदारी का निर्वाह नहीं किया गया। यही दुर्भाग्यपूर्ण घटना हो गई, इसके लिए हम सब लोग शर्मिन्दा हैं। सबको शर्म आनी चाहिए। यह घटना बचाई जा सकती थी। लोगों को मरने से रोका जा सकता था। थोड़ी सी भी अकल होता तो यह सारी कार्यवाही रक सकती थी। अब तो हमारी आंखें खुल गई हैं और आगे से इस प्रकार की घटना किसी भी एयरपोर्ट पर न हो पाए, उसके लिए सरकार क्या कदम उठा रही है, कौन-कौन से उपाय मुभाए जा रहे हैं? इसमें कोई दो राय नहीं है कि मंत्री जी विभागीय स्तर पर बहुत भले हैं और एफिशियंट आदमी हैं। लेकिन वह अपने विभागीय स्तर पर देखें कि किस मामले में किस प्रकार से गैर-जिम्मेदारी बरती गई है? उनके स्टेटमेंट में यह भी बताया गया है कि मद्रास हवाई अड्डे के महाप्रबंधक को भी टेलीफोन पर विस्फोट की चेतावनी दे दी गई थी। यह बताया गया है कि उसके परिवार के सदस्यों ने यह सूचना उसे नहीं दी क्योंकि वह बीमार था और आराम कर रहा था। तथापि, भारत अन्तर्राष्ट्रीय विमानपत्तन प्राधिकरण द्वारा इस बात की पुष्टि की गई है कि कुछ समय से उसका स्वास्थ्य ठीक नहीं था और उसने सेवा-निवृत्ति से पहले की छुट्टी के लिए आवेदन किया था। यह महत्वपूर्ण पद है जिसमें शारीरिक और मानसिक दबाव वाली जिम्मेदारियां होती हैं। इसलिए उसे 8 अगस्त, 1984 से अपने कार्यभार से मुक्त कर दिया गया। यह अधिकारी बीमार था। छुट्टी लेना चाहता था। आवेदन पत्र

[श्री जैनुल बशर]

भी दे रखा था और विभाग कहना है कि यह महत्वपूर्ण पद है। उसके बावजूद भी उसकी छुट्टी पहले क्यों मंजूर की गई? पहले से ही जब घादमी काम करने लायक नहीं था तो इस महत्वपूर्ण पद पर उसको छुट्टी देकर किसी ठीक आदमी को रखा जा सकता था। यह छुट्टी की दरखास्त कहाँ आई थी और कौन इस पर विचार कर रहा था? मिर्क मद्रास एयरपोर्ट पर जो लोग बैठे हैं, उन्हीं की गलती नहीं है बल्कि उनके विभाग के जो अधिकारी यहाँ पर हैं, उनके बारे में भी आपको सोचना पड़ेगा। मंत्री जी यह बताएं कि क्या दिल्ली के किसी अधिकारी के पाम मद्रास से कोई सूचना आई थी या नहीं? अगर सूचना आई थी तो यहाँ बैठे हुए उन अधिकारी ने क्या कार्रवाई की? यह सारी घटना आज सोलन वाली है। मंत्री जी कहते हैं कि जांच चल रही है। मैं इस बात से मन्तुष्ट नहीं हूँ। बहुत छोटे-छोटे मामलों में अदानतो या सी० बी० आई० द्वारा जांच कराई जाती है। मैं चाहता हूँ कि अगर घदानतो जांच भसंब न हो क्योंकि इसमें बहुत देर हो जाती है तो सी० बी० आई० के द्वारा यह जांच क्यों नहीं कराई जाती? मद्रास पुलिस ही सबसे ज्यादा दोषी है। पहले दिन के स्टेटमेंट में भी यह बताया गया था कि अधिकारियों ने एयरपोर्ट सिक्स्योरिटी आफिसर्स को तुरन्त सूचना दी। कमीस्नर और डिप्टी कमीस्नर को भी सूचना दी। लेकिन उन्होंने कोई कार्रवाई नहीं की। अगर तमिलनाडु की पुलिस जांच करेगी तो सारे समाज में यह शुबहा हो सकता है कि यह जांच निष्पक्ष नहीं थी। कोई ररेखानी है, देर हो सकती है तो फिर आप सी० बी० आई० से जांच क्यों नहीं कराना चाहते।

सी० बी० आई० की जांच भी इस मामले में कराई जा सकती है।

इसलिए उपाध्यक्ष महोदय, यह आज सोलने वाली घटना हो गई है। उस घटना की फिर पुनरावृत्ति न हो, इसके लिए आप क्या कार्रवाई करने जा रहे हैं क्योंकि यह एयरपोर्ट सिक्स्योरिटी का मामला है और एयरपोर्ट सिक्स्योरिटी की जिम्मेदारी राज्य सरकारों पर होती है। क्या अब वह समय नहीं आ गया है कि राज्य सरकारों से यह जिम्मेदारी ले ली जाए। क्योंकि घायल दिन हम यह सुनते हैं कि विभिन्न राज्य सरकारों की पुलिस की उग्रवादियों के साथ सांठ-गाठ है। पंजाब में भी हमें यही शिकायत सुनने को मिली, कश्मीर से भी सुनने को मिली, हो सकता है तमिलनाडु में भी बंसी कुछ बात हो। आसाम से भी ऐसी शिकायतें आ रही हैं। इसलिए राज्यों की पुलिस की उग्रवादियों के साथ सांठ-गाठ की चर्चा हमें आम सुनाई दे रही है। क्या वह समय नहीं आ गया जब कि हमें एयरपोर्ट की सिक्स्योरिटी का कार्य राज्य सरकारों से लेकर केन्द्रीय पुलिस फोर्स को दे देना चाहिए। मैं समझता हूँ कि इस विषय पर मंत्रालय में विचार-विमर्श हो रहा होगा। हमारे यहाँ कई फोर्स हैं, जैसे इन्स्ट्रुमल सिक्स्योरिटी फोर्स है, सेंट्रल रिजर्व पुलिस फोर्स है और कम हमारे गृह मंत्री जी बता रहे थे कि नेशनल गार्ड्स के नाम से एक नई फोर्स बनाने जा रहे हैं, उनमें से किसी को यह काम सौंपा जा सकता है। क्योंकि जब पंजाब के घादमी मकानों में रहने, मकानों के आदमी कमकला में रहने और कमकला के आदमी मद्रास में रहने तो उससे हमारी एयरपोर्ट सिक्स्योरिटी मजबूत हो सकती है।

MR. DEPUTY-SPEAKER : In the South, I know, the Madras Police is the

best Police not only in India but in the whole world.

श्री अंनल बशर - मैं यहाँ मद्रास पुलिस की कोई शिकायत नहीं कर रहा हूँ। लेकिन यह पंजाब में हो सकता है, कश्मीर में भी इसी प्रकार के इल्जाम वहाँ की पुलिस पर लगाए गए हैं, घासाम में भी लगाये गये हैं। इसलिए हमें इस चीज को एक साथ देखना चाहिए। इसीलिए मैंने कहा कि क्या अब वह समय नहीं आ गया जब कि हमें एयरपोर्टों सीक्यूरिटी की जिम्मेदारी राज्य सरकारों से लेकर किसी केंद्रीय पुलिस फोर्स में से एक फोर्स के हवाने कर देना चाहिए। मैं चाहता हूँ कि मंत्री जी इस पर प्रकाश डालें।

दूसरा निवेदन मैं यह करना चाहता हूँ कि जो भी यात्री हवाई जहाजों से सफर करते हैं, उनका सीक्यूरिटी चेक तो होता ही है कि वे जो कुछ अपने हाथ में लेकर जाते हैं, उनको देखा जाता है, उसकी सुरक्षा जांच होती है। वह तो ठीक है, होनी भी चाहिए। लेकिन जो सामान वे जहाज में लादने के लिए एयरपोर्ट पर छोड़ देते हैं और वह चलन से सामान के कक्ष में जाता है, उसकी कोई जांच नहीं होती। यहाँ बड़े-बड़े एयरपोर्ट्स की मैं बात नहीं करता, उन के बारे में मुझे ठीक तरह से पता नहीं, लेकिन छोटे एयरपोर्ट्स पर कहीं भी ऐसी मशीनरी नहीं है जो यह बता सके कि उस सामान में क्या है। कम-से-कम मैंने तो कहीं नहीं देखा। क्योंकि मुझे भी कई बार विभिन्न एयरपोर्ट्स से चढ़ना और उतरना पड़ता है, वहाँ कोई इस तरह की जांच मशीन नहीं है जो यह बता सके कि फ्लाई बैग के अंदर क्या है? हो सकता है किसी में टाइम बम रखा हो और जहाज पर जाने के

बाद वह फट जाए, या जहाज पर चढ़ते समय फट जाएं प्रथवा एयरपोर्ट पर ही कहीं फट जाए। इस प्रकार की किसी संभावना से इंकार नहीं किया जा सकता। मैं नहीं जानता कि किसी विदेशी एयरपोर्ट पर भी इस प्रकार की मशीन की व्यवस्था है या नहीं, लेकिन हिन्दुस्तान में विभिन्न एयरपोर्ट्स पर हम जो सामान, सामान-कक्ष में ले जाए जाने के लिए छोड़ आते हैं, उस की जांच का कहीं प्रबंध नहीं है कहीं उसमें एक्सप्लोसिव तो नहीं है, उसमें कहीं बम तो नहीं छिपाया हुआ है। कोई देखने की कोशिश नहीं की जाती कि बंद थैले में क्या है, सिर्फ उम पर टैग लगाकर छोड़ दिया जाता है। क्या सरकार एयरपोर्ट्स पर ऐसे सामान की सुरक्षा जांच कराने के संबंध में कोई विचार कर रही है या करने वाली है? यदि इस प्रकार का कोई प्रस्ताव विचाराधीन नहीं है तो मेरा मुद्दा है कि ऐसी व्यवस्था अवश्य करनी चाहिए। हर एक एयरपोर्ट पर ऐसी एक मशीन होनी चाहिए, जिसके सामने से किसी सामान को गुजार देने पर उसके अंदर की दस्तुओं की जानकारी मिल जाए कि कहीं उसमें कोई एक्सप्लोसिव तो नहीं छिपाया हुआ है, कोई बम तो नहीं। मैं जानना चाहता हूँ कि क्या इस तरह की व्यवस्था मंत्री जी करवाने जा रहे हैं या नहीं।

अन्त में उपाध्यक्ष महोदय, मैं इस बात की मंत्री जी की तारीफ करना चाहता हूँ और मैं उनको अच्छी तरह से जानता भी हूँ जब भी उनकी नजर में कोई ऐसी बात आती है, कोई चीज उनके सामने रखी जाती है तो वह पूरी ईमानदारी और जिम्मेदारी के साथ उस काम को करते हैं। इसमें भी उन्होंने जो कार्यवाही की है वह ठीक की है और सख्त कार्यवाही की है। उनके जैसे



[श्री जैनुल बशर]

आदमी में हमें उम्मीद थी जो स्टेटमेंट उन्होंने दिया है उसमें उन्होंने कुछ छुपाया नहीं है और जवाब में भी कुछ छुपाया नहीं है, और इस प्रकार का स्टेटमेंट सरकार की तरफ से बहुत कम आता है जिसमें यह भी बात बता दी गई हो, इतनी सक्त कायंबाही सरकार ने की है। लेकिन उनको कायंबाही कानून की लिमिटेड में करनी होगी। मैं समझता हूँ जो भी व्यक्ति दोषी पाया जायगा वंजी जो उसको कभी भाफ नहीं करेंगे और इतिना भी बह कर सकते हैं उरूर करेंगे।

SHRI KHURSHED ALAM KHAN :  
Mr. Deputy-Chairman, Sir, I would...

MR. DEPUTY-SPEAKER : You are committing this mistake from the very beginning. I am Deputy-Speaker, not Deputy Chairman.

SHRI KHURSHED ALAM KHAN :  
I am sorry; I am used to Rajya Sabha...

MR. DEPUTY-SPEAKER : I know, you are a Member of the Rajya Sabha. Therefore, you are more in that House than in this House.

SHRI KHURSHED ALAM KHAN :  
Next time I will come here.

Mr. Deputy-Speaker, Sir, in the first instance I would like to assure the hon. Member that he can take it, and be rest assured, that all the guilty officers—they may belong to any department or to any section—will not be given any protection and they will be given the due punishment according to the findings of the inquiry which is being conducted.

As regards the precautions we have taken, as I have mentioned earlier also, right from the very beginning we have been working under, what we call, 'alert', that is, when 'alert' is given, everybody at

the airport, every department, every section, every discipline, has to be very careful, particularly about bomb scare or about hijacking and other matters. For this reason what we have done is that we have put up at 26 important airports X-ray machines which can take the X-ray of hand-baggages and there are 92 door frame metal detectors which, when you pass through the door and if you carry any metal, will give the indication. Similarly there are 246 hand-held metal detectors which can detect at the time of frisking. In some of the sensitive airports, we have also the ladder-point hand-held metal detectors. These are the precautions we have taken. Besides, we also carry out dummy-checks. Our own officers take their own weapons and they go through the security in order to ensure whether they are detected, found out, or not, and very often, whenever dummy checks are carried out, the security has been found very alert.

I also agree with what you have said, Sir, about the Madras Police. They are one of the very efficient police forces. This inquiry is being conducted at the level of the Director-General of Police, C.I.D., who is a very experienced officer. Naturally, if need be, if they in their wisdom consider that it is necessary to consult any other intelligence agency, they would consult them; there is no bar on that. Whenever such inquiries are conducted, and particularly such important inquiries, all the intelligence agencies help each other and cooperate with each other. So, my hon. friend can rest assured that they will certainly take the assistance of others also, if necessary. As far as the inquiry being conducted by the Police is concerned, I have implicit faith and I think, this will be done in the proper manner. I do not think it would be possible for me to make any sweeping remark that the State Police are not competent and this should be transferred to the Central Police. Now the type of police, special police battalions or special police companies that are being raised are naturally of a different type. They will deal with communal riots and are to be used for quelling communal disturbances. At the moment we have these officers from State Police and

advantage is that very often, as you know, they come for some time and then they go back. They are not permanently there so that they may not develop any vested interests or they want to remain at that place for ever.

I can assure the hon. Member that we are very alert about the whole thing and regarding the bomb scare and hijacking we have been taking all the necessary precautions and we have been keeping in touch with the State Governments and in fact I have been sending telex messages to the State Chief Ministers every now and then and I am glad to be able to say that the Chief Ministers respond and their reactions are always very favourable.

**PROF. RUP CHAND PAL (Hooghly):** I will not take much time. As you know I had demanded.....

**MR. DEPUTY-SPEAKER:** You demanded from the Government ?

**PROF. RUP CHAND PAL:** From you and through you from him that when this debate takes place, this calling attention, at least the Minister of State for External Affairs should be present and I was given to understand that at least one Minister of State in the Ministry of External Affairs is going to be present. But I do not find the Minister here. This I say because I could not think that what has happened in Madras on the night of 2nd August, the blast, is an isolated event. This is not to be seen as an isolated event because the incident has its ramifications.

13 57 hrs.

[**SHRI N.K. SHEJWALKAR** in the chair]

There are questions that generally arise in our mind which can be answered, some of them at least, by the Ministry of External Affairs.

I am not at all satisfied with the statement that has been made because there are speculations—speculations regarding the incident and sometimes wild specula-

tions. A question has just now come up regarding the foreign hand—I am not going to repeat—and regarding the role of the Israeli secret service 'Massad' whose service has been drafted by the Jayewardene Government, the role of American agents to whose role references have been made by people holding high offices in our government also. I am not going into this question. But if you look at this whole affair, when you are having some information ? What are the sources ? 1—the Press which was allowed to go there only after 2 p.m. next day. The second source of information regarding the details of the incident is the statement of the Chief Secretary of Tamil Nadu and the third is the reports of eye-witnesses and the fourth is the statement made by the hon. Minister. All these taken together we find that there are contradictory comments and contradictory news which can easily generate speculations and they can be set at rest by a very, very high level judicial inquiry and no departmental inquiry can satisfy not only the people of our country, not only the people's relations, the kith and kin of the people who fell victim to it but also the governments, our neighbour governments who may be satisfied by the conclusions of only a judicial inquiry.

14 hrs.

Sir, my first question would be if the situation so demands whether the Government would consider the demand for a judicial inquiry with wider terms of reference ? Secondly, Sir, many questions have come up. Who has done ? What may be the motive ? What may be the design ? Stories have come up regarding a fictitious passenger, regarding a brown baggage and regarding anonymous calls and also regarding the illness of the Airport manager. All these things have come up. My question is that there was something unusual that two baggages were unclaimed and unidentified in the very beginning. Is it not something unusual that out of 101 passengers who were booked for that particular flight 96 passengers had checked in for security and they had boarded the aircraft, 4 had been waiting and it has come out from different sources

[Prof. Rup Chand Pal]

that there was one passenger who did not turn up for security and nor boarded the plane. This mysterious passenger's name has been already mentioned. As to how much of it is true or not I am not going into that question. But is it not something unusual? If it is not unusual how many such unusual cases had taken place during the last one year that the passenger did not himself check in for security; did not even after sending the baggage which ultimately lying unclaimed and unidentified. All these happened in a situation when the Central Government has been sending instructions to all the airports for strictest precautions possible. Sir, even Members of Parliament, known people and very senior officers are being checked in a detailed manner. That is good and for security purposes it should be done and they are following the instructions of the Central Government. How is it that there was a very unusual thing but the airport's authorities of Madras did not take notice of it?

Sir, my third question is who took the decision? It has come out that the two baggages were being carried in a trolley. The Minister may satisfy the House who took the decision that it will have to be removed? What was the mode? How it was being removed? Who took the decision? This is an important thing.

My fourth question is that the Minister has casually said that public distribution system had not been used. It has come out. The Minister can refute it. I am subject to correction. It has come out that many women and children were sleeping there because they were tired and were waiting for the next morning's flight. While they were asleep they died. There was a public distribution system...

MR. CHAIRMAN: You mean to say public address system,

PROF. RUP CHAND PAL: Yes, Sir, I am sorry. I stand corrected. The public address system had not been used. The question is whether the persons who took

the decision for removal of those two baggages in a trolley or any other manner had also instructed for making announcements through the public address system or not. And if they had given instructions, whether those were followed or not. If the instructions were not followed, who was responsible for that? Has the responsibility for failure to use the public address system been fixed or it has been made a point in the reference for the enquiry.

MR. CHAIRMAN: Unless a decision is taken by somebody to clear the premises, how will the public address system be used?

PROF. RUP CHAND PAL: The Airport Manager was not there, but somebody took the decision to remove the two baggages. Who took that decision? If he had taken the decision in the absence of others, whether he had also given instructions for using the public address system to ask the people, waiting or sleeping there, to clear the arrival lounge,

I do not think, this unfortunate incident is to be taken as an isolated incident. I did just now mention about presence of the Minister of External Affairs and Home Minister, because the Civil Aviation Ministry only is not concerned here. But have the concerned authorities been trying to relate the very recent incidents at different airports, and other places minor or major, as also the recent hijacking as signs of a total conspiracy? I do not know whether they are prepared to relate these incidents; we cannot treat it just as an isolated event.

SHRI KHURSHEED ALAM KHAN: I would just again repeat as I have mentioned, that the enquiry will cover all these aspects and naturally they will go into every aspect in detail. Various experts will also be associated with the enquiry and the comprehensive way in which the enquiry is proceeding they will come to definite conclusions. As I am mentioned earlier, according to the people conducting the enquiry, they have been able to find some very useful clues and they are

proceeding on the basis of those clues, and trying to unearth the true facts.

I would also like to mention that there were 97 passengers booked on that flight and actually 96 travelled. One passenger who came and booked at the booking counter did not go to the customs or the security. The procedure is that if any baggage is left unclaimed, then the customs have to take the custody of that unclaimed baggage. They have to keep it in their custody. Now there are many versions which are coming in the papers. Once again I repeat my request and plea to the hon. members that we should not go by the newspaper reports, unless we have some conclusive proof that whatever has been stated in the press is really based on true facts. True facts will only be known when the enquiry is completed, which they are doing at the moment. Now, the papers have mentioned two things. One paper has mentioned that the bags were being carried on a trolley and another stated that they were being carried in hand. This also is again a subject of controversy and I would not like to give my own opinion. I would wait for the findings of the Enquiry is being conducted as to whether they were being carried on the trolley or by hand.

But the decision to take them or to remove them is taken by the Customs because unclaimed baggage comes under the customs custody. I have already mentioned about the public address system and also mentioned that this has been a lapse and an enquiry is being surely conducted on this issue also by the State Government and the Inquiry which I have appointed also would definitely look into the matter as to why the public address system was not used and why there has been a failure on this account.

Now, as regards security arrangements at the Airport, I can assure the hon. members that this is revised regularly and we take decisions in the light of the evidence available, in the light of circumstances that are prevailing and accordingly, instructions are sent and guidelines are sent and even the telex messages are sent to the

Chief Ministers of the States so that everybody is alert and everybody takes necessary precautions and sees that there is no let-up in these matters. I say that there is no let-up and we will continue to do this.

Then, it is very difficult for me to say whether there is a conspiracy and whether the various incidents small or big, which have taken place, at various places, can be related to one another and the whole thing is one big conspiracy. It is very difficult for me to say. The Inquiry Officer will have to come to a decision on that. Surely they will enlarge the scope of their enquiry because the scope of the State Government inquiry is so wide that they can cover all aspects and if this comes to their notice, and if they feel that it is also necessary to be looked into, they will certainly look into this.

MR. CHAIRMAN : What about the luggage which was not unclaimed, but after checking in actually, the passenger did not board ?

PROF. ROOP CHAND PAL : In the case of forward journey, is it very usual that such incident takes place ?

SHRI KHURSHEED ALAM KHAN : At Madras when the passengers check in and luggage is also checked in, there is a full drill. All the luggage will be placed in Customs Lounge and the passengers are asked to identify the luggage. At the Madras Airport we had already issued instructions that before loading, every baggage has to be identified by the passengers. Since one passenger did not come to identify his baggage, this luggage was segregated and kept separately.

PROF. ROOP CHAND PAL : Is it not very unusual ?

SHRI KHURSHEED ALAM KHAN : Nothing is unusual. Every baggage is identified.

PROF. ROOP CHAND PAL : After checking in, this baggage was unclaimed and unidentified and this man did not come there. It is a fact that therefore the luggage was left behind ?

**SHRI KHURSHEED ALAM KHAN :** No inference can be drawn. Normally in these circumstances, the suspicion is that there is something like gold, or some narcotics or other things. Therefore the Customs has to handle such baggage.

**PROF. ROOP CHAND PAL :** So, there was a suspicion of gold, hashish, etc., but not of explosives.

**SHRI B.V. DESAI (Raichur) :** This Subject has been discussed for the last 1-hour and 45 minutes, and there is nothing much left now. In fact, I do not have anything to add to all the speeches already made by my hon. friends. But one or two straight questions I would like to ask. In a way, they are suggestive, so that the hon. Minister may reply straightaway and be done with it.

**SHRI KHURSHEED ALAM KHAN :** I have been answering all the questions in such a manner.

**SHRI B.V. DESAI :** I would like to know whether there is any Interpol information for the entire South Indian airports, regarding these blasts again being repeated, because what we are finding in other airports also is that elaborate arrangements are being made. They are unusual and very extensive. If so, the hon. Minister and the Department should take particular care, so that such things may not recur. Does he have that information, or any information of that type?

Secondly, about compensation. This is a subject on which I suggest that the Minister should go into details, so that any compensation for the victims inside the airport is at par with the victims who die in the air accident. Otherwise, it is quite unfair. Suppose after the person has purchased the ticket, got it okayed and checked, something happens. In the circumstances, there should be no bar on the Government thinking on the subject and revising their rules and regulations. Although this is not a question, it is a suggestion which the

hon. Minister can accept here and now. He should say he will consider it.

Of course, I should congratulate the Government for the outright rejection of a joint enquiry with the Government of Sri Lanka. In the tense situation prevailing nowadays between the two countries, and also between that country and the Indian nationals in Tamil Nadu, it is very wise on the part of the Government to have rejected it outright.

The hon. Minister has suggested that we should not speculate and thereby escalate the seriousness of the situation from a political angle. I very much appreciate it.

I have presented a few questions. I hope the Minister will agree with me, and give the replies.

**SHRI KHURSHEED ALAM KHAN :** We do not get any information from the Interpol directly. Maybe some other Ministry or agency gets it. We do get information from I.B., what we call the alert information. As soon as we get the alert information, we alert all our airports, security staff and the State Governments. This is the reason why all the airports these days have been working under alert. Just as the hon. Member had noticed, this alert system is continuing, and it is a continuing process.

Regarding compensation, I have already mentioned in answer to another hon. Member that this is a very tragic incident, and we are very sympathetic. I shall do whatever is possible. I can assure the hon. Member that I will do whatever I can do.

Another thing is that we have refused to allow any other agency to do the joint enquiry. But I would like to make it very clear that it has nothing to do with the tense relationship because we feel that the incident or the tragedy has taken place on our soil and, therefore, the law of the land should take its own

course and our agencies are competent enough to look into all the aspects and conduct an enquiry. Therefore, the question of any outside agency does not arise naturally.

श्री मन्त्री राम बाबड़ी (हिस्सार) : कभी ऐसा होता है, क्या ? हमारे देश में दूसरा कैसे करेगा ।

श्री खुर्शीद खालम खां : इस में टेंस होने का कोई मतलब नहीं है । हब इसकी इज्जत नहीं दे सकते ।

14.22 hrs.

#### MATTERS UNDER RULE 377

- (i) Need for starting work on Sadariadih Colliery either, by B.C.C.L. or workers' Cooperative Society or by any legal agency

SHRI R.L.P. VERMA (Kodarma) : Before nationalization of coal industry Sadariadih Colliery (P.S. Baghmar, Dhanbad) was being worked privately. After 1973 all non-cooking coal mines were nationalized. The workmen of Sadariadih Colliery approached the custodian of Madhuban sub-area to take over the charge who assured them that he would look into the matter. In 1975 the private owner filed a title suit No. 28 in the Court of Hind Sub-Judge, Dhanbad who restrained the State of Bihar and Union of India and also their agent or representatives from interfering with the working of the said colliery. Thereafter the colliery was being worked privately by virtue of various court orders and entire coal sale records were maintained by the B.C.C.L.

In January 1980 the B.C.C.L. took over with the assurance that the workers will become the employees of B.C.C.L. The pithead coal was lifted by B.C.C.L. but workmen were not paid their wages etc. of Rs. 3 lakh 50 thousand. In

December, 1980 B.C.C.L. installed pumps and started mining operation with other workers depriving the genuine workmen. Hence the workmen protested B.C.C.L. stopped mining operation.

After direction from the Supreme Court the affected workmen approached the Central Government through its various representatives like ALC (C), R.L.C. (C), CLC (C) who recommended the case for consideration to the Central Government but no decision has been taken as yet. Colliery Karamchari Sangh has claimed the payment of wages etc. from April 1980 till date. Several starvation deaths of the families and relatives of the workmen have occurred. Under such explosive situation, I request the Hon'ble Prime Minister and Energy Minister to start the working through these 5000 workers either by B.C.C.L. or by workers cooperative society or any legal agency to save them from starvation.

- (ii) Demand for a direct air service between Goa and Kuwait

SHRI EDUARDO FALEIRO (Mor-nugao) : Emigrants from Goa in the gulf countries have for quite some time been demanding a direct Air India flight from Kuwait to Goa. There are about 50,000 emigrants from Goa in the gulf countries and when they come home many of them get stranded at Bombay airport since Indian Airlines cannot give confirmed tickets for Goa at the time of their departure for the gulf countries. They have, therefore, been demanding for quite some time a direct air service, linking Goa with Kuwait and Dubai. It may be recalled that all other States with sizeable emigrants population to the gulf countries are linked to those countries by direct Air India service, Trivandrum, for instance, is linked to Dubai, Abu Dhabi, Kuwait, Sharjah and Dharan. I, therefore, urge Government to consider the demand for a direct air service between Goa and Kuwait/Dubai sympathetically so that Air India may start this flight at the earliest.