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The damage to Railway property is estimated at Rs. 62,500.

Shri Hem Barua (Gauhati): In view of the fact that this moving train got jammed into a train that was standing in the yard, may I know whether this happened due to the misdirection given to the moving train or for certain other reasons?

Shri Shah Nawaz Khan: That is what the Government Inspector of Railways is trying to find out.

12.08 hrs.

CORRECTION OF ANSWER TO
STARRED QUESTION NO. 654.

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): In reply to a supplementary question, asked by Shri S. C. Samanta on the 7th March, 1960 in connection with Starred Question No. 654 by Sarvashri S. C. Samanta, Subodh Hansda and R. C. Majhi regarding Visakhapatnam Port, I had stated that we had not yet got the revised estimates for the construction of the berths, but some work had already been started in anticipation and as much as Rs. 85 lakhs had been spent. The correct position is that we had got the revised estimates for the berths and were scrutinising them but some work had already been started in anticipation and about Rs. 25 lakhs had been spent. Further, in reply to another supplementary question asked by Shri P. K. Deo, I had stated that Japan also had made an offer of 8 million dollars equivalent to Rs. 3.81 crores. This offer is primarily for the procurement of mining equipment and no portion of it is intended for the development of the port or the installation of the ore loading plant.

12.09. hrs.

STATEMENT RE: AIR SPACE
VIOLATIONS

The Minister of Defence (Shri Krishna Menon): Mr. Speaker, Sir, Government desire to make the following statement in regard to what are believed to be violations of our air space by unidentified aircraft. These incidents relate to the period after my last statement on the 18th December, 1959.

When I answered Question No. 875 on the 16th March, 1960 this information had not become available. It would not be in public interest to detail the source and the manner in which this information is collected. The following facts, however, may be stated. I will now deal with reported occurrences over the NEFA in this period.

All reports relate to unidentified aircraft. All the reports are of flights at night between the hours of sunset and day-break. The sources of information are varied. The reports are all mostly of sounds heard. In a few cases, reports of red lights presumably of the aircraft have been given.

From the collation of the reports our experts consider that these flights appears to follow a pattern wherein the sounds disappeared towards the north. In some cases the report of the sound as being of jet aircraft has been made.

We have at present about 42 reports of having heard sounds of aircraft or having seen some lights. Most of these no doubt refer to the flights of the some aircraft seen several times or reported by different persons or at different places at short intervals. It is not therefore possible to state the number of the aircraft engaged in these violations though they must be much smaller than 42.

The occurrences now under mention cover the period from the 6th Febru-

[Shri Krishna Menon]

ary to the 23rd February. Our experts have examined all these reports. These reports are of sounds of what are believed to be aircraft or of having seen them at great height at night in cloudy weather. The experts can therefore only speak at present of unidentified aircraft. They are also of opinion that these cannot be reconnaissance aircraft as the ground features cannot be seen by aircraft from that height at night and if photographs were being taken at night there would be flashes. Such flashes have not been observed by anyone. The expert view is that these flights follow a pattern that they have certain views about their purpose.

I may now refer to occurrences not over the NEFA. From the 15th January to the 23rd February, there have also been intrusions into our air space reported by Indian Air Force and army establishments in the Punjab and West Bengal areas. These aircraft which are all identified flew back to Pakistan. Protests have been lodged in respect of these.

I shall now come to another aspect of the question. Following the answer given on the 16th of March, 1960 to supplementary questions asked in respect of Question No. 875, hon. Members expressed views or sought clarification about what they regarded as contradictions in statements previously made by the Prime Minister and myself on the 18th and 21st December, 1959 and the 22nd February, 1960 and the protests made to the Chinese Government which are published in the White Paper. They therefore felt that information given to the House was incomplete or inadequate. There is no doubt there is some genuine misunderstanding in this matter. The protests made to the Chinese Government appearing on pages 100 to 104 of the White Paper No. III relate to violations between the 19th September and the 24th November, 1959. The information about these was communicated to the House on the 10th December. The

statements and interventions by the Prime Minister and myself on the 18th and 21st December, have reference on y to violations between the 10th December, and the dates of those statements. In this relevant period no violations had been reported.

With regard to the statement made by me on the 18th of December in answer to a Calling Attention Notice, I was asked for a statement on "Fresh violations of Indian air space by unidentified plane over Subansiri Division of the NEFA and Kamrup District in the Assam plains last weekend". It will be seen from the wording of the notice received by Government that the answer required was about violations during a specific period. There were nine short notice questions relating to press reports about violations during the first two weeks of December, 1959. The statement was, therefore, intended to cover these and the Calling Attention Notice about violations in that period.

It may be recalled that they came after the matter of incidents, prior to early December, had been covered by reply given on behalf of the Prime Minister on the 10th of December, and, therefore, information was called for only on the happenings during the short defined period.

As no violations had taken place during that period. I gave the answer strictly according to facts. The statement made by the Prime Minister on the 18th December, 1959 in reply to the questions arising out of the statement made by me also covered only this short period and indeed only related to that statement by me.

Dr. Ram Subhag Singh (Sasaram): As these violations are very large in number, may I know whether any adequate arrangements are being made for dropping down such aircraft when sighted or when their sounds are heard?

Shri Krishna Menon: I have said that so far no aircraft has been iden-

tified. If I may submit, I informed you. Sir, that if you desire to have information about this I would give it to you in your Chamber, and said why nothing more can be mentioned about it in the House.

Shri Hem Barua (Gauhati): My supplementary question was very specific.

Shri Krishna Menon: It is not possible. We have not identified these aircrafts.

Dr. Ram Subhag Singh: Whatever may be, the airspace has been violated by some foreign aircrafts is it not possible for us to drop them down when they are sighted and when their sounds are heard?

Shri Krishna Menon: The Air Force has not sighted these aircraft. These are reports received by them. As regards the giving of much more information, it can only be done after these protests have been drafted. Otherwise, it may affect those protests.

Dr. Ram Subhag Singh: Then it becomes much more significant. When our Air Force is not in a position to know which aircraft from which country are violating our airspace, it becomes much more important that adequate steps should be taken by our Air Force to open some centre there and to see what action could be taken to protect our territory.

Shri Krishna Menon: We are keeping strict vigilance. All possible steps are being taken to identify these aircrafts. But the reports come from various sources. They have to be checked and re-checked to find out what they are. There is no evidence whatsoever to say that it is such and such aircraft, or there is any possibility of reaching them at that height because by the time we get there they would have gone back, if they are aircraft. But, in any case, no steps will be left unattended to for this purpose. A strict vigilance is maintained by the Air Force in regard to this.

Shri Vidya Charan Shukla (Baloda Bazar): The Minister said that there were 42 violations of our airspace during this time. So, I want to know why no air-patrolling is resorted to in those areas to identify at least the planes which are flying and violating our territory all the time.

Secondly, the report of the External Affairs Ministry shows that airspace violations on Diu and Daman have been continuing for the last one year, and the Defence Minister's statement does not make any mention of them. The power of Portugal is as much aggressive as China because they are occupying our territory. I want to know why not action is being taken in respect of the Diu and Daman area also to prevent the encroachment of our airspace there. It has been confessed in the report of the External Affairs Ministry that such violations have taken place frequently throughout the year.

Shri Krishna Menon: I have said that these refer to violations of airspace within a certain period. During that period, so far we have received no reports of violations of airspace on the Indo-Portuguese frontier. I have added, in these violations, the violations over our Pakistan border.

Shri Vidya Charan Shukla: What about patrolling the airspace?

Mr. Speaker: Normally, we do not allow questions after a statement is made. I have yet allowed a number of questions.

Shri Hem Barua: The Defence Minister's statement is made in reply to the supplementaries that I put, and therefore, I should be given an opportunity to put some questions.

Mr. Speaker: That may be so. But I would suggest to the hon. Member to read the statement in detail and then find out what the hon. Minister has said. The statement refers only to a particular period. About incidents before and after that period, the Minister has already explained. If anything more has to be ascertained,

[Mr. Speaker]

let hon. Members look into the statement and then consider about it.

Shri Hem Barua rose—

Mr. Speaker: Order, order. I have allowed a sufficient number of questions. The hon. Member would kindly read the statement and if there is any extra thing which has to be explained. I shall certainly allow a question.

Shri Hem Barua: I want some information on a specific issue.

Mr. Speaker: Hon. Members might table questions after looking into this matter.

Shri Hem Barua: We want a half-an-hour discussion.

Shri Rajendra Singh (Chapra): Yes, a half-an-hour discussion.

Shri Krishna Menon: 42 reports have been received of planes going. The same plane could be seen many times. So, Government has to go into the source of the reports.

Mr. Speaker: I have already suggested to hon. Members to go through the statement. After they have done it, if they require further clarification or some more information, I shall certainly look into the question.

Shri Hem Barua: I have given notice of a half-an-hour discussion on this.

Mr. Speaker: Very well.

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): Apart from any misunderstandings that may arise about the previous statements made, the House is naturally interested in adequate measures being taken. It is not possible, surely, for statements to be made in this House or anywhere as to what steps are taken on this kind of thing. That is giving information to the wrong party outside as to the source from which the information

comes. It cannot be done. From whom the information has come, what they have said, whatever it is, that cannot be publicly mentioned. If you desire to know all this, the information can be given by the Defence Minister. But the House will realise that this kind of thing will come in the way of our being able to check these things. That is the difficulty. Obviously, it is not a matter of argument that every possible steps should be taken. That is not a matter for argument. Now, what steps are feasible and how, that is a matter really for our experts. They are sufficiently alive to this fact. But such further information as you will be pleased to ask, I am sure the Defence Minister will supply to you privately in your chamber.

Mr. Speaker: That is why I said that if, after looking into the entire statement, the hon. Members have any doubts they may give notice of a question and, if I am satisfied, I will allow that.

12.23 hrs.

STATEMENT RE: SHIPYARD AT COCHIN

The Minister of Transport and Communications (Dr. P. Subbarayan): Some hon. Members of this House have expressed their concern through short-notice questions and by giving notice of an adjournment motion over the reports which have appeared in the Press recently about the reported decision of the Government of India to drop the Second Shipyard Project. At the outset, I wish to make it perfectly clear that there is no truth in the above report. Therefore, any decision Government have made is not because of the adjournment motion or the press reports, I want to emphasize. The decision to set up the Second Shipyard at Cochin still stands. In fact, as the hon. Members are aware, steps are already being taken to acquire the necessary land required