

[श्री एस० डी० पाटिल]

नहीं हूँ। मैंने तो कहा है कि बड़ी दुखद घटना है और हमें इसका बड़ा दुख है। यह आर्टिफिशियल लेक है, स्विमिंग पूल में तो हो सकता है डीप वाटर और शॉलो वाटर के बोर्ड लग सकते हैं। लेकिन झील में . . . . (व्यवधान) यह तो नेचुरल डिप्रेशन है जिसकी वजह से गड्ढे बने हुए हैं, हमने नहीं बनाये हैं।

SHRI KANWAR LAL GUPTA (Delhi Sadar): It is not a fact. I challenge these things.

श्री एस० डी० पाटिल : स्विमिंग पूल हो तो वहाँ बोर्ड लगाया जाये। लेकिन जब तक गड्ढे साफ़ नहीं किये जाते . . . (व्यवधान)

जहाँ तक क्रिमिनल नेग्लिजेंस का का सवाल है, ऐपोर्शनमेंट आफ़ ब्लेम की बात है. . . (व्यवधान)

MR. SPEAKER: A magisterial enquiry is being held into the matter.

श्री एस० डी० पाटिल : अनाथालय वालों की या सी० पी० डब्लू० डी० की किस की गलती है इसकी मजिस्ट्रियल इन्क्वायरी द्वारा जांच हो रही है उसने बाद सोचा जायेगा कि क्या बीज करनी है।

MR. SPEAKER: A magisterial enquiry is an independent enquiry. Now, Mr. Pradyumna Bal is not present. We go to the Report of the Estimates Committee.

#### ESTIMATES COMMITTEE

#### TENTH REPORT AND MINUTES

SHRI SATYENDRA NARAYAN SINHA (Aurangabad): I beg to present

the following Report and Minutes of the Estimates Committee:

(i) Tenth Report on Ministry of Railways—Passenger Amenities.

(ii) Minutes of the sittings of the Committee relating to the above Report.

12.40 hrs.

#### MATTERS UNDER RULE 377

(i) BANDH IN TRIPURA FOR EXTENSION OF RAILWAY LINE FROM DHARAMNAGAR TO KUMARGHAT.

MR. SPEAKER: Mr. Jyotirmoy Bosu.

SHRI JYOTIRMOY BOSU (Diamond Harbour): On the 25th February, 1978, the people of Tripura, without exception, observed a peaceful and total bandh demanding immediate extension of the railway line from Dharamnagar to Kumarghat and thereafter to Sabroom via Agartala. The case for extension of railways in Tripura is as follows: Tripura is a tiny land-locked state bounded by the international frontiers of Bangladesh. The geographical isolation and bottlenecks in transport have stood in the way of the State's economic development. The Airlines services and road transport and communication inside the state are very poor. The State's economy cannot advance without large-scale extension of railway communication. Within the state, the need for immediate extension of railway line upto Sabroom via Agartala in Tripura through Indian territory only is a long standing one. It is the hope of the new Tripura government and 18 lakhs of people of Tripura that the Government of India will realise the need and come forward with full support and generous helping hand on the basis of the PAC report to get the rail link pro-

ject implemented without further loss of time so that the economy of the backward State may get a boost for development. They should also take immediate steps to start weekly cargo steamer service with coordinated road transport service between Calcutta and Karimganj which will serve Tripura, Cachar, Mizoram and adjoining areas which are now very backward and neglected.

The Railway Minister is here.

MR. SPEAKER: That is not the practice. It is open to him to answer if he wants I cannot compel him to answer.

SHRI JYOTIRMOY BOSU: The Railway Minister wanted to make a statement but because he thought that this will come up after lunch, he had gone. Don't you recognise Mr. Sheo Narain as Minister?

MR. SPEAKER: The rule is: if the Minister wants to answer, he may answer. I cannot compel him.

SHRI JYOTIRMOY BOSU: He wants to answer.

MR. SPEAKER: I do not know. Dr. Subramaniam Swamy.

(ii) APPOINTMENT OF AN AIR ACCIDENT INVESTIGATION COMMISSION

DR. SUBRAMANIAM SWAMY (Bombay North-East): Sir, I am quoting from a news item in the Times of India yesterday: Government has reversed its decision to set up an air accident investigation commission. I should like to point out that air crashes have taken place in the last few years and finally it was found on inquiry that the human factor was the most important. I have information which tends to suggest that the main reason why these crashes take place is that senior experienced pilots are cornering most

of the flying hours because by this they enhance their pay packets and junior pilots are complaining greatly about this. Most of the safety regulations of the International Civil Aviation Organisation are being flouted in the Indian Airlines and the senior officers continue to function as if it is a private airline. Therefore I urge a thorough probe into it and the amount of time being made available to pilots who fly aircraft. Since the advent of the airbus, senior pilots are flying airbuses for about 50—60 hours a week and it is a clear violation of all regulations. Junior pilots are not getting beyond the flight of some aircraft; they are being made to fly locally and are grossly underutilised. Flying passengers should thank God that more crashes are not taking place; God is kind to this country even if we are not kind to ourselves. I think a thorough probe into the manner in which flights are being scheduled and the allocation of time for pilots will reveal that the Indian Airlines is functioning in an anarchic manner and a thorough probe is necessary.

SHRI JYOTIRMOY BOSU: I have given a short notice question and a call attention on this issue.

MR. SPEAKER: On every subject you have got questions. What am I to do?

SHRI JYOTIRMOY BOSU: If a short notice question had been admitted, it will come up and reply will come. Under 377 no reply is there.

(iii) WORKING OF TEXTILE CORPORATION, MADHYA PRADESH

श्री हुकम चन्द कछवाय (उज्जैन) : अध्यक्ष महोदय, नियम 377 के अधीन मैं जिस विषय को उठा रहा हूँ ज्यादा अच्छा यह होता कि इस विषय से सम्बन्धित उद्योग मंत्री यहां उपस्थित रहते, तो उन्हें बहुत सी बातें सुनने को मिलतीं।