

1988 में गुवाहाटी में हुई विमान दुर्घटना के संबंध में जांच प्रतिवेदन

589. श्री धर्जित जोगी :

कुमारी चंद्रिका प्रेमजी केनिया :

क्या नागर विमानन मंत्री यह बताने की कृपा करेंगे कि :

(क) वर्ष 1988 में गुवाहाटी में हुई विमान दुर्घटना की जांच करने के लिये एक जांच आयोग गठित किया गया था।

(ख) यदि हां, तो क्या जांच प्रतिवेदन प्राप्त हो गया है ; और

(ग) यदि हां, तो इस विमान दुर्घटना के क्या कारण थे और इस प्रतिवेदन के आधार पर इस संबंध में आगे क्या कार्यवाही की गई है ?

नागर विमानन मंत्रालय में राज्यमंत्री (श्री हर मोहन घजन) : (क) से (ग) जी, हां। 19-10-1988 को गुवाहाटी में बाफुद्ध एफ 27 विमान की दुर्घटना गुवाहाटी में उपस्कर अवतरण प्रणाली की "लेट-डाउन" प्रक्रिया का पूर्ण रूप से पालन नहीं किये जाने के कारण हुई थी। कैप्टन-इन कमांड द्वारा ग्लाइड स्लोप के उपलब्ध न होने की सूचना दिये जाने पर हवाई यात्रायात नियंत्रक ने विमान को आउटर मार्केट इन बाउंड पर रिपोर्ट करने के लिये ग्लाइड क्लायरेंस दी जिसका भी इस दुर्घटना में हाथ रहा।

सरकार ने विमान परिचालनों की सुरक्षा बढ़ाने के लिये सुझाई गई सिफारिशों को स्वीकार कर लिया है। सरकार के निर्णयों सहित रिपोर्ट की प्रतियां संसद पुस्तकालय में रख दी गई हैं।

औषध कंपनियों की और औषध मूल्य समानीकरण खाते की बकाया धनराशि

590. श्री धर्जित जोगी :

कुमारी चंद्रिका प्रेमजी केनिया :

क्या पैटोलियम और रसायन मंत्री यह बताने की कृपा करेंगे कि :

(क) 31 जनवरी, 1991 की स्थिति के अनुसार औषध मूल्य समानीकरण खाते में अन्तर्गत निम्न औषध कंपनियों की और कुल कितनी धनराशि बकाया थी ;

(ख) उन कंपनियों के नाम क्या हैं जिनकी और 31 जनवरी, 1991 को 5 करोड़ रुपये से अधिक की धनराशि बकाया थी ; और

(ग) इस धनराशि की वसूली के लिये क्या उपाय किये जा रहे हैं और सरकार कब तक पूरी राशि मसूल कर पायेगी ?

पेट्रोलियम और रसायन मंत्री तथा संसदीय मंत्री (श्री सत्यप्रकाश मालवीय) :

(क) चूंकि इस संबंध में जांच प्रक्रिया अभी पूरी नहीं हुई है अतः अपेक्षित जानकारी यथाशीघ्र सदन के पटल पर रख दी जायेगी।

(ख) और (ग) अब तक की गई अस्थायी गणना के अनुसार कंपनियों के नाम हैं:—मैसर्स ग्लैस्सो इंडिया लि०, मैसर्स हेक्स्ट इंडिया लि., मैसर्स मेरिन्ड लि., मैसर्स साइनामाइड इंडिया लि० और मैसर्स लायका लैब्स। उचित विधिक प्रक्रिया के अनुसार वसूली की जायेगी।

Dangers in the use of pesticides

591. SHRI SHAMIM HASHMI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government are aware of the dangers to human health caused by the use of pesticides such as

Pentachlorophenol (PCP) and Lindane for wood preservation;

(b) if so, what are the details thereof; and

(c) what steps are contemplated by Government in this direction?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE AND DEPUTY MINISTER IN THE MINISTRY OF INDUSTRY (SHRI DASAI CHOWDHARY): (a) Yes, Sir.

(b) and (c) The available details are given in the statement enclosed.

Statement

Redistribution of pesticides:

The Ministry of Agriculture (Deptt. of Agri. Coop.) has reported that the import, manufacture and use of pesticides are regulated under the Insecticides Act, 1968. The Committee called Registration Committee has been constituted under the said Act which registers pesticides only after satisfying itself regarding the efficacy and its safety to human beings and animals. Pentachlorophenol (PCP) and Lindane have been registered by this Committee for agricultural purposes and not for wood preservation.

Pentachlorophenol (PCP):

Though PCP has the property for use in wood preservation protecting from fungus decay and termite or beetle attack, its technical and 12.5 per cent formulation are registered under the Insecticides Act, 1968 in India as a herbicide for the control of ditiol and monocot weeds in non-cropped areas. Being a contact non-selective herbicide, its use in cropped area is not approved.

PCP is a highly toxic regardless of the route, length and frequency of exposure. Acute oral LD 50 for a variety of species range between 27-203 mg/kg. according to the different

solvent, vehicles and grades of PCP. Limited evidence shows most dangerous route of exposure of PCP is through air. It is irritant to skin and mucous membrane. In rats lethal doses induce increase respiratory rate, rise in temperature, tremors, loss of righting reflex, asphyxial spasm and cardiac arrest.

Exposure to fairly high concentration of PCP is fetotoxic. It has been proved to be immunotoxic to mice, rats, chickens and cattle. It is not considered carcinogenic to rats and not highly mutagenic but because of the presence of at least one carcinogenic contaminant.

It is suggestive of potential for technical PCP to cause cancer in laboratory animals. The effect of PCP in man is very similar to those reported in experimental animals. Hazards like skin resheer, respiratory diseases, neurological changes, headaches, nausea, etc. have been documented, from occupational and accidental exposures.

As per the United Nations Organisation's publication of 1990, this chemical is banned/restricted in 15 countries including China, Sweden, New Zealand, etc. In view of the above reasons, the use of this chemical has been reviewed by a high level Committee set up by the Ministry of Agriculture and being finalised for submission to the Govt.

Lindane:

Under the Insecticides Act, 1968, the use of Lindane has been approved for sugarcane and rice. Its use in vaterinity field and forestry is limited.

Lindane is considered as moderately hazardous with oral LD 50 of 82-225 mg/kg and acute dermal LD 50 between 900-1000 mg/kg. Long term dietary studies in rats showed a no-effect level at 50 ppm (2.5mg/kg/day). The no-effect level is higher with Lindane when compared with other chlorinated hydrocarbon insecticides. Apart from safety, teratogenicity and

mutagenicity in case of Lindane, IARC on behalf of WHO examined in 1971 all the data and arrived at the conclusion that there was no evidence that Lindane was carcinogenic in mice. In fact, no increase in tumors was seen in rats fed a maximum of 100ppm of Lindane throughout their life span. The formation of liver tumors with high dosage of Lindane in mice has been observed. But studies with Lindane conclusively prove that it is not geno-toxic and thus it cannot be concluded that Lindane is carcinogenic. However, Lindane has been classified as possible oncogenic pending further review by US EPA. IARC has not classified Lindane as carcinogen in human while US EPA rating accepts only limited evidence from animal studies (mice) and no human data as evidence of carcinogenicity.)

The United Nations publication has revealed that this chemical has been banned/restricted in many countries including Canada, Mexico, Kenya, Argentina, Switzerland, Thailand and USA. However, Lindane has been under special review by US Environmental Protection Agency.

In view of the above, the use of this chemical has been reviewed by a high level Committee set up under the Chairmanship of Dr. S. N. Bannerjee and is being finalised for submission to the Government.

Non-furnishing of environmental data by Nylon 66 producing company

592. SHRI B. K. HARIPRASAD: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government's attention has been drawn to the news item which appeared in the Economic Times of 29th November, 1990 regarding non-furnishing the vital environmental data by Thapar Du Pont Limited on its Nylon 66 project proposed to be set up in Goa; and

(b) if so, what steps are being taken in this regard?

THE MINISTER OF PETROLEUM AND CHEMICALS AND PARLIAMENTARY AFFAIRS (SHRI STAYA PRAKASH MALAVIYA): (a) Government have seen the news item in question.

(b) As the matter concerns a private limited company and a voluntary environmental organisations, the matter is essentially for the parties concerned to resolve among themselves.

Representation against Discontinuance of Air Service on Madras-Australia route

593. SHRI S. MADHAVAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government have received representations regarding hardships caused to the exporters due to the discontinuance of the air service between Madras and Australia; and

(b) if so, what action has been taken to facilitate cargo traffic on this route?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI HARMOHAN DHAWAN): (a) and (b) Air India was operating till 31 January 91 between Bombay/Delhi and Sydney via Singapore. These services have been discontinued. Cargo traffic from Madras can be routed on Air India's Singapore terminators and interlined to points in Australia.

Withdrawal of Air India from Australian Air Market

594. SHRI S. MADHAVAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Air India has decided to pull out from the Australian air market and if so, what are the reasons therefor;