

MR. SPEAKER: Mr. Dennis.

(Interruptions)**

MR. SPEAKER: Nothing will go on record without my permission.

(Interruptions)**

(ii) IMPLEMENTATION OF COMMAND AREA DEVELOPMENT PERFORMANCE IN IRRIGATION IN TAMIL NADU.

SHRI N. DENNIS (Nagercoil): Sir, with your permission, I raise the following matter under Rule 377:—

Implementation of command area development programme in irrigation throughout Tamil Nadu, would greatly remove the prevailing difficulties faced by ryots who carry on cultivation by irrigation. This programme not only facilitates systematic, equitable and regular distribution of water to the ryots but also safeguards the ryots from waterlogging on the one hand and also from the scarcity of water faced by ryots, particularly the ryots who have lands on the tail ends, on the other. Excavation of field channels under this programme would facilitate the accessibility of water to each and every field, including the fields in the tail ends. As the scope for further availability of surface water in Tamil Nadu is limited, proper utilisation of available water is highly essential and thus it is essential to implement this programme in the entire irrigated areas of Tamil Nadu, including Kanyakumari District, where the necessity for the programme is greater as there is large wastage of water due to the irregular level and shape of land and thereby the prevalence of acute scarcity of water, particularly in tail-end lands. So, the Government may be pleased to take speedy steps for the implementation of this programme in the entire irrigated areas of Tamil Nadu, including Kanyakumari district.

(iii) PRACTICE OF X-RAYING INDIAN CHILDREN IN GREAT BRITAIN TO ASSESS THEIR AGE.

SHRI KRISHNA CHANDRA HALDER (Durgapur): Sir, the Bri-

tish government has approved the practice of X-raying Indian children to determine their age despite protests from many quarters, who have condemned the practice for exposing people to unnecessary radiation risks. Even the British Medical Association condemned the practice of radiological examination for administrative or political purposes as 'unethical'.

Sir, when a country is following such discrimination and repression on racial grounds to the Indians, I, therefore, urge upon the government to take up the issue with the UK Government to stop this inhuman practice.

15.11 hrs.

[MR. DEPUTY SPEAKER in the Chair]

(iv) SETTING UP OF REGIONAL RURAL BANK IN SAGWARA, RAJASTHAN

SHRI BHEEKHABHAI (Banswara): Sagwara is located equi-distance both from Banswara as well as Dungarpur districts in Rajasthan. It is also under-banked. The town is rural in character and has a population of 15,000. This town is a backward district town and mainly inhabited by the Scheduled Tribe, Bhils. The town is rich in commercial crops and provides ample opportunity for the viability of the proposed Regional Rural Bank, if established.

It is understood that the Government of India and the Reserve Bank are already considering the matter of establishing a Regional Rural Bank in Rajasthan. Considering the above, I would urge upon the Government to establish the proposed bank in Sagwara town of Rajasthan.

(v) RESUMPTION OF DELHI-KULU AIR SERVICE

SHRI VIRBHADRA SINGH (Mandi): Delhi-Kulu Air Service was operated from 1967 to 1975 by the Indian Airlines which received a sum of Rs. 16,40,438.97 as subsidy for operation of the service from 1967-68 to 1974-75 from the Himachal Pradesh

**Not recorded.

Government. The Air Service used to be run bi-weekly upto 1975 and thrice a week in 1975, during summer and autumn. The Air Service was also run during 1975 but no subsidy was paid. While discussing the draft Fifth Five Year Plan for promotion of tourism in Himachal Pradesh the working group of the Planning Commission felt that it was not clear why the Government of Himachal Pradesh should be asked to pay the subsidy. It was accordingly recommended that this matter might be taken up with the Ministry of Tourism and Civil Aviation to find out if this requirement stipulated by the Indian Airlines could be done away and the State Government relieved of the burden of subsidy. The matter regarding exemption from payment of subsidy was taken up with the Government of India, Ministry of Tourism and Civil Aviation and the Government of India had in principle agreed that 50 per cent of the annual shortfall between operating costs and revenue should be made from the Civil Aviation Development Fund and the remaining 50 per cent to be borne by the Government of India from the year 1975-76 onwards.

No air service was run by the Indian Airlines from 1976 onwards on the ground that the Kulu air field was not fully operational for turbo-prop aircraft. They assured to resume air service when necessary facilities were provided by the Directorate General of Civil Aviation. On the other hand, when approached in the matter, the Director General of Civil Aviation; Civil Aviation, Department, Government of India, informed the Secretary, Tourism, Himachal Pradesh that there was no change in the physical characteristic of the Kulu Aerodrome. The paved surfaces and other facilities were available to the same standard as heretofore. Minor repairs

were stated to have been carried out by the D.G.C.A. in August/September, 1976 and the runway was made serviceable for operations. In addition, major runway strengthening work was undertaken and completed in 1979 at the cost of Rs. 27.90 lakhs. A control tower has also been constructed at the cost of Rs. 3.55 lakhs. The Indian Air Lines was apprised of this factual position. It is indeed strange that in spite of the Kulu Aerodrome being fully serviceable and the subsequent improvements, The Indian Air Lines has not resumed the Delhi-Kulu service so far in spite of repeated requests.

The length of the runway at Kulu Aerodrome is 3,700 feet. The Indian Airlines operated Fokker Friendship Aircraft, whose stipulated runway requirement is 5,400 feet for Delhi-Kulu Service till 1975 without any difficulty or in any way endangering the safety of the Aircraft or the passengers. If there are still any doubts in using the Fokker Friendship Aircraft for this service because of the length of the runway then H.S. 748 Aircrafts, which are also available with the Indian Air Lines and whose stipulated runway requirement is much less than that of Fokker Friendship Aircraft, can be used for this service.

I may point out that the Indian Air Lines is at present operating Boeing 737 service to Bhavnagar, Rajkot, Port Blair and Cochin where the runway length is less than the required length. It is, therefore, not understood why different standards are being insisted upon in case of Kulu.

Kulu as is well-known is an important tourist centre and the absence of air link has given a great set back to the development of tourism in the area. Large number of tourists who

[Shri Virbhadra Singh]

would have otherwise liked to visit Kulu, Manali, Lahaul and other places of tourist interest in the area are now being diverted to other places like Jammu and Kashmir which are well connected by air. Moreover, the Indian Airlines is not operating any other service in Himachal Pradesh since Kulu is the only Aerodrome in the State at present.

The people of Himachal Pradesh are very sore about the step-motherly treatment being meted out to them by the Indian Airlines and the Union Ministry of Tourism and Civil Aviation. Linking of Kulu by the proposed third level Air Service at some future date is not going to serve the purpose.

I, therefore, demand that thrice a week Delhi-Kulu Service may be resumed from 15th April, 1981 and Indian Airlines may be directed to take necessary steps in the matter immediately.

15.19 hrs.

JUTE COMPANIES (NATIONALISATION) BILL—*Contd.*

MR. DEPUTY-SPEAKER: We shall now take up further consideration of the Jute Companies (Nationalisation) Bill.

Shri Pranab Mukherjee to continue his speech.

THE MINISTER OF COMMERCE AND STEEL AND MINES (SHRI PRANAB MUKHERJEE): Sir, with your permission, I would like to point out as I have already mentioned that so far as jute industry is concerned, it is more important to the economy of this sector where quite a large number of people are employed which is nearly 2.5 lakhs. Besides, a large number of cultivators and

traders are also involved. With the prospect of the trade, five jute undertakings, which are to be nationalised to this date, became sick and remained closed for a period ranging from eight months to two years in the years between 1975 to 1978. The jute mills were taken over and their managements taken over by the Government of India and their representatives are appointed after injecting the money and providing for the efficient professional and competent management, some improvement was there. But still, it was found necessary that a large sum of money has to be injected in the modernisation of the scheme. Various consultant reports were made available to us and we found that unless we modernise these units, it would not be made economically viable. Certain units, for instance, Alexandra made profit upto the period ending 30th June. Another undertaking Union Jute Company also made a profit. The other units Khardah and Kinnison also made occasional profit but it was not sustained. Of course, one of the unit RBHM Jute Mills, Katihar made continuous loss. So, the point before the government was what they should do if they are to invest fresh capital either in the form of assistance through financial institutions to modernise these mills. Whether it would be prudent on the part of the government to invest more money to the tune of 18 crores unless the ownership of the undertakings are vested in the government. Financial institutions also pointed out that they are not prepared to inject fresh money unless government comes forward with a matching grant in the form of interest-free loan. So, the decision was taken to nationalise these five jute undertakings. Already one mill which is the biggest jute mill—National Company has been nationalised with the approval of this House and if we can nationalise these five jute mills there will be six jute mills which are nationalised and they will have some control over the total production. Nearly 10 per cent of the total