

we would try to see that it is made available to them. I am told that at present no newsprint is given to textbook publishers. They take the paper from the market.

SHRIMATI USHA MALHOTRA: This black-market is going on. They should also be supplied newsprint at the same price.

SHRI VASANT SATHE: If they ask for newsprint, I can assure the hon. Member that we would take it into consideration and supply the newsprint to textbook publishers.

MR. DEPUTY CHAIRMAN:
We adjourn for lunch and meet at 2.30 P.M.

The House then adjourned for lunch at thirty minutes past one of the clock.

The House re-assembled after lunch at thirty-three minutes past two of the clock, **Mr. Deputy Chairman** in the Chair.

STATEMENT BY MINISTER

Hijacking of Indian Airlines plane on 4th August, 1982.

THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI A. P. SHARMA): Sir, Indian Airlines' aircraft Boeing 737 operating the scheduled flight IC-423 on the Delhi-Amritsar-Srinagar route with 122 passengers, 4 children, two infants, one super-numerary engineer and six crew members took off from Palam Airport at 1155 hrs. and as the aircraft was approaching Amritsar, it was hijacked. The aircraft also suffered damage due to a bird-hit on its approach towards the Amritsar airport. The hijacker forced the pilot to proceed to Lahore under threat of blowing up the aircraft with some material wrapped up in hand claiming it to be an explosive. The pilot could not land

at Lahore as the Air Traffic Control at Lahore declined permission to the aircraft to land and to make sure that the aircraft did not land, placed obstructions on the runway. The Boeing aircraft flew back towards Amritsar and the hijacker was persuaded by the crew to let the aircraft land at Amritsar. The pilot succeeded in safely landing at 1337 hours at Amritsar.

The hijacker wanted that **Shri H. S. Longowal** and any representative of **Sant Bhindrawale** to come to the aircraft and talk to him.

With the tactful handling of the situation by the pilot and the crew the women and children were allowed to disembark first and then the remaining passengers were also allowed to come out. Subsequently the hijacker's surrender was brought about at about 4 p.m.

A relief Boeing 737 aircraft with **Chairman and Managing Director, Indian Airlines**, was sent to Amritsar. Arrangements were made to send the Srinagar-bound passengers to Srinagar by I.A. aircraft at about 5 p.m. The hijacker has been identified as one **Gurbax Singh** aged about 45 years who boarded the plane at Delhi for Amritsar. The object used by him to threaten the pilot has been identified as a plastic ball wrapped in a yellow cloth. The hijacker claims to belong to a village near **Kurukshetra**. He was wearing a blue turban, white pyjama and kurta.

The demands of the hijacker were:—

(i) Amritsar should be declared a Holy City.

(ii) Punjab Govt. should tender apology for stopping people from reaching Amritsar on 25th July, 1982.

(iii) Persons who burnt holy books and buses at **Chandam Kalan** should be punished and action taken against them.

[Shri A. P. Sharma]

(iv) Bhai Amrik Singh, Tara Singh and Sukhjinder Singh are innocent and should be set free immediately.

(v) Gajinder Singh, hijacker should be set free.

(vi) The licences of Jatha of Bhindrawale should be restored.

(vii) Punjab Assembly should be dissolved.

(viii) He should be paid Rs. 50 lakh in the shape of dollars in Canada.

(ix) He should be allowed to give a talk on A.I.R.

(x) The defectors in Haryana should be removed from the Ministry.

(xi) In Patiala, persons found in possession of explosive materials should be arrested.

The hijacker at the time of surrender wanted that he should not be handed over to the police but should be taken to Gurdwara or kept in judicial custody. However the hijacker has been taken into custody by the local police and is being interrogated. Delhi police have registered a case.

SHRI M. KALYANASUNDARAM (Tamil Nadu): Sir, as a matter of clarification, I want to ask one or two questions. From the statement it appears that the Pakistan authorities not only refused permission for landing but they also placed some obstacles in the runway. In this case it is all right. It was a blessing in disguise because the pilot was inclined to return to Amritsar and everything went on safely. But if it were otherwise what would have happened? What is the reason for this changed attitude of Pakistan? What are the reasons for behaving like that? Then, what action does the Government propose to take? Have they sent this man for a medical examination to find out what is wrong with him?

श्री सदाशिव बागईतकर (महाराष्ट्र) :

मंती जी ने जो व्यान दिया है उस में एक चीज का उल्लेख नहीं है जिस की तरफ मैं उनका ध्यान खींचना चाहूंगा। जो हुआ उस को हाइजैकिंग नाम देना ही गलत है। अन्ततोगत्वा उसमें जो सच्चाई सामने आयी उस को हाइजैकिंग कहना ठीक बात नहीं है। प्रश्न यह है कि आज तक जो हाइजैकिंग के केसेज हुए हैं लगता है कि यह जो सैंक्टर है अमृतसर-श्रीनगर उस में दो-तीन ऐसी घटनायें हुई हैं, सब इसी इलाके में हुई है, इस एरिया में हुई हैं। जब उस में फोरन एजेंट और इस तरह की कुछ चीजें रहती हैं तब दूसरी बात होती है, लेकिन लगता यह है कि पंजाब में जो स्थिति है उसी का यह परिणाम है। पंजाब के जो पोलिटिकल टेंशन्स हैं उन का परिणाम यह हो रहा है कि दो-तीन बार इस तरह की घटनायें वहां हुई हैं। तो इन घटनाओं को रोकने के लिये क्या विशेष उपाय सरकार करने जा रही है ताकि जो पैसिजर्स जाते हैं उन की संपत्ति उस में रहे।

दूसरी बात मैं यह पूछना चाहूंगा, जवाब से मालूम होता है कि कोई आर्म्ड पर्सन हैंड ग्रेनेड ले कर आ जाय तो सभी के लिये खतरा हो जाता है। लेकिन इस चीज में साफ हो गया है कि कोई बाल ले कर या इस तरह की चीज लेकर आ जाये तो वह डरा-धमका कर ...

श्री उपसभापति : कौन एग्जामिन करे ? आप एग्जामिन करेंगे, क्या है, क्या नहीं है ?

श्री सदाशिव बागईतकर : इसी लिये सवाल यह उठता है कि क्या इस के लिये कुछ मैकेनाइज्ड चीज नहीं है। क्योंकि अगर कोई प्लास्टिक बाल लेकर आयेगा तो मेटल डिटेक्टर से भी पता नहीं चलेगा। तो इस तरह की कठिनाइयां

जो हो रही हैं उन के डिटेक्शन और प्रिवेंशन के लिये क्या उपाय सरकार सोच रही है ?

श्री शिव चन्द्र झा (बिहार) : पहली बात तो यह कि प्लेन पाकिस्तान में उतर नहीं सका और उन्होंने आइडेंटिफिकेशन भी रखे रनवे पर, तो इस तरह से एट्रेंडम हाईजैक करके जो प्लेन ले जाया जाता है उसके मुतालिक पाकिस्तान सरकार से बात करके कोई रास्ता निकाला गया है या नहीं ? इसके बारे में उन से कोई एग्रीमेंट है या नहीं ? दूसरे यह घटना इस रूट पर चौथी या पांचवी घटना है। ऐसी कितनी घटनायें अब तक हुई हैं, उन को आप बताइये और जैसा अभी ठीक ही कहा गया है कि यह सेंसिटिव एरिया है। उसके लिये आप के पास कोई कार्यक्रम है या नहीं ? तीसरे यह गुरबक्ष सिंह वहां कृपाण ले कर गया था। तो कृपाण के मुतालिक आप का निर्णय क्या है ?

SHRI SHRIDHAR WASUDEO DHABE (Maharashtra): I would like to know from the hon. Minister firstly whether there is an agreement between India and Pakistan for landing facilities for the planes. Suppose a plane has to make emergency landing, and if they...

MR. DEPUTY CHAIRMAN: Does not arise from this. This is hijacking question. Don't widen the scope.

SHRI SHRIDHAR WASUDEO DHABE: I want to know whether there is an agreement... (Interruptions).

MR. DEPUTY CHAIRMAN: Agreement for landing facilities is for the normal course; that is not in dispute. But it is hijacking.

SHRI SHRIDHAR WASUDEO DHABE: And therefore I am asking....

MR. DEPUTY CHAIRMAN: You cannot ask any question any time.

SHRI SHRIDHAR WASUDEO DHABE: Because you are getting angry...

MR. DEPUTY CHAIRMAN: Not the least; I am not angry. But that question does not arise here. Please put the question on hijacking.

SHRI SHRIDHAR WASUDEO DHABE: My question is, whether any information was received by the airport authorities that the plane had been hijacked and whether they intimated Pakistan authorities that the plane, having been hijacked, is flying towards Pakistan. Secondly, I would like to know whether security arrangements exist in the planes for the security of the pilot and the staff to avoid such type of occurrence and if so, whether that arrangement existed in this plane.

SHRI U. R. KRISHNAN (Tamil Nadu): In the statement read out by the Minister, there is no date mentioned of the occurrence and when did the aircraft land. I want to be clear on two things. According to newspaper reports, the pilot informed the Pakistan authorities that the plane wanted to land at Lahore, and not that it has been hijacked. Even then, the Pakistan authorities did not allow the aircraft to land in Pakistan. Why is it so? The other news item that has appeared in the newspapers today is that there is some agreement, like the Warsaw Convention, between the nations, and in spite of such an agreement, Pakistan authorities did not allow our plane to land there. I want to know whether the Government will revoke the agreement and...

MR. DEPUTY CHAIRMAN: Agreement about hijacking?

SHRI SURESH KALMADI (Maharashtra): Sir...

MR. DEPUTY CHAIRMAN: No, your party Members Mr. Dhabe has spoken. What can I do? He is expert.

श्री शिव चन्द्र झा : प्वांट आफ ग्राइडर/ रेरेरिफिकेशन में पार्टीवाइज पूछने की बात कहाँ आ जाती है ?

MR. DEPUTY CHAIRMAN: No, I have to regulate and give time party-wise.

SHRI U. R. KRISHNAN: I want to know whether Government is going to take steps to make journey between Amritsar and Srinagar safe.

SHRI GHULAM RASOOL MATTO (Jammu and Kashmir): Sir, will the hon. Minister say that a message of thanks has been sent to the Pakistan Government and also that we expect such co-operation from them in future also?

MR. DEPUTY CHAIRMAN: Mr. Kalmadi, I am making an exception in your case.

SHRI SURESH KALMADI: I am thankful to you, Sir.

MR. DEPUTY CHAIRMAN: I am making an exception in his case. (Interruption).

श्री शिव चन्द्र झा : आपका कोई नियम है ? ... (व्यवधान)

श्री उपसभापति : अगर आपके कथनानुसार चले तो आपके सिवाय कोई दूसरा बोल ही नहीं पायेगा। नियम तो अपना नहीं है, आप सदन को डिस्टर्ब करना चाहते हैं।

... (व्यवधान)

SHRI SURESH KALMADI: Sir, the hijacking has passed off peacefully. It proved to be fake grenade. What I am really worried about is the flight safety aspect. It has been said that the plane was hit by a bird when it was nearing Amritsar. This kind of damage done to aircraft by birds in and around many airports, in the vicinity of many airports, in India is a cause for worry. The hon. Minister should take steps to ensure that mutton shops are not opened in and around in and around the airports around the airports and that there is no hazard to flight safety. (Interruptions).

DR. (SHRIMATI) RAJINDER KAUR (Punjab): Sir, I had raised my hand.

MR. DEPUTY CHAIRMAN: You should have intimated. You know the procedure. When you want to ask a question, you should intimate in advance that you would like to ask a question. By raising of hand, I cannot see anybody.

श्री उपसभापति : आप पूछ लीजिए, लेकिन आईंदा के लिए याद रखिये कि किसी स्टेटमेंट पर आपको पूछना हो तो पहले से नाम भेज दीजिए। अब आप सवाल पूछिये।

DR. (SHRIMATI) RAJINDER KAUR: I am sorry. I did not know. Thank you very much for giving me an opportunity. My point is only this much. The law should be applicable to each and every one equally. If Pandey brothers could be set free for a similar hijacking, this person should also be set free. As one hon. Member has said, this is not a hijacking. If you prosecute him, it does not matter. He will spend a few years in jail. But this will unnecessarily increase the already existing political tension in Punjab. In regard to the demands which he had put forward, every Sikh stands by these demands. These are not the demands of this person only. These are the demands of the whole Sikh community. Thank you.

श्री रामलखन प्रसाद गुप्ता (बिहार) : श्रीमन्, हमारी पार्टी से कोई नहीं बोला है। ... (व्यवधान)

श्री उपसभापति : आप गैरहाजिर थे, मैं क्या कहूँ। अच्छा आप पूछ लीजिए।

श्री जगदीश प्रसाद माथुर (उत्तर प्रदेश) : श्रीमन्, यह जो श्रीमती राजेन्द्र कौर ने कहा है, वह बात उन्होंने कह दी है कि सबकी सहमति है, वह कह रही हैं ... (व्यवधान)

श्री उपसभापति : आपकी सहमति है ?

श्री जगदीश प्रसाद माथुर : मैं नहीं मानता हूँ कि सब सिख सब बातों को मानने

को तैयार हैं। लेकिन मैं मन्त्री जी से पूछना चाहूंगा कि क्या आपके ध्यान में आया है कि जिस दिन अमृतसर में प्रदर्शन हुए, लगभग उसी टाइम पर हार्डिजैकिंग हुआ और श्रीमती राजेन्द्र कौर ने कह दिया है, उससे सन्देह पैदा होता है कि दोनों चीजों में कहीं तालमेल है। अगर तालमेल नहीं है तो आप सजा दें, मुकदमा चलायें, सारी कानूनी कार्यवाही करें, लेकिन अगर तालमेल है तो उसे रोकने के लिए आप क्या करेंगे ?

SHRI A. P. SHARMA: Sir, I would at this point of time, certainly like to convey our appreciation to the Government of Pakistan that they did not allow this plane to land at Lahore. In the earlier incident also, the plane was taken to Lahore. This time also, an attempt was made to take the plane to Lahore. But the Lahore control tower refused to allow the plane to land at Lahore. Therefore, there was no other alternative for the pilot but to return back to Amritsar. But while doing so, he used his skill, tact and persuaded the hijacker saying that he was running short of fuel and that if the plane was not allowed to land at Amritsar, anything could happen to the aircraft and to the passengers. Perhaps, by God's grace, I should say, good sense prevailed on the hijacker and he agreed to allow the plane to land at Amritsar. So far as tension in Punjab and all these things are concerned—this would answer the question of Shri Mathur also—I won't be able to say whether there was any link between the two.

श्री जगदीश प्रसाद माथुर : टाइम्स इसके एक हैं और डेट भी एक ही है। मैं सिर्फ आपका ध्यान दिला रहा हूँ। भले ही आप जवाब न दें।

डा० (श्रीमती) राजेन्द्र कौर : इनको मेरे से ज्यादा पता है।

श्री जगदीश प्रसाद माथुर : कल ही तो आ बन्धन हुआ रहै।

SHRI A. P. SHARMA: But it is also true that this incident happened on the same day when there was morcha going on in Punjab. Now it is for anybody to draw his own conclusion. As far as I am concerned, I am not in a position to establish any link between the two.

Another point about security check has been made. In this particular case Shri Shiva Chandra Jha has mentioned about kirpans. This particular passenger had a kirpan with him, but he deposited it with the Indian Airlines. Regarding the ball, a ball-like thing, a plastic ball-like thing, was also detected at the airport, but it has to be found out after investigation whether it was with the same passenger and the same person who wrapped the ball again in a cloth and threatened the pilot by saying that he was in possession of an explosive, and if the pilot did not go in a particular direction, he would explode the explosive and destroy the aircraft and kill all the passengers. All these threats must have been given by him so that the pilot had no other alternative but to proceed to Lahore. But as I said earlier, since the Lahore Airport refused the landing of this aircraft, there was no alternative than to come back to Amritsar.

So far as the agreement between the two countries, between any countries, and more so between India and Pakistan, is concerned, the agreement is made on mutual conditions acceptable to both the countries. At this point of time I will not be in a position to say whether there is any agreement regarding hijacking also, but the very fact that when the Pakistan Airport authorities came to know that the plane was hijacked and they did not allow the plane to land at Lahore, goes to indicate that there must be some understanding that in case of a plane being hijacked the country concerned should refuse...

श्री शिव चन्द्र झा : पता लगाकर बतायेंगे हाउस का ?

SHRI A. P. SHARMA: There is another question as to how many incidents have taken place, like this and particularly in this area. I think, we know that last year one such incident had taken place and that also was exactly in the same area. The hijackers succeeded in taking the plane to Lahore. This time also the attempt was to take the plane to Lahore, but ultimately for obvious reasons the hijacker could not succeed. So, this incident and the last year's incident are the two incidents that have taken place in the same area.

श्री शिव चन्द झा : इससे पहले भी तो हाईजैकिंग हुई है ?

SHRI A. P. SHARMA: Sir, if my friend is interested to know, I can place on the Table of the House, there are 12 incidents like this in this country, not of Indian Airlines and Air India alone. Twelve incidents of hijacking have taken place from the year 1971 till this last incident. The one was with Indian Airlines on 30-1-1971. The other was with Lufthansa on 22-2-1972. The third was with Royal Nepal Airlines on 10-6-1973. The fourth was with Air India on 25-12-1974. The fifth was again with Indian Airlines on 10-9-1976. The next one was on 28-9-77, that was Japan Airlines. The next one was on 20-12-1978 with Indian Airlines. Then on 25-7-1979—this is Bangladesh Biman. Then this is on 29-9-81—Indian Airlines. On 25-11-1981 it is Air India, that was in Seychelles. 29/30-6-82—Alitalia and the last one on 4-8-82—Indian Airlines.

From this it will be seen that since 1971, five incidents like this took place so far as Indian Airlines is concerned and two incidents so far as Air India is concerned. The rest are foreign airlines. The last two incidents have no doubt taken place in the same area. But it will be very difficult for us to say as to what safety measures should be provided to the pilot. We have to understand the position like this. Even if some safety measures are provided—suppose the pilot is

provided with ammunition to tackle the hijackers, it is not a question that they will fight on the ground. The pilot has to pay all his attention towards flying the aircraft and if the hijacker tries to attack the pilot, it will not be possible for him to resist it. As a matter of fact, any attempt on the part of the pilot to displease the hijacker will result not only in killing the pilot by the hijacker but destroying the aircraft also.

SHRI SHRIDHAR WASUDEO DHABE: What about providing additional security staff?

SHRI A. P. SHARMA: Mr. Dhabe, I think it is not possible. Any safety measure provided in the aircraft ~~to~~ prevent the hijacker to act in a particular way will not be helpful.

Then, Sir, Mr. Dhabe has asked a very interesting question—whether we had any information about this. If we had any information, how could this person enter the aircraft and act like this? Therefore in such cases I don't think any prior information is possible to have.

SHRI SHRIDHAR WASUDEO DHABE: That was not the question I had asked. I had asked whether the pilot had informed you that hijacking had taken place and whether you had informed Pakistan about it.

SHRI A. P. SHARMA: In this particular case, we have to understand the position of the pilot. He can give some indication, but he cannot use any such language which might offend the hijacker. That is a very important thing. For him to say, "I am being hijacked"—it is very difficult. He can simply express his desire to land and in this particular case, it was refused and therefore he did not land there.

Sir, I think I have answered almost all the questions.

SHRI SURESH KALMADI: What about bird-hit?

SHRI A. P. SHARMA: Yes, this question we have discussed times

without number and I agree with the hon. Member that arrangement should be made at every airport so that the situation should not arise for the aircraft to have such a hit. At every airport we are doing it. But in this particular case at Amritsar, I want to assure you that because the plane was flying at a very low height, that is why perhaps this incident took place. I agree with you that we should take necessary steps to see that such things are avoided.

One interesting question has been raised by Mrs. Rajinder Kaur. She said that if Pandey brothers were set free, this hijacker should also be set free. Madam, in the next Session of Parliament we are coming with a Bill where the minimum punishment for a hijacker will be life imprisonment. We are not going to allow this kind of thing.

DR. (SHRIMATI RAJINDER KAUR: Will that apply to Pandey brothers also? It should be prescribed with retrospective effect for them also, because if it is not, then it is just a drama. (Interruptions).

SHRI A. P. SHARMA: Madam, there is no question of showing any weakness.

SHRI HANSRAJ BHARDWAJ (Madhya Pradesh): They did not take it to Lahore. You are going to Lahore. (Interruptions).

DR. (SHRIMATI) RAJINDER KAUR: I belong to Rawalpindi for your kind information. I can go to Rawalpindi. What do you mean by this? This is my country. We cannot be harassed like this.

3 P.M.

SHRI A. P. SHARMA: Sir, I want to assure the honourable lady Member and I want to assure the honourable House that—she should also understand the difference between cases and cases—so far as the Pandey brothers are concerned—although it does not arise, I want to put the record straight—in their case there was a trial in the court and after that, the

court's decision, any action has been taken.....

(Interruptions)

DR. M. M. S. SIDDHU (Uttar Pradesh): No, no. . . (Interruptions)

SHRI SURESH KALMADI: His statement has to be challenged. He has to withdraw his remarks. It was withdrawn; the Government took back the case. That is the position... (Interruptions)...

SHRI SADASHIV BAGAITKAR: The case was not withdrawn. The case was not proceeded with. Let the record be straight.

SHRI HARI SHANKAR BHABHA (Rajasthan): The hon. Minister should graciously accept that they had a partisan view for those persons. We welcome the Bill but with retrospective effect.

SHRI JAGDISH PRASAD MATHUR: Does that Bill contain a proviso that "Provided a man is a Congressman, the Act will not apply to him?"

SHRI A. P. SHARMA: Sir, does it lie—I should say I am using strong language—with my friends Mr. Bagaitkar and Mr. Mathur—to put this question to us when they themselves withdrew the case against Mr. George Fernandes and made him a Minister? So, it is for the Government to decide.

SHRI SADASHIV BAGAITKAR: What is this Sir? . . . (Interruptions)... They withdrew the case against the accused. How can you compare? One is political conspiracy. The difference between... (Interruptions)...

SHRI A. P. SHARMA: Sir, it appears that whatever my friend on the other side does or says is right and whatever we do is always wrong. That is what it appears to be, but I want to assure...

SHRI SURESH KALMADI: Are you justifying hijacking?

SHRI A. P. SHARMA: So far as hijackers are concerned, there can-

[Shri A. P. Sharma]

not be any leniency on the part of the Government and they will get the maximum punishment according to the law. ... (Interruptions)...

SHRI SADASHIV BAGAITKAR: Sir, this will create confusion. I have not understood or followed him. He has thanked Pakistan for not allowing them to land. We really don't understand it. Supposing it was a genuine hijacking and if there was an explosion, what would have happened? Why is he thanking Pakistan? He should explain that. I do not understand this. If it was a genuine hijacking and if what the man was carrying was a genuine explosive and if Pakistan had refused permission for landing, what would have been our reaction? We have not understood you, we have not followed what is the reason for your thanking Pakistan.

REFERENCE TO THE REPORTED CUT IN FOOD GRAINS QUOTA FOR BIHAR

श्री सूरज प्रसाद (बिहार) : श्रीमन्, मेरा स्पेशल मेशन इस वारे में है कि बिहार में केन्द्रीय सरकार ने जो खाद्यान्न का कोटा है, उसमें कटौती कर दी है जब कि बिहार के अन्दर में अकाल की काली छाया मंडरा रही है और चारों तरफ हा-हाकार मचा हुआ है। चावल 4 रुपये किलो और गेहूं 2.30, 3 रुपये किलो बिक रहा है। ऐसी अवस्था में केन्द्रीय सरकार की ओर से खाद्यान्न का कोटा जो बिहार को मिलता है उसमें कटौती करना उचित नहीं है। यह कटौती इस बिना पर की गई है कि बिहार की सरकार ने अपने अन्न का कोटा जो उसे संग्रह करना था वह पूरा नहीं किया है। मैं इसे गलत समझता हूं। और इस सम्बन्ध में अपना वयान आपके सामने पढ़कर सुनाना चाहता हूं।

केन्द्रीय सरकार ने बिहार को दिया जाने वाला खाद्यान्न का कोटा घटाकर आधा कर दिया है। यह बिहार की सरकार को

दण्डित करने के लिये किया गया है कि उसने खाद्यान्न के संग्रह का कोटा पूरा नहीं किया है। इससे अकाल की पृष्ठभूमि में विषम परिस्थिति पैदा हो गई है। बिहार अकाल के चलते भयंकर स्थिति से गुजर रहा है। यत्र-तत्र थोड़ी वर्षा होने जाने के बाद भी अकाल की भयंकरता वर्तमान है। इससे खाद्यान्न की कीमत आसमान छू रही है। सरकार खाद्यान्न के कोटे में कटौती कर अन्न में घी का काम कर रही है। अगर बिहार सरकार ने अनाज की वसूली का कोटा पूरा नहीं किया है तो सरकार चावल मिलों एवं थोक व्यापारियों के पास से जो खाद्यान्न है उसको जन्त कर खाद्यान्न की कमी को पूरा कर सकती है। लेकिन बिहार सरकार को दण्डित करने के नाम पर बिहार की जनता को अकाल की स्थिति में दण्डित करना उचित नहीं है। अतः हम सरकार से मांग करते हैं कि सरकार ने जो कोटे में कटौती की है उसको वापिस ले और प्रचुर मात्रा में बिहार को खाद्यान्न का आवंटन करे।

REFERENCE TO THE REPORTED CHANGE IN STATUS OF HINDI FROM COMPULSORY TO OPTIONAL SUBJECT IN MAHARASH. TRA

श्री श्रीधर वसादेव धावे (महाराष्ट्र) : उपसभापति महोदय, लोक महत्व के एक अत्यन्त महत्वपूर्ण विषय पर मैं आपका ध्यान आकर्षित करना चाहता हूं। महाराष्ट्र में 1982-83 की शिक्षा के बारे में जो सूची निकली है उसमें हिन्दी विषय को ऐच्छिक कर दिया है और महाराष्ट्र को जो परम्परा है, इतिहास है उसके खिलाफ बात हुई है। 10-15 साल से महाराष्ट्र में हिन्दी अनिवार्य विषय थी और पांचवीं क्लास से 11वीं क्लास तक सभी सेकेंडरी स्कूलों में हिन्दी पढ़ना अनिवार्य विषय था। उपसभापति महोदय, मैं विदर्भ क्षेत्र से आता हूं। जहां हिन्दी का काफी प्रचार हुआ है। विदर्भ में हिन्दी और भराठों दोनों भाषाएं समान मानी