

that this Government should not allow the Pepsico multinational to operate in an area like the Punjab, where all sorts of foreign machinations are working.

SHRI VIREN J. SHAH (Maharashtra): Pepsico is the biggest foreign exchange earner in the Soviet Union.

SHRI DIPEN GHOSH: We are not talking in Soviet Parliament. We are talking in Indian Parliament.

SHRI DINESHBHAI TRIVEDI (Gujarat): Madam, I just want to add to this two new dimensions. Number one, as I understand, it is only 25 per cent of the total project which is for the soft drink or the concentrate; 75 per cent is for the processed food. India is an agricultural country and I am afraid if such a big project is given this importance to indulge in our agricultural policy, I do not know what is going to happen to the poor farmers, and what is going to happen to our industries that we have in that area. I am afraid, at this rate the day will come soon when Pepsico will dictate whether we should have rice there or potato there or wheat there. Number two, the new cancerous germ called BVO, I am not sure whether Pepsico contains this particular germ or not. I think there has been a lot of discussion on this subject. We have to be very careful about it.

#### Need to improve working of D.G.C.A.

SHRI DINESHBHAI TRIVEDI (Gujarat): Madam, with your permission and through you I would like to draw the attention of the Government to a problem or a situation which I define as alarming, grave, serious, dangerous and I still run out of adjectives to give the right definition of the situation. The situation has arisen because of the total and absolute callousness on the part of a Department called the D.G.C.A. They are showing an attitude of 'couldn't-care-less'.

Safety is the topmost consideration in the industry of civil aviation anywhere in the world. Today, we have so many airbus A 320 sitting on the ground. We are losing a lot of money. But we do not want to risk the lives of passengers and rightly so, the Government has taken the decision that these aircraft will be sitting on the ground till the safety standards, from all angles, are considered. While we are doing this on the one hand, on the other, this agency which is supposed to be looking after nothing else but safety standards is flouting a lot of safety norms.

In this connection, Madam, I have to draw the attention of the Government, through you, to the unfortunate air crash at Bangalore. It was agonising for the relatives—I have seen this on television; besides, there have been reports in the Press—that the firefighting men could not reach the site of the accident. They saw the bodies, human beings, being burnt and turned into charcoal in front of their naked eyes, but they could not—I emphasise the words 'could not'—reach the site of the accident because a gate, an iron-gate, was locked and access to the site of the accident was blocked. Normally,—in fact, it is mandatory—the keys of this particular gate are supposed to be with each and every crew of the firefighting service. But none of them ever had it. Therefore, it took a very long time—in such emergencies, even fraction of a second is not only important but, in fact, vital—for securing the safety of the passengers who were almost in flames. Because of this, so many lives were lost. I would like to quote from various newspaper... (*Time-bell rings*) which came out with headlines such as "Safety norms may have saved the A-320", "Officials callous about the airport's safety", "Pilots express doubts over implementation of proposals", etc. I personally feel that this is a very serious issue. While the A-320 aircraft are sitting on the ground, the DGCA, is merrily flouting all the safety norms.

[Shri Dineshbhai Trivedi]

Furthermore, in regard to the Bangalore Airport, I would like to draw your attention to the report of the Inspector of Accidents. The report says that there have been various committees of inquiry, various courts of inquiry, which went into many crashes, that they had given their recommendations and that the DGCA, has not implemented a single recommendation. I am sure, had they followed the recommendations, we would have been able to save a few more lives. I will take just one more minute, Madam. The Bangalore Airport comes under the H.A.L., and the Inspector of Accidents says: "The Bangalore Airport is a private airport under the H.A.L., being licensed by the D.G.C.A., under para X<sub>1</sub> of the Aircraft Rules of Public Use-Validity of this licence—from 1.8.1960 to 31.8.1961." In other words, the validity has expired.

I would plead with the Government. It should be made mandatory that all the airports must have proper certification. This certification should take into account things like preparedness in case of emergencies, safety standards in terms of functional use, etc. Also, periodically, the licences should be renewed. I am 3.00 P.M. afraid, no such thing is being considered at the moment by this Government or the previous Government never paid attention to this.

Lastly, Madam, one more incident was committed by a very senior pilot, who is supposed to be looking after the safety, none other than a check pilot, a pilot who who is examiner and who is the Operations Manager in the Eastern region of Indian Airlines. There was a near 'airmiss' with Bangladesh Biman. This senior pilot had flouted all the safety norms and this report was given by a safety officer. It is not just a media publication. The pilot concerned did not report the matter. It was reported by the authorities of Bangladesh Biman, which was another aircraft with which the near miss took place. As reported in the

media, this particular pilot has not even been asked to show cause. The DGCA again is showing total callousness towards this, as per the media, because they have some connection with the DGCA authority.

Lastly, I plead through you, Madam, to look into the working of DGCA and may a Committee be appointed for this?

SHRI VIREN J. SHAH (Maharashtra): I also associate myself with this.

#### **Need to Purchase Discoloured Rabi Crop from Farmers through FCI**

SHRI MENTAY PADMANABHAN (Andhra Pradesh): Madam, I would like to bring to the notice of the Government a very important matter concerning the condition of the farmers of West Godavari District in Andhra Pradesh. This matter is very important not only to the farmers of the West Godavari District but the entire nation. Nearly 4 lakh tonnes of paddy which is absolutely fit for human consumption but slightly discoloured, is lying in the fields and godowns of farmers. During the rabi season 89-90 in West Godavari district paddy crop was raised in 2.1 lakh hectares. Due to heavy rains during the months of March and 1st week of April 1990 paddy crop in 90,000 hectares was discoloured. Rains in the months of March and April are quite unusual in those parts. The paddy which was on the fields after cutting and ready for harvesting has become drenched, soaked and discoloured due to stagnation of rain water in the fields. The total quantity of paddy affected by the rains would be about 4.5 lakh tonnes.

The farmers lost nearly 25 to 30 per cent of the yield due to unseasonal rains. Not only that, the rice millers are not coming forward to purchase the paddy because the Food Corporation of India is not accepting the rice out of the discoloured paddy. Ever if any rice miller has come forward