

MR. SPEAKER : You give notice; it will be considered. (Interruptions)**

DR. SUBRAMANIAM SWAMY : I have given notice.

MR. SPEAKER : That is all. Some amount of noise is necessary! Otherwise, it becomes lifeless! But not beyond that.

* Shri Satish Agarwal.

**DEMANDS FOR EXCESS GRANTS
(GENERAL), 1976-77**

**THE MINISTER OF STATE IN THE
MINISTRY OF FINANCE (SHRI
SATISH AGARWAL)** : I beg to present a statement showing Demands for Excess Grants in respect of the Budget (General) for 1976-77.

**SUPPLEMENTARY DEMANDS FOR
GRANTS (GENERAL), 1976-79**

**THE MINISTER OF STATE IN THE
MINISTRY OF FINANCE (SHRI
SATISH AGARWAL)** : I beg to present a statement showing Supplementary Demands for Grants in respect of the Budget (General) for 1976-79.

12.09 hrs.

MATTERS UNDER RULE 377

**(1) PURCHASE OF TRANSPORT AIRCRAFT
G-222 MANUFACTURED BY AERITALIA**

SHRI MALIKARJUN (Medak) : Mr. Speaker, Sir, with your permission, I wish to raise a matter under Rule 377 regarding the purchase of transport aircraft G-222 manufactured by Aeritalia.

Recently there has been a clamour for a transport aircraft to replace our packets. The packet has no doubt seen

its best years, but still has a life of three to four years to run. The reason for this indecent haste to purchase a transport aircraft—an Italian aircraft known as G-222 manufactured by Aeritalia is beyond imagination. When this plane was offered in May, 1978 it was rejected as it was found unsuitable for our conditions by a team of IAF experts who witnessed its performance at the Cranborough air show. The main consideration for the rejection was the weight of the plane and its exorbitant price among other reasons. The External Affairs Ministry informed the Italian Embassy that the aircraft was not required when Aeritalia requested permission to demonstrate the plane in India with a view to selling it.

It is amazing to note that the decision of the External Affairs Ministry was immediately reversed and permission was granted to Aeritalia to give a demonstration with a view to purchase. It was decided to buy the G-222 despite protest from senior officers of the IAF. Aircrafts of other countries were ignored without giving them an opportunity of a demonstration or evaluation and an order to purchase one squadron (consisting of 12 aircrafts) was to be placed on Aeritalia. The demonstration of the G-222 might have taken place on Wednesday, 21st instant, at Delhi when a song and dance was made about it.

A pertinent question arises why aircraft of other countries are not evaluated when transport aircraft of other countries are known to be superior and cheaper. Could it be that some interested men fear that an evaluation of independent officers of the IAF will strike down the G-222 in favour of another country? Why cannot people sit on the evaluation committee to ascertain facts? A transport aircraft is not a classified item and there should be no objection to having an impartial body to judge the merits of this issue along with aircraft of other countries. Italian equipment is known to be inferior and more expensive than

**Not recorded

[Shri Mallikarjun]

similar equipment supplied by others, especially in the field of avionics. Are we to fritter away the foreign exchange so carefully built up by the previous Government?

The price of one G-222 aircraft with avionics equipment and accessories is being offered at \$ eight million. Aeritalia have been asked to reduce their offer slightly since others have quoted as low as \$ six million. Aeritalia are sticking to their price as the engines are not manufactured by Italy but by General Electric of America. Again a number of parts will be farmed out to parties other than Aeritalia. In the event of hostilities, the U.S. may refuse to supply the engines which will make the aircraft inoperative. We experienced the attitude of the U.S. during the Indo-Pak war which could easily be repeated.

Lastly, I request the Defence Minister to make a statement regarding the purchase of G-222 Aeritalia and whether he is prepared to constitute an impartial judicial body to enquire into it.

(ii) NEED FOR PROPER IDENTIFICATION
OF BANGLADESHI NATIONALS
COMING TO ASSAM.

SHRI AHMED HUSSAIN (Dhubri):
Mr. Speaker, Sir, for some time past the issue of infiltrators from Bangladesh has been raised from various platforms in the State. It appears that the Government of Assam has recently given some direction to the officers at lower level to deal with the people of Bangladesh origin. I want to make it emphatically clear that I am not asking for protection to Bangladesh nationals who have crossed over to the Indian territory without valid authorisations. But unfortunately it has come to our notice that the officers at the lower level of the administration are misusing the power and authority granted to them and are unnecessarily harassing the Indian citizens and in many cases deported people who have acquired citizenship of India and have

accepted our country as their motherland. No real effort has been made to ascertain in most of the cases whether the person is a foreigner within the meaning and definition of the Indian Constitution as well as the other laws in force but people of particular areas have been rounded up and taken on some vehicles and then dropped on the border with directions that they cross over to the other side. As a result, a feeling of uncertainty and insecurity has gripped the minority communities.

The Government of Assam should study the problem and analyse it and come forward with a statement giving the statistical data about the increase in population. Without such study it will be unfair for it to state that this increase is only due to the infiltrators from Bangladesh. This can be done only by setting up Law Courts where such cases should be tried to find out whether he is really a Bangladeshi.

Quite a large number of persons who originally migrated decades ago from the then Bengal province to make Assam their home are now bona fide Indian citizens living in Assam for generations. Therefore, any attempt to identify new-comers by face or language is bound to lead to profound harassment of Indian Muslims living in Assam.

Such Indian Muslims are in the habit of living in the Char areas which are frequently eroded. They change their homes and place of cultivation due to dire necessity and have to move from place to place. It is such helpless people who are likely to suffer from Police excesses.

After partition of India in 1947, many Hindus from Bangladesh migrated to India and permanently settled in Assam after obtaining India citizenship. Very often police also are deporting them without giving them any opportunity to prove themselves as Indian citizens.

Cachar is a district of the State where there is a considerable number of Muslims and Bengali Hindus. When