

been constituted to make an indepth study into the working of these 8 mills and submit a report by August this year. The study group was constituted on 25th October, 1983 and we hope they will be able to submit the report in due time.

श्री धर्मदास शास्त्री : अध्यक्ष महोदय, मेरा दूसरा सवाल यह है कि सिक मिलों के घोटाले के मामले के पीछे कहीं कोई वेस्टर्न इंटरेस्ट तो काम नहीं कर रहा है जो पहले तो मिल को सिक बताकर टेक ओवर करवा देता है और देश पर करोड़ों रुपए का बोझ लदवा देता है और बाद में उसको बेचने की सिफारिश कर देता है। कहीं यह रहस्य तो इसके पीछे नहीं है।

SHRI P.A. SANGMA : These mills have not become sick under our custody. These were the sick mills. We had taken over these sick mills and, therefore, the question of making these mills sick does not arise.

SHRI BALKRISHNA WASNIK : Sir, taking into consideration, the sick mills, some funds for modernisation of these mills were earmarked. Now, as the hon. Minister has admitted, 8 mills are critically ill and their affairs are required to be looked into. May I know from the hon. Minister whether these funds which are meant for modernisation of these mills, are being properly utilised and the Government are keeping their eyes open to see that these funds are not being misutilised. Part (b) of my question is this. I would like to know whether the Government is aware that the sickness is also due to faulty management or such persons in the management whose qualifications, etc. are not known. Will the hon. Minister tell us whether this is also one of the reasons for sickening the nationalised mills and if so whether the Government will take suitable action to remedy the situation?

SHRI P.A. SANGMA : Sir, the scheme for modernisation of these mills was vigorously taken up in the Sixth Five Year Plan. In the current plan, we have provided Rs. 320 crores for the modernisation of these mills. Out of this amount of Rs. 320 crores, Rs. 220 crores have already been spent for this

purpose. Well, the hon. Member has asked whether this amount has been properly utilised or not. I do not know what misapprehension the hon. Member has. If he has got any suggestion to plug the loopholes or any other suggestions, they are quite welcome.

SHRI BALKRISHNA WASNIK : I wanted to know whether the money has been spent on modernisation or on wages and on other things.

SHRI P.A. SANGMA : The amount of Rs. 220 crores which has already been spent on modernisation has not been diverted for any other purpose. As far as part (b) of his question is concerned, he says that the health of these mills which is described as sick is due to the faulty management or so. Now the sickness or bad health of the industry cannot be attributed to one factor only. There are various factors like obsolete machinery and out-dated machinery. In fact when we took over these mills, these mills were lying idle from three months to nine years altogether. I have already spelt out what are the measures that we are taking and as far as I know we are trying to bring them under the best management possible.

SHRI MAGANBHAI BAROT : Sir, in view of the statement of the Hon'ble Minister, an impression has been created that some NTC mills though they may be few, are under consideration for closure. This is serious because only in Gujarat about 20 mills owned by private management are closed. It is understood that Government is trying to get them opened. Now, if it is found that some Government Mills may also be closed, it would give the private owners a moral support to justify their action, namely, closure of their mills. Would the hon. Minister make a statement that no NTC mill is under consideration for closure and instead even the private mills will be continued to remain closed?

SHRI P.A. SANGMA : In fact, the number of mills closed in Gujarat is not 20 but 21. We are making every effort to help them, to keep the mills working.

Purchase of Boeing-757 for Indian Airlines

*84. **SHRI SUNIL MAITRA :** Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state :

(a) whether it is a fact that Government have decided to purchase Boeing 757 for the Inian Airlines; and

(b) if so, whether Calcutta will be made the base for Boeing-757 since the work load in respect of overhauling and maintenance of F 27 Flee, of aircraft is shrinking ?

THE MINISTER OF STATE OF THE MINISTRY OF TOURISM AND CIVIL AVIATION (SHRI KHURSHEED ALAM KHAN): (a) So far the approval of the Government has been conveyed to Indian Airlines, for placing a letter of intent on the Boeing Company for purchase of 12 Boeing-757-200 aircraft.

(b) No, Sir. Due to operational and technical reasons, the base for Boeing 757 will be at Delhi. There would not, however, be any shrinkage of the work load at Calcutta.

SHRI SUNIL MAITRA : It is only three or four weeks back that I wrote a letter to the hon. Minister stating that the Indian Airlines were proposing to purchase Boeing 757 aircrafts and if they did go in for that, I asked, if the Minister would consider Calcutta is the base for Boeing 757. The reply of the Minister was that my suggestion was being examined by him. Hardly two weeks later when this question comes up, I hear from the Minister that the base for Boeing 757 would not be Calcutta, but it would be Delhi

Since the inception of the aviation industry in this country, Calcutta region had till 1969-70 the biggest engineering establishment in the whole of the country. Till 1970, TC 33 nos, DC 4-6 nos., and F 27 15 nos, were being overhauled and serviced from the Calcutta engineering establishment, although F 27 start engines were being overhauled in Delhi.

This being the position, Calcutta has remained the biggest engineering establishment till 1970, but through calculated plans and designs, Calcutta was deprived of the privilege of servicing and overhauling these aircrafts, with the result that today Calcutta is the base only for F-27 aircrafts whose number is merely six, and as per the Indian Airlines Headquarters, F 27 may be phased

out this year, but they are keeping F 27 as yet. Now, this is the position to which Calcutta airport has been brought. As I said, Calcutta had once upon a time the largest engineering establishment in the Aviation industry. In view of this, will the hon. Minister please tell us what are the operational and technical reasons which induced the hon. Minister to make Delhi as the base for Boeing 757.

SHRI KHURSHEED ALAM KHAN : In the first instance, I would like to mention that whenever I receive a letter from a hon. Member, I must reply in a most courteous manner. I would certainly say that the suggestion will receive my due attention, but that does not mean that the suggestion has been accepted. I have not stated that I am not going to accept any suggestion of the hon. Members; it all depends on the suggestion and the circumstances prevailing at that time

As far as this decision is concerned, it is not my decision; all the factors have been taken into consideration before taking this decision. At Delhi for the Boeing 757, there is already infrastructure available and with necessary additional infrastructure, it would be possible to take care of these new Boeing 757 aircrafts, which we hope to get by 1985-80. But I can assure the hon. Member that there would be no decrease in the work of the Calcutta workshop and in fact, a part from the work there, of which details can be sent to the hon. Member, Dornier aircrafts which will be added to the Vayudoot fleet will also be looked after by the Calcutta base and workshop. In addition to that, F-27 aircrafts are not being going to be phased out till 1990.

SHRI SUNIL MAITRA : I anticipated this reply and in anticipation, I contacted very senior aviation engineers in this country based in Delhi. For your information, I would like to inform you this. You have been wrongly briefed and I challenge your statement that infrastructure already built for 737-Boeing with a little addition here and a little addition there will serve the purpose of servicing Boeing 757. Entirely new and radical changes have got to be made in infrastructural facilities for 757. Therefore your statement that a little addition to 737 infrastructure will do the job in servicing 757

is completely wrong. Hence, I am demanding the Minister to re-examine the entire thing and to see through it. If really a new infrastructure has to be built for servicing the 757, will the Minister kindly assure the House that in that case, the necessary infrastructure will be built in Calcutta and base for 757 Boeing will be in Calcutta ?

SHRI KHURSHEED ALAM KHAN : I did not say to the hon. Member that with a little addition in infrastructure, it would be possible to take care of the new aircraft. One thing, Boeing 737 will also have to be phased out by the arrival of the new aircraft and now when these new aircraft will be based at Delhi, it will be necessary for us to see that workshop facilities are also available where they are based.

SHRI SUNIL MAITRA : F-27, Boeing 757, all are being brought to Delhi. What happens to Calcutta ? Does Calcutta not belong to India ?

MR. SPEAKER : He is responsible for Calcutta as well as Delhi.

SHRI ANANDA GOPAL MUKHOPADHYAY : When we compare hangar facilities, trained and technical manpower, machines necessary for repairing certain aircraft etc., between Bombay, Delhi and Calcutta, as far back 1967 and today, Bombay is over-worked, Delhi is over-loaded and Calcutta has been deserted. What is the reason ? What is the policy of the Government ?

SHRI SATYASADHAN CHAKRABORTY : For the first time, I agree with him Sir.

SHRI KHURSHEED ALAM KHAN : Sir, I have already mentioned that Calcutta is not deserted. Calcutta has got enough work and we are going to give more work to Calcutta. As I stated earlier, the Dornier Aircraft for Vayudoot will be based at Calcutta and during the last five years more than Rs. 7.5 crores have been invested in workshop and infrastructural facilities in Calcutta.

Making available Essential Commodities to Government Employees at Fixed Rates in Lieu of D.A.

***85. SHRI MOHAMMAD ASRAR AHMAD :** Will the Minister of FINANCE be pleased to state :

(a) whether there are any proposals to make available all essential commodities to employees of Central Government and Public Undertakings and their families at fixed and reasonable price instead of paying D.A. instalments in future in case the cost of living index rises; and

(b) if so, details of the proposals drawn up in the matter ?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.M. KRISHNA) : (a) and (b) A statement is laid on the Table of the House.

Statement

At present there is no proposal under consideration of the Government to make available all essential commodities to employees of the Central Government and Public Sector Undertakings and their families at fixed and reasonable prices instead of paying D.A. instalments for increases in the Consumer Price Index. However, some essential commodities at controlled prices through Fair Price Shops are already available to employees of the Central Government and Public Sector Undertakings along with others in areas covered under the public distribution system.

श्री मोहम्मद अस्सर अहमद : स्पीकर साहब, टाइम तो है ही नहीं, इसलिए मैं एक ही सप्लायमेंटरी करना चाहूंगा। क्या वजह है कि अभी तक कोई अससमेंट नहीं किया, कीमतें बढ़ती रहेंगी और यह नए डिपो खोलेंगे, सरकारी कर्मचारियों के लिए नौकरियां भी मिलेंगी। इसके ऊपर विचार सरकार ने क्यों नहीं किया ?

THE MINISTER OF FINANCE (SHRI PRANAB MUKHERJEE) : A correct assessment has been made. The First Pay Com-