

proprietors of the firms came to light. The 'modus operandi' in these cases is reported to be storage of spurious chemicals in the stock pledged/hypothecated to the bank and discount of bogus bills with the bank. The total amount involved is estimated by the bank to be of the order of Rs. 51 lakhs.

The bank has filed a criminal complaint with the Central Bureau of Investigation, which has registered a case and has started investigation. The bank has also filed Civil Suits against the 14 firms involved in this case for recovery of the amount due to bank and lodged a claim with the insurance company for reimbursement of the loss under the Bankers' Indemnity Policy. The bank has till now placed under suspension four officials who are allegedly involved in these fraudulent transactions.

**SHRI SAKTI KUMAR SARKAR:** In the year 1974, the Central Bank of India regional office at Calcutta was burnt and gutted. It is still a mystery and that mystery has not yet been exposed. In the same year, we find from the answer that certain firms dealing with chemicals and dyes in Calcutta defrauded Rs. 51 lakhs. I want to know the names of the firms as well as the proprietors of the firms.

**SHRI C. SUBRAMANIAM:** No doubt, there was a fire accident in the main building. But that has nothing to do with the fraud that has been committed in the Brabourne Road branch of the Bank. 14 firms are involved out of which 10 firms are fictitious. Some of the names of partners and proprietors involved are:

Shri Gulabrai P. Chandrana  
Shri Normad Odhabji Bhatt  
Shri Rajendra K. Chandrana  
Shri Rasmukh Sundarji Jasani  
Shri Mukun Prasad Mehta  
Shri Rasmukh R. Shah  
Shri Rasmukh R. Marwana  
Shri Jayantilal Shah

**SHRI SAKTI KUMAR SARKAR:** According to the answer given by the hon. Minister, most of the firms are fake. I want to know whether he has investigated that these firms have a network of this kind of work throughout the country and, whether, in view of the increasing or growing corruption in the nationalised banks, with the collusion of some officials, he desires to create a special cell to investigate all these affairs so that such things do not happen in future.

**SHRI C. SUBRAMANIAM:** I will not agree with the hon. Member that there is growing corruption in the nationalised banks. Taking into account a very large number of transactions, running into millions and millions, such fraudulent transactions are very much limited. The seems to be a very daring fraud. That is why the CBI is inquiring into it. I hope, if they have got a network of fraudulent activities, all this will come out of the investigations. The Reserve Bank has a special cell for it and they try to find out whether the affairs of the banks are going on fairly well.

#### **Improvement of Jorhat and Lilabari Airports**

\*613. **SHRI BISWANARAYAN SHASTRI:** Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) whether there is a scheme for the improvement of Jorhat and Lilabari airports; and

(b) if so, when the work will be taken up?

**THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI RAJ BAHADUR):** (a) and (b). Plans for construction of a civil enclave at Jorhat aerodrome (which belongs to the Indian Air Force) and for expansion of the existing terminal building at Lilabari aerodrome, have been prepared by the Civil Aviation Department. Both the works are expected to be taken up during the current financial year.

**SHRI BISWANARAYAN SHAS-TRI:** It is well known that the railway communication is very poor in the eastern part of the country. Therefore, people have to travel by air of necessity; air travel is not a luxury there. In view of this, may I know from the hon. Minister, apart from the proposed renovation of the small airport building there, what other steps he proposes to take for improvement of the air communication, installation of the technical equipment and providing passenger amenities?

Secondly, Lilabari being the airport for air-dropping operation for the major part of Arunachal Pradesh and the airport for the Capital of that State, may I know whether the air service between Lilabari and Calcutta will also touch Gauhati?

**SHRI RAJ BAHADUR:** At present, in order to meet the requirements of the area for communications, there are the following services: four times a week service of the Fokker from Calcutta-Jorhat—Lilabari—Mohanbari and back; three times a week Calcutta-Dimapur-Jorhat-Lilabari and back; four times a week Calcutta-Gauhati-Dimapur-Jorhat and back; three times a week Calcutta-Gauhati Tezpur-Jorhat and back. Taking into account the limitations on the fleet position of the Indian Airlines, we are trying to do our best.

So far as passenger amenities are concerned, I have said already that we have plans for construction of a civil enclave at Jorhat and for expansion of the existing terminal building for passenger facilities.

About air-dropping, that particular thing comes under the purview of other Departments. I would not be able to say much. But, for passenger amenities and for aids and equipment for safe landing, we are doing whatever is possible within the four corners of the plan.

**SHRI BISWANARAYAN SHAS-TRI:** Gauhati being the Capital of Assam is not linked properly; there is no service between Lilabari and Gauhati. I want an assurance from the Minister that there would be a service linking those places.

**SHRI RAJ BAHADUR:** As and when the fleet position improves, we shall consider; we shall bear that requirement in mind.

**SHRI SAMAR MUKHERJEE:** Only three days back I have come from Assam via Chabua Airport. Just a little while ago, I was talking to the Minister about it. Chabua and Mohanbari are not the same airport; they are two different airports. Chabua is under the Defence Department. Now Chabua is being used and Mohanbari is under repair. These are two different airports. The difficulty is this. Because the Chabua airport is under Defence Department, the passengers are not allowed to go by car within the compound of the contention area. So, their cars are to be left outside, which is nearly one mile away. They are harrassed in this way.

Secondly, there is no tea stall there; there are no amenities in the Chabua airport; all the staff come by coach from Dibrugarh and go away the moment the plane leaves. All the rooms are kept under lock and key. I was held up there because the flight on the 7th was cancelled on account of bad weather. For three or four hours we were held up there. There was no arrangement even for tea. The passengers complained to me that I should raise this point and speak to the Minister. So, instead of asking any question, I would ask whether the Minister will take any interest and see that these difficulties for passengers are removed and also the Mohanbari airfield is reconstructed as early as possible.

**SHRI RAJ BAHADUR:** I take the information. I know Chabua is an airfield under the Air Force whereas Mohanbari is an aerodrome under the

DGCA with which we are concerned. He himself said it is under repair. So, we should try to expedite the repairs and, meanwhile, we will take up the matter with the Air Force people to provide such amenities as might be possible within their limitations of security.

**SHRI DINESH CHANDRA GO-SWAMI:** May I know from the hon Minister whether it is a fact that there are no medical facilities available either in Jorhat or Lilabari or Gauhati aerodromes which cause difficulties to the passengers? Will the Minister take some steps to remedy this?

**SHRI RAJBAHADUR:** Medical facilities?

**SHRI DINESH CHANDRA GOSWAMI:** Like first aid

**SHRI RAJ BAHADUR:** I am not aware. I take the information and I will look into it.

**श्री हुकम चन्द कछवाय:** सभी हवाई अड्डों पर, जब प्लेन दो चार घंटे जेट हो जाता है, तो वहां न खाने का मिलना है न पीने को मिलना है, न चाय मिलती है और न कुछ ठंडा मिलता है। मैं मंत्री महोदय से जानना चाहता हूँ कि जब प्लेन 2, 4 घंटे या उससे भी अधिक जेट हो जाए तो वहां खाने और नाश्ते का समय है उस समय वहां खाना और नाश्ता मिल सके, क्या ऐसी व्यवस्था करेगे ?

**श्री जयन्त कुमार सान्खे:** अगर मंत्री जी पैसा लेकर इतना करवा दें तो बहुत ऐडमन होगा।

**श्री राज सहाय बांडे:** रेट इतना लेने है लेकिन सिर्फ दो बिस्कुट पकड़ा देने हैं।

**श्री राज बहादुर:** मेम्बर को और यात्रियों को थोड़ा बहुत अनुविधान है कि उनको खाने को नहीं मिलता है। लेकिन जहां निश्चय है कि एलाइट 20 मिनट या आधे घंटे की ही होती है वहां खाना देना असंभव हो जाता है। इसके अभाव में हमने कोशिश की है कि हम इकनामी करें।

मेरा ख्याल है कि मेरे मित्र श्री कछवाय जो काफी लम्बे च. डे हैं, यदि उनका बदन भी जरा छरहरा हो जाए तो अच्छा है।

**अध्यक्ष महोदय:** यह बहुत खाने पीने का शौक रखते हैं।

**श्री अटल बिहारी वाजपेयी:** मंत्री जी हमें बड़े मजाक के तार पर ले रहे हैं।

**श्री राज बहादुर:** मैं बिल्कुल मजाक के तार पर नहीं ले रहा हूँ। मुझे इस अनुविधान के बारे में मानुम है, हम कोशिश कर रहे हैं।

**श्री अटल बिहारी वाजपेयी:** अध्यक्ष जी, आप स्वयं थोलाका गए थे। बड़ी मछियां में बिदेगी होती है लेकिन थोला में मद्रास तक की जो उड़ान है वह स्वदेशी उड़ान है। उममें खाली बिस्कुट खाने को दिए जाते हैं जब कि भारत का वक्त होना है। यदि किराया उड़ानों को 10, 15 रुपए बढ़ा दीजिए, तबिन भारत की यह तन्वीर बिदेगियों के सामने पग मल कीजिए।

**श्री राज बहादुर:** हम जल्दी इस बारे में कार्यवाही कर रहे हैं। लेकिन आप इकनामी को प्राथमिकता का भी ख्याल करें।

**श्री हुकम चन्द कछवाय:** भारत किराया बढ़ा दिया है लेकिन खाना, नाश्ता बन्द कर दिया है। यह मेरी ही शिकायत नहीं है सभी मेम्बरों की शिकायत है। हवाई अड्डा 10, 10 12, 12 मील दूर होना है। चाय, नाश्ते का प्रबन्ध होना चाहिए।

**SHRI PILOO MODY:** Absolutely shocking. There can be no excuse.

**SHRI PRIYA RANJAN DAS MUNSJI:** You charge some Rs 5 more but serve food.

**SHRI VASANT SATHE:** These days your air-hostesses have no work because of this.

**SOME HON. MEMBERS:** We would welcome your comments on this.

अध्यक्ष महोदय : श्री राज बहादुर शेंगे कि जो कोलम्बो से प्लेन धाता है वह छोटा सा है। अपने देश में एक जगह से दूसरी जगह जो लेन चलते हैं, उससे भी बहुत छोटा है और उसमें बुरी हालत है। वह जैसे छांटी सी पुरानी टम-टम होती थी, वैसा है। आप उसको देखिए, उसका बहुत बुरा इम्प्रेशन होता है। आपकी जो एयर-होस्टैस है वह इस तरह से पूछनी है कि यह नाही कहे तो अच्छा है।

#### Export of Bauxite Ore

\*614. SHRI P. R. SHENOY: Will the Minister of COMMERCE be pleased to state:

(a) whether there is foreign market for the export of bauxite ore from India;

(b) if so, whether the foreign market is being exploited fully; and

(c) the countries that have shown interest in Indian bauxite?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI VISHWANATH PRATAP SINGH): (a) to (c). Small quantities of bauxite have been exported to Japan, German Democratic Republic, Czechoslovakia and Bangladesh.

Exports of bauxite from India are limited, because they are uneconomical to the foreign buyers on account of high cost of inland transportation, inadequate port facilities and high ocean freight.

SHRI P. R. SHENOY: Bauxite is available in a large quantity on the Western Ghat in South Kanara Distt. in the hinterland of new Mangalore Port. This can be exported economically as no inland transport is involved. It can be exported to Western countries especially to Iran, Iraq and

other Western Asian countries economically. I would like to know whether the Government has explored the possibility of exporting bauxite to Western Asian countries.

SHRI VISHWANATH PRATAP SINGH: Before exporting of any mineral we have to take into consideration domestic demand. We have our own industries to convert bauxite into alumina and into aluminium products. High grade bauxite we have restricted, because of its need in the country. The restriction as it goes is like this—bauxite containing alumina above 50 per cent is restricted. Bauxite containing alumina between 40 to 50 per cent but containing Silica below 5 per cent is restricted. But other grades are freely exported. The other constraints on export are transport cost and competition from other countries.

SHRI P. R. SHENOY: My complaint is that inferior quality of bauxite that is available in the hinterland of New Mangalore Port is not exported at all. It is lying waste there. I would like to know what steps have been taken by the Government to export this ore.

SHRI VISHWANATH PRATAP SINGH: We have no restriction on low grade bauxite as such, if there are demands for this type of bauxite we will have no objection to export it.

SHRI R. S. PANDEY: Taking into consideration a good lot of potential of the high grade bauxite which is available in Madhya Pradesh and in many other States also Eare Government is contemplating to produce alumina and fetch foreign exchange because there is good demand of Alumina and not aluminium.

SHRI VISHWANATH PRATAP SINGH: We would prefer to export alumina instead of bauxite. If we could go from alumina to aluminium products, such a shift in export would be preferred.