

with the Boeing Company should be stopped immediately till a study is made in depth honestly and dispassionately of the economics of various proposals already pending with government.

4.33. The Committee find that with the same methodology as was followed in the earlier study, the current level of indirect operating costs would be 99 per cent of the direct operating costs (as against 75 per cent then estimated). These are expected to come down gradually with the increase in the fleet size and increased operations. The Committee urge that speedy and effective steps should be taken forthwith to bring down the incidence of indirect costs through stricter supervision and control over expenditure.

The Indian Airlines and Air India are commanded by the same controlling authority, namely the Ministry of Civil Aviation and Tourism, and inspite of this revelation on the part of Boeing aircraft's uneconomic operational results, they have chosen bye-passing of the clear and specific recommendations of the P.U.C., a financial committee of the House to make such a huge purchase involving about 100 crores of rupees. This is a very serious matter for the House to know. In fact by taking this decision the Ministry has shown utter disregard to the findings of the Committee of this House. I would request you to direct the Government to explain their conduct in this regard.

(vi) Reported Railway accident on 12th May, 1979 between Talara and Javanwalla Shehr Railway Stations in Kangra district of H. P.

SHRI DURGA CHAND (Kangra): Mr. Speaker, Sir, a tragic railway accident took place on 12-5-1979 between Talara and Javanwalla Shehr railway station in sub-division Narpur district Kangra, Himachal Pradesh on a Pathankot-Joginder Nagar narrow gauge track. As reported, two bogies had been derailed, the cause of the

accident has not yet been disclosed. According to the latest reports, six persons have died and sixty persons have received severe injuries. It is also stated that the injured persons have been admitted at Civil Hospital, Pathankot and Amristar and some of them are in district Kangra hospitals. It is also revealed that Mr. K. G. Uppal, Divisional Manager, Northern Railway has given Rs 750/- to 31 injured persons and Rs. 1000/- each to the dependents of the 6 deceased persons as relief. It shows that such a tragic accident has never previously happened on this railway line. As a matter of fact, Railway Minister should take serious view of this accident and order to hold an immediate enquiry about this sad mishap and thereupon take appropriate action against those whose negligence has brought such a big disaster.

I also request you to advise the hon. Railway Minister to issue a detailed statement about this accident and the relief which has been provided to the victims of this accident. The amount which has been reported to be given as a relief to the injured persons as well as to the dependents of the deceased is very meagre. The injured persons should be provided free medical and diet facilities and be given Rs. 5000/- minimum as a relief and the dependents of the deceased persons be given according to the new Railway Rules which amounts to many thousands.

I expect that the Railway Minister would come forward to provide maximum assistance to the victims of this tragic mishap.

(vii) Government's decision to set up a unit in Punjab for production of electronic equipment of Jaguar aircraft.

SHRIMATI PARVATHI KRISHNAN (Coimbatore): Sir, the Government of India has recently taken a decision to manufacture Jaguar aircraft in India in collaboration with a British firm. Shri Sher Singh, Minister for Defence Production had stated

in Parliament that the airframe and engine of Jaguar aircraft would be produced by the Hindustan Aeronautics, Bangalore and a new division would be opened for the manufacture of avionics. It is strange that there should be talk of this new division when there is already a division of HAL situated in Hyderabad. The Hindustan Aeronautics, Hyderabad division (Electronics) employing about 3188 persons including managers, engineers, direct and indirect workers is responsible for manufacturing electronic equipment of a very wide range. The division is producing highly sophisticated equipment and has attained international standards and even secured export orders to Yugoslavia. The excuse being put forward for not entrusting this work to the Hyderabad Division of HAL is that the technologies and product mix in Hyderabad have already grown very wide and instead of further diversifying their product range, this division should consolidate existing skills and capabilities in areas of existing technology to allow further exploitation of their potentialities. This is an erroneous policy. Most of the existing products are phasing out in one or two years without successor models. Hence Jaguar Avions could go into production initially by assembling the imported items as per the contract and later by indigenisation. There is plenty of land available at HAL, Hyderabad, which has been allotted free of cost by the Government of Andhra Pradesh. A newly constructed hanger costing Rs. 55 lakhs will go unutilised if more work is not given to this unit. Already available assembly buildings are kept unused since the last three years. It is learnt also that Rs. 3 crores originally sanctioned to this unit is now going to be diverted elsewhere. It will, therefore, be cheaper and quicker to expand these existing facilities.

One important point I should like to mention is that the place now being talked of for a further unit for the production of electronic equipment for Jaguar aircraft is Chitapur in the

Punjab. This would be dangerously near the frontiers for the setting up of such a vital defence industry and hence should not be thought of at all. The most economical and viable proposition, in the interest of national security and national economy would be to undertake the production of the electronic equipment for the Jaguar aircraft at the Hyderabad Division and Lucknow divisions of HAL.

PROF. P. G. MAVALANKAR (Gandhinagar): I rise on a point of order. This is penultimate day of the Current budget session.

MR. SPEAKER: Not for the point of order.

PROF. P. G. MAVALANKAR: I rise on a point of order because I need your assistance to make rule 377, particularly the implementation part of it, more effective and purposeful.

MR. SPEAKER: It is under consideration by the Rules Committee. If need be, we will invite you to the Rules Committee meeting.

PROF. P. G. MAVALANKAR: To strengthen and fortify the practice which you have been good enough to follow, namely, a number of points of variety of urging and importance are being brought here. For example Shrimati Parvathi Krishnan and Shri Jyotirmoy Bosu raised matters of great importance much more important than some of the other matters raised today under rule 377 by other colleagues. But Ministers are not able to reply; that should not happen. Moreover, Sir, please see rule 31(2):

“Save as otherwise provided in these rules, no business not included in the list of business for the day shall be transacted at any sitting without the permission of the Speaker.”

It is now an established practice and convention, it comes always before the legislative business.

MR. SPEAKER: This has been raised a number of times.

PROF. P. G. MAVALANKAR: When you begin the next session, kindly see

[Prof. P. G. Mavalankar]

that at least two things happened; let us print in the order paper every day the subjects of 877 permitted and also let us print the names of the people so that proper importance is given to that; the Press may know; we may know. Please ensure, moreover, that Ministers answer wherever important answers are called for; it should come within a week or so, of the statement made.

MR. SPEAKER: There is no point of order; this matter is being discussed in the Rules Committee. Mr. Kadiyan.

12.50 hrs

[MR DEPUTY-SPEAKER in the Chair]

SHRI JYOTIRMOY BOSU: I will take just half a minute.

MR. DEPUTY-SPEAKER: No; Mr. Kadiyan has already been called.

SHRI JYOTIRMOY BOSU: The Public Undertakings Committee had already made a recommendation for not having any dealing with the Boeing Company.

CONSTITUTION (FORTY-SIXTH AMENDMENT) BILL—Contd.

MR. DEPUTY-SPEAKER: Further consideration of the following motion moved by Shri Dhanik Lal Mandal on the 16th May, 1979, namely:—

“That the Bill further to amend the Constitution of India, be taken into consideration.”
and amendment moved thereon.

SHRI P. K. KODIYAN (Adoor): Mr. Deputy-Speaker, Sir, the proposed amendment of the Constitution to provide for the setting up of separate commissions for the Scheduled Castes and Scheduled Tribes and also for the linguistic and religious minorities are a welcome move. This has been brought forward with a view to creating a sense of confidence among the weaker sections and the minorities. But mere setting up of the commissions will not create the necessary confidence among the weaker sections and

the minorities unless the Government comes forward and expresses their readiness to act according to the recommendations of the commissions and unless the commissions are independent bodies and not functioning at the sweet will of the executive. This has to be made clear because in the past there had been experience of similar commissions functioning in some of the States. For example, in 1974 a Minority Commission was set up in Uttar Pradesh and the experience of that Minorities Commission in that State was very very unhappy. It was almost controlled by the Government, a nominated body of the State Government and it turned out to be a political eyewash rather than a serious attempt to come to the rescue of the minorities who were having genuine grievances and who were feeling a sense of insecurity in many respects. That is why, I am emphasising on this point that the commission should be independent. There must be a separate law providing for its authority modalities for its functioning and also the statutory backing of the commission's recommendations. If these commissions are appointed with an intention to add some more reports to the huge bunch of reports that the Government is having and which are rusting in various shelves of the Government offices, then I should say that this also would act as a political eye-wash. Government should realise the gravity of the situation, i.e. a sense of insecurity that is prevailing among the weaker sections, Scheduled Castes and Scheduled Tribes and also among the religious minorities and linguistic minorities particularly religious minorities. Unless the gravity of the situation is realised, proper steps cannot be taken in this respect. I request the Government to give up its smug attitude towards these problems, an attitude of complacency that whenever the question of atrocities is raised or the question of communal riots is raised, always the Government rush with statistics to show that there has been no increase in the incidence of com-