

season we can begin to operate in the field of rural credit with institutional arrangements.

SHRI D. N. TIWARI: It is not clear from the statement laid on the Table of the House as to what arrangements have been made in each State for the distribution of consumption loans, because the statement simply says that this bank or that bank has been opened. In those areas where the per capita income is the lowest and the people are in dire necessity of consumption loan, specially in States like Bihar, north Bihar particularly, and eastern UP, what arrangements have been made so that the people might take advantage of this and be free from hunger?

SHRI PRANAB KUMAR MUKHERJEE I do appreciate the concern of the hon. Member. But, at the same time, perhaps, one point we shall have to keep in mind. It may not be possible for us to take care of the entire problem of the consumption loans immediately. Because, after all the resources which will have to be ploughed back in the rural areas are unlimited. At the same time, we shall have to see that at least a part of the consumption loan is provided for medicine, education, to sustain the farmer till the harvesting period is over. Therefore, the illustrations which are indicated in Annexure A are merely illustrative, which are operating in limited areas. We want to extend it. The agencies which are functioning are branches of commercial banks, regional rural banks, cooperative credit societies and farmers service societies. Even the State Government administrative machineries like the revenue administration are augmenting their staff. We are trying to pool the resources of all the agencies to take care of the problem.

श्री नरसिंह नारायण शर्मा : क्या माननीय मंत्री जी ने कोई रिपोर्ट रिजर्वल हरल बैंक से मंगायी है जो ग्राम में बोलें है जिस से वह मालूम हो सके कि जो माजिनल क सब माजिनल किसान है, उन को कितना

कंजन्शन लोन प्राप्त हो पाये है ? क्या यह बात भी सही है और क्या ग्राम इसकी जांच करावेंगे कि उनमें पैसा जमा करने की प्रवृत्ति ज्यादा है बनिस्वत किसानों को लोन देने के ? क्या ग्राम इन रिजर्वल हरल बैंक से कोई स्टेट-मेंट्स मंगवा कर जांच करेंगे कि ये बैंक किस तरह से काम कर रहे हैं ? मेरे क्षेत्र में भी रिजर्वल बैंक खुला है, उसी के माध्यम पर मैं यह सब पूछ रहा हूँ ।

SHRI PRANAB KUMAR MUKHERJEE. The hon. Member would appreciate that the regional rural banks have just started coming up. During the last two weeks I have inaugurated at least three banks. So it is not yet time to call for any report from any of them. At the same time, some banks have started operating from the 2nd October. The whole purpose of setting up the regional rural banks is to help the small and marginal farmers, landless labour and poor artisans. We are making a constant review. But I may inform the hon. Member that these organisations have also their limitations, because the problem is so vast and the institutional arrangements are so meagre, that in spite of our best effort we cannot reach them. We asked the Committee to look into what other alternative agencies can be established to supplement the existing arrangements. That is why we are exercising our minds on the recommendations of the Working Group. On the basis of that we will take care of the problem.

Construction of Airports in Eastern India

*609 **SHRI SAKTI KUMAR SARKAR** Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state—

(a) whether Civil Aviation Department is constructing more airports in the country; and

(b) if so, how many airports will be set up in Eastern India?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (SHRI SURENDRA PAL SINGH): (a) and (b). A statement is laid on the Table of the House.

Statement

In the Fifth Five Year Plan a provision was made for constructing six civil aerodromes, namely,

1. Cochin (Kerala).
2. Port Blair (Andaman & Nicobar Islands).
3. Pondicherry (Pondicherry).
4. Calicut (Kerala).
5. Jamshedpur (Bihar).
6. Hubli (Karnataka).

Out of these six aerodromes, the aerodrome at Jamshedpur is in eastern India. In addition, it is proposed to establish Civil enclaves at the Defence Aerodromes located at Jorhat, Tezpur and Dimapur. Construction of a new aerodrome at Barapani (Meghalaya) sanctioned in the Fourth Plan at an estimated cost of Rs. 1.24 crores is in progress. The works on runway, taxiway, apron, technical and residential buildings are completed. A design for a small terminal building has been finalised and the work is scheduled to start shortly.

The proposal to construct an aerodrome at Cochin was subsequently modified as it was decided to develop the existing Naval aerodrome for Boeing-737 operations by strengthening the runway from LCN 26 to LCN 40 and lengthening it from 5400 feet to 6000 feet. An expenditure of Rs. 70.05 lakhs has been sanctioned for the project.

The decision on the construction of a new aerodrome near Port Blair has been held over as Indian Airlines is exploring the possibility of acquiring an aircraft of the new generation of

jet aircraft capable of operating to from the existing aerodrome at Port Blair.

As regards construction of the other aerodrome these will be considered depending upon the operational plans of Indian Airlines and availability of resources.

SHRI SAKTI KUMAR SARKAR:

It appears from the statement that a provision has been made in the Fifth Plan for constructing a new airport at Port Blair. May I know when actually this airport is coming into existence because I had been there twice within the last one year and I have seen the difficulties of the people?

SHRI SURENDRA PAL SINGH:

The position in regard to Port Blair is somewhat like this. Earlier on, the Department of Civil Aviation had decided to build a new aerodrome there, but now there is some modification in the scheme because the Indian Airlines are carrying out a survey to find out whether they can select a new type of plane which can make use of the existing aerodrome. If they can find such a plane, there will be no need to go in for a new aerodrome.

SHRI SAKTI KUMAR SARKAR: Is it going to be a new aerodrome in addition to the existing one?

SHRI SURENDRA PAL SINGH: A new aerodrome will be constructed only if the Indian Airlines are not able to find a suitable plane to make use of the existing aerodrome.

SHRIMATI MAYA RAY: Would the hon. Minister kindly tell us whether or not the Government of India has given any thought to diverting the air traffic from Bombay and Delhi to the existing airport in the eastern region, namely Calcutta, because I hear frequently from various travellers that the percentage of traffic that is going through Bombay and Delhi

is so high that it is not being handled properly or adequately and that it has reached a saturation point, and yet the airport in Calcutta is lying completely vacant and unused. This is most important as Calcutta is the main cross Road to the East.

SHRI SURENDRA PAL SINGH: It is a slightly different question from the one that has been tabled, but the question of the Calcutta airport has been discussed in the House a number of times. We realise that it is not being used by foreign airlines and every effort is being made to persuade them to start operations to Calcutta as early as possible.

SHRIMATI MAYA RAY: I am not talking of foreign airlines.

SHRI SURENDRA PAL SINGH: Air India also.

SHRI JAGANATHA RAO: In continuation of the question put by Mrs. Maya Ray, may I ask the Minister to say whether they are going to lengthen and strengthen the runways at Bhuvaneshwar so that a Boeing can land there. Bhuvaneshwar is a State Capital and the question has been raised from time to time to have direct links with State Capitals. What is the Government thinking? In the Fifth Plan I do not find anything.

SHRI SURENDRA PAL SINGH: This question relates to new aerodromes. However, subject to correction I may say that certain steps are being taken to improve the Bhuvaneshwar aerodrome to take in a bigger and a better type of aircraft.

MR. SPEAKER: I think the question is about new aerodromes, not the existing ones.

SHRI JAGANATHA RAO: Strengthening of the existing ones is also there.

SHRI JAGADISH BHATTACHARYA: May I know whether the existing small aerodromes at Panagarh

and Jalakunda will be opened for smaller aircraft?

MR. SPEAKER: Next question.

Indo-U.S. Economic and Business Sub-Commissions

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*611. **SHRI B. N. REDDY:**
SHRI VASANT SATHE:

Will the Minister of FINANCE be pleased to state:

(a) whether Indo-U.S. Economic and Business Sub-Commissions formulated some practical and clear rules in March this year for the entry of foreign investment into India; and

(b) if so, the main features of the discussions held and rules framed?

THE DEPUTY MINISTER IN THE MINISTRY OF FINANCE (SHRIMATI SUSHILA ROHATGI): (a) and (b). No, Sir. During the meeting of the Indo-US Economic and Commercial sub-commission held in New Delhi in March, 1978, there was a general discussion with regard to Government of India's approach to foreign investment in India. The Indian side explained the objectives of the Indian Government's investment policy. Both sides recognised the importance in this area of practical and clear rules for the entry of foreign investment. The Sub-commission did not formulate any rules in this regard as this would have been beyond its scope and functions.

SHRI B. N. REDDY: I would like to know from the hon. Minister whether it is not a fact that the Chairman of the American Delegation Mr. Arvil made an eloquent speech to enable multi-national corporations to play an increasing role in developing countries? In view of the fact that the multi-national corporations have become a threat to Indian economy, why our Government does not take a decision not to allow the multi-national corporations to play a role in our Indian economy? Is it not a fact that they want to monopolise the market.