

MATTERS UNDER RULE 377

(i) SUPPLY OF ASSOCIATED AND NATURAL GAS FROM BOMBAY HIGH TO GUJARAT

SHRI VINODBHAI B. SHETH (Jamnagar): Mr. Deputy-Speaker, Sir, with your permission, I raise the following matter under rule 377 in connection with Bombay High to which Mr. Mavalankar made a reference.

There is likely to be stir in Gujarat in connection with the slow process of starting supply of associated and natural gas from Bombay High. The reason for the same is that while, as per their assurance, the Government has started supply of associated and natural gas from Bombay High to Maharashtra, the assurance given to Gujarat of starting the work as per schedule has not been kept. The Minister should assure the House that implementation of the assurance given by Government to Gujarat will be taken up immediately.

(ii) REPORTED INTENTION OF THE GOVERNMENT TO PURCHASE NOMAD AIRCRAFT

SHRI JYOTIRMOY BOSU (Diamond Harbour): Mr. Deputy-Speaker, Sir, with your permission under rule 377 of the Rules of Procedure and Conduct of Business, I wish to raise the following matter:

In the name of running a third level feeder air service, I gather the Government is taking a decision about the purchase of aircraft and ancillary worth about Rs. 30 crores to run and maintain certain air services in the so-called inaccessible areas.

The Indian Airlines Corporation, it is reported, has already declined to operate the services. The third level feeder service, to my mind, is being set up with a specific knowledge that it will lose money.

The aircraft involved in this deal is one called 'NOMAD' which is

manufactured in Australia and priced at about Rs. 30 lakhs each. It was offered to Government of India at Rs. 54 lakhs each last year. In Australia where the aircraft is made, it costs just under Rs. 50 lakhs. After conducting the survey in India, the distributors reported to have quoted the Government of India Rs. 54 lakhs in 1977. Strangely enough, since early this year, the same price has been raised to Rs. 60 lakhs each. In 1977 the price quoted included the Indian Agents' commission. Since then the agency has been terminated and the distributor has now its own representative in Delhi. Thus the Agents' commission has been saved. However, in place of reduction, the price has escalated by six lakhs per aircraft and an aircraft that has found no overseas buyers, is offered to this Government for its third level service, at a marked up price.

The aircraft is only a 16 seator one and when toilet is put in the number of seats, it will be reduced to 2/3rd. However the actual cost of 20 aircrafts (number contemplated to buy) is Rs. 10.5 crores. Besides there are spares etc. that are to be taken into account and thus another one crore will be involved. The spares will cost about five crores for these.

To operate the 3rd level feeder service for a few government officials and affluent businessmen who do not have to pay from their pocket, every year crores will go down the drain. Before initiating action this should be borne in mind.

Third level air service may only be considered provided they fulfil the undermentioned conditions:—

(i) No cost of any nature should be allowed to fall to any public exchequer;

(ii) There should be sufficient potential for passengers to buy tickets at economic price to enable the

(Shri Jyotirmoy Bosu)

aircraft operates consistently at over "break even" figures;

(iii) There must be adequate maintenance and repair facilities within easy reach so as to ensure that such aircraft operate for at least 2000 hours a year.

The price of the aircraft 'NOMAD 25A'—the one I am talking about—seems to have risen between February '78 and March, '78 from \$615304 to \$639000. The present I.A. fare-structure showed cost of passenger at 40 paise per K.M. The passenger fares of 'NOMAD' would be about 60 paise per kilometer. The third level air service is a commuter service and there will be no cabin service, toilet and baggage carrying provisions.

The aircraft is hardly Australian. The power units are American Allison 250 turbines driving American Natrej Propellers. The Avionics are American only. The sheet metal work is made in Australia only. India could have easily built such an aircraft, if at all this type of aircraft is needed. I am alarmed to hear, Sir, that there are serious allegations of taking bribe.

MR. DEPUTY-SPEAKER: No, no.

SHRI JYOTIRMOY BOSU: They are demanding bribe.

MR. DEPUTY-SPEAKER: What you wanted to say is over now.

SHRI JYOTIRMOY BOSU: This is what I have heard. But the Minister is here. He may make a statement if he wants to. It is a very serious matter. Rs. 2 crore is being demanded as bribe. Rs. 2 crore has been offered. That is why a mark up of price is there.

MR. DEPUTY-SPEAKER: If you keep on persisting like this, it will not go on record.

पहले हीर नामर विमानन मंत्री (श्री पुष्पोत्तम चौधरी) : उपाध्यक्ष महोदय, माननीय सदस्य, श्री ज्योतिर्मय बसु, ने जो सवाल उठाया है, उसपर मेरे लिए

उत्तर संभव है किसी तरह का सवाल उठा सकता नहीं है, लेकिन एक बात मैं जोड़ना चाहता हूँ।

उन्होंने जो सवाल उठाये हैं। एक ही यह कि क्या क्रॉडर सर्विस की आवश्यकता है या नहीं। इस सदन में पहले सदस्यों ने लगातार यह मांग की है कि उन के स्वार्थों की वापु-सेवा में जोड़ना चाहिए। इनके राष्ट्रों के मुख्य मंत्रियों के यहां से जो जेटे पास लगातार जांग था रही कि उनके राष्ट्रों को किसी तरीके में हवाई सर्विस से जोड़ना चाहिए। इस दृष्टि में भी, श्रीर विदेशी टूरिस्ट्स को सुविधा देने की दृष्टि से भी, बई लेबल क्रॉडर एयर सर्विस को बनाने के बारे में एक कमेटी बनाई गई। उस कमेटी की रिपोर्ट था गई है और वह सभी सरकार के विचाराधीन है।

माननीय सदस्य ने दूसरा सवाल नीवेड के बारे में उठाया। इस के सम्बन्ध में मैंने प्राय के माध्यम से उस मुद्दे का जवाब दिया था। इन विषय में माननीय सदस्य को जो जानकारी है, मैं उसको पूरी तरह से निर्भर करना चाहता हूँ। सभी नीवेड या और किसी भी एयरक्राफ्ट को रखने के बारे में किसी तरह से कोई निर्णय नहीं हुआ है—कुछ नहीं हुआ है। यह जो कमेटी बनी थी, उसने छः सात एयरला क्राफ्ट्स के बारे में अपनी रिपोर्टें दी कि ये एयरक्राफ्ट्स क्रॉडर सर्विस में चलाने जा सकते हैं।

श्री ज्योतिर्मय बसु : क्या भारत सरकार का प्राक्रिडर नीवेड का सेल्डमैन है ? वह नीवेड एयरक्राफ्ट की कैटेगोरिक के लिए पारी, भूटान, गया। भारत सरकार का प्राक्रिडर सेल्डमैन का कार्य करता है।

श्री पुष्पोत्तम चौधरी : जब एयर-क्राफ्ट खरीदने के बारे में सरकार का अनुमोदन हो जायेगा, उसके बाद...

की प्रवृत्तियों को : पहले कोटेज
क्या था और उसके बाद क्या हुआ ?

की प्रवृत्तियों को : कोटेज का कोई प्रश्न नहीं उठता है । सरकार द्वारा अनुसूचित होने के बाद हम चाहे एक और टेकनिकल कमेटी बनायेंगे, और कम्प्यूटर की सहायता से, जो एयरक्राफ्ट इकॉनॉमिक होगा, जो प्रोड्यूस की दृष्टि में भी कम लागत का होगा और हिन्दुस्तान को कम्प्लीट के लिए सूटेबल होगा, हम उस एयरक्राफ्ट के लिए जायेंगे । इसलिए मैं स्पष्ट शब्दों में कहना चाहता हूँ कि माननीय सदस्य को जो आशंका है, उसका कोई आधार नहीं है । उन्हें इन बात की पूरी आश्चर्य नहीं चाहिए कि जब कभी यह योजना लागू होगी, और जहाँ-जहाँ जायेगा, तो उस में किसी तरह का संदेह पैदा होने का गुआइस हम माननीय सदस्य को नहीं देंगे ।

(iii) REPORTED AGITATION BY THE WORKERS AT VARIOUS DEPOTS OF THE FOOD CORPORATION OF INDIA.

SHRI BALDEV SINGH JASRO-TIA (Jammu): Since I made a statement on the floor of parliament on 24-4-78 with regard to the food handling workers of FCI depots and their peaceful agitational movement at Jammu and New Delhi, situations at various places have further deteriorated which will be evident from the following:—

I. One satyagrahi worker of Fari-dabad Depot was shot dead on 3-5-78 and the work at the depot has been stopped from 1-4-78 and workers' due wages have not yet been paid by FCI.

II. At Silliguri depots in West Bengal, FCI reinstated 398 emergency victim workmen out of 484 on 15-2-78, but after four months, i.e. from 16-6-78, FCI suddenly stopped work at the depots and is now trying to

induct contractor's labour in their place. Even workers' wages due since 15-2-78 have not yet been paid. Prior to the above, FCI stopped work at Ashoknagar Depot in West Bengal.

III. In Jammu, lathi charge by Police on peaceful satyagrahi workers and their arrest and stoppage of work by FCI deliberately to victimise the workers and to break their movement has been started since May last and, lastly on 21-7-78 the Police demolished the Pandals and seized the belonging of the Satyagrahi workers with a view to stop the satyagrahi movement.

IV. In Orient Jute Mill depot in West Bengal, FCI has stopped work from 1-4-78 and workers' due wages is yet to be paid.

Thus FCI has adopted a new technique, i.e. stopping the work at the depots to thwart the peaceful movements of the workers over their demands. As a result losses have become colossal due to the reasons that in the aforesaid depots, 2000 staff, watchmen, peons and officers are being paid wages for doing no work, and the foodgrains stored there are being damaged. There is another invisible loss to FCI due to the reasons that as a result of closure of the above the dealers have been advised to draw their goods from the far flung godowns, for example dealers of Okhla depot now drawing goods from Naraina Depot and as a result FCI is paying Rs. 2/- to Rs. 3/- extra per bag to the dealers.

What for is the FCI taking such vindictive action on the poor workers on whose toil it depends? These workers are the mainstay of FCI and, in fact, they are the FCI. So, if the workers are not allowed to do work, then the entire 70,000 staff and officers have no work to do. It is totally unfair and unjust that these 70,000 staff and officers of FCI have the right to enjoy the fruits, but not the workers, though the latter are doing the most hazardous, heavy and hard work of loading, unloading and weighing 100