

RAJYA SABHA

Friday, the 2nd March, 1979/the 11th
Phalguna, 1900 (Saka)

The House met at eleven of the
Clock, Mr. Chairman in the Chair.

ORAL ANSWERS TO QUESTIONS

MR. CHAIRMAN: Questions. Question No. 161 Shri Janardhanam. Not here. Shri Kadershah.

SHRI M. KADERSHAH: Question No. 161.

Sir, I am very sorry that the Minister is very lethargic and is coming only after the question has been taken up.

SHRI CHAND RAM: I am sorry.

MR. CHAIRMAN: It is all right.

Plying of mini-buses in Delhi

*161. SHRI A. P. JANARDHANAM:

SHRI M. KADERSHAH:†

SHRI E. R. KRISHNAN:

Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government are aware that recently two Members of Parliament met with serious accidents with the mini buses operating under D.T.C.;

(b) whether it is also a fact that a number of persons in the Capital are daily involved in road accidents particularly with the mini buses;

(c) if so, what steps have been taken by the Government to check the speed of the mini buses and caution the mini bus drivers and with what results; and

(d) whether Government propose to discontinue the plying of mini buses on Delhi roads and if not, what steps Government propose to take to remedy the situation?

†The question was actually asked on the floor of the House by Shri M. Kadershah.

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THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): (a) to (d) A statement is laid on the Table of the Sabha.

Statement

(a) An accident involving two MPs took place on the night of 19-20/7-78 with a Standard Size private bus running under D.T.C. control. Another accident in which an M.P. received injuries when a bus struck the taxi in which he was travelling also occurred on 31-1-79.

(b) The occurrence of accidents involving all types of motor vehicles, including mini buses is quite frequent, though not daily.

(c) The State Transport Authority as well as Delhi Police make regular checks to see that the provisions of Motor Vehicles Acts/Rules and the Traffic Rules are not violated. In order to optimise road safety, the Delhi Administration has since decided that all passenger transport vehicles including mini buses plying on intra-city routes in Delhi are fitted with speed governors. 1800 DTC vehicles have already been fitted with the governors. All the private operated buses were expected to instal speed governors by 1st March, 79. No passenger transport vehicle plying in Delhi is to be granted certificate of fitness unless it is fitted with a speed governor. Delhi Police also make regular speed checking with the help of Radars on important and accident prone roads. The Delhi Police made 28,003 challans against mini buses for overloading, reckless driving and other traffic violation during 1978. The Enforcement staff of Delhi Administration also made 1132 challans against the mini buses for rash and negligent driving and unauthorised operation during the same year. Driving licences of drivers violating traffic rules are also suspended by Delhi Administration on the recommenda-

tions of the police authorities. Proceedings for suspension/cancellation of permits under section 60 of Motor Vehicles Act are also launched against the mini buses if they are challaned excessively or for their involvement in fatal/grievous accidents.

(d) There is no proposal as such to discontinue plying of mini buses on Delhi roads. However, to check the menace of mini buses on Delhi roads, fresh route permits are not being issued to them since last one year. With the fitment of speed governors on all public transport vehicles including mini buses, the number of accident is likely to come down.

SHRI M. KADERSHAH: Sir, Delhi being the Capital of the country, needs a clean and efficient transport system, but it is totally absent. In spite of patronage, and crores of money pumped into the Delhi Transport Corporation, it is not showing any sign of improvement. Overcrowding, rash and negligent driving, indecent behaviour of drivers and conductors, and not stopping at scheduled stops—these are the things which we see in the Delhi Transport system today. The buses are neither comfortable nor safe, and the lady passengers have to jump down from the running vehicles to save their honour. And recently, we saw a demonstration of women in front of the Commissioner's office. Sir, I do not think the Government is much concerned with all these things. And the Delhi Administration itself has come out with a statement. And I would like to know whether the Government's attention has been drawn to a policy statement of the Chief Executive Council/Cor of Delhi that mini buses will not be issued permits to operate in Delhi and, if so, what is the reaction to and the reasons for such a decision?

SHRI CHAND RAM: Regarding the mini buses, we are also worried that its reckless driving has been responsible for a number of accidents. And we have issued instructions to the

Delhi Transport Corporation as well as the Delhi Administration that there should be effective control so far as the mini buses are concerned. And as will be clear from the answer itself, there were as many as....

MR. CHAIRMAN: Is it a fact that licences are not issued now?

SHRI CHAND RAM: ...28,000 challans have been made. And we have issued instructions that in future no permits for mini buses should be issued. And then, Sir, in order to grab more money under the A.O.C.C. scheme, they indulge in reckless driving and compete with one another. We have issued instructions to the Delhi Transport Corporation that that thing should be stopped and they should also be brought under the kilometrage scheme. That will, I think, prevent this.

SHRI M. KADERSHAH: The hon. Minister has pointed out that two accidents involving Members of Parliament took place. Sir, he has not been courteous enough to admit that one of the Members of the other House died out of one of these accidents. And recently we saw that a Member of our own House, the learned politician from UP., Shri Arthana, was severely injured, and he has been just discharged from the Dr. Ram Manohar Lohia Hospital. And the doctor says that it will take another fifteen to twenty days for his complete recovery out of that severe head injury.

MR. CHAIRMAN: What is your supplementary?

SHRI M. KADERSHAH: And Sir, these incidents are taking place very close to Parliament House. I would like to know the total number of accidents, including fatal accidents, in the Union Territory of Delhi during the last one year, what is the percentage of mini buses involved in such accidents and what is the percentage of other DTC buses and private buses which are responsible for all such

accidents. The Minister has said that 28,000 challans have been issued against the bus operators. But it seems that in spite of all the challans issued by the Government, accidents are taking place, and what steps are the Government going to take to remedy the situation?

SHRI CHAND RAM: Sir, I am only sorry for the loss of life of my friend. I myself went to the hospital on the very day and he says that we do not feel even sorry.

So far as accidents by private buses and buses under D.T.C. are concerned, 76 fatal accidents took place in 1977. The number of persons killed in 1977 was 77. In 1978 the number of those killed by Government buses was 83.

MR. CHAIRMAN: He wants to know the steps taken or the steps that you would like to take.

SHRI M. KADERSHAH: And also the percentage of accidents. It differs from the statement of the hon'ble Home Minister.

SHRI CHAND RAM: Sir, to eliminate overcrowding we have asked the traffic police to prevent it. I have held three meetings with the Superintendent, Traffic Police, himself. He has assured me that he will gear up his machinery more and more so that these accidents do not take place.

SHRI M. KADERSHAH: Which one should we believe? The statement of the Home Minister or the Transport Minister? The Home Minister says that the number of fatal accidents in Delhi is more than 750 in a year.

SHRI CHAND RAM: I gave you the figure regarding D.T.C. buses only. Then, we have also taken steps to control the speed by installing speed governors.

(SHRI E. R. KRISHNAN spoke in Tamil)

MR. CHAIRMAN: Will the hon'ble Member resume his seat. Last time I told specifically in this House that I am considering this question in consultation with the leaders of all the parties. Why do you raise it now? I request you to put your questions either in English or in Hindi for some time. Then we will make some other arrangement after consultation with the leaders.

SHRI M. KADERSHAH: We have already here Tamil interpreter. Why not ask him to do it?

SHRI G. LAKSHMANAN: You can convene the meeting even this afternoon.

MR. CHAIRMAN: I told you frankly and openly that . . .

SHRI M. KADERSHAH: If the hon'ble Member does not know either English or Hindi what is to be done?

MR. CHAIRMAN: I have already said that some arrangement is to be made.

SHRIMATI NOORJEHAN RAZACK: Mr. Chairman, three days back . . .

SHRI G. LAKSHMANAN: With regard to Tamil there is an interpreter right now available. You can ask him to interpret.

MR. CHAIRMAN: If I allow him to put his question in Tamil, then immediately Mr. Kulkarni will ask in Marathi . . .

SHRI G. LAKSHMANAN: If Mr. Kulkarni asks you can tell Mr. Kulkarni that the Marathi Interpreter is not available. But the Tamil Interpreter is here.

MR. CHAIRMAN: Please resume your seat. I will clarify.

SHRI ARVIND GANESH KULKARNI: I would submit that we are working on the panel of Vice-Chairmen. When the Chairman is advising

us we have to abide by his ruling. He has already promised that he will call a meeting and arrange for interpreters. Let us wait. Let us not make a show. Mr. Krishnan, put your question in English today. Next time . . .

MR. CHAIRMAN: Mr. Krishnan, put your question in English today.

SHRI M. KADERSHAH: The question arose day before yesterday. By this time . . .

MR. CHAIRMAN: Within a day or two can I do all that?

(SHRI E. R. KRISHNAN spoke in Tamil)

MR. CHAIRMAN: Therefore, you start in English.

SHRIMATI NOORJEHAN RAZACK: It is two days earlier. (Interruptions)

MR. CHAIRMAN: You are taking time although I have told you.

SHRI M. KADERSHAH: If interpreters are there for debates, why not for questions also?

SHRI G. LAKSHMANAN: The question is coming up every day. Therefore, you may kindly call a meeting immediately. For your information, there is a Tamil Interpreter available even now. (Interruptions).

MR. CHAIRMAN: That is all right, but some arrangement has to be made. When I say that some arrangement will be made, why don't you please keep quiet?

(Interruptions)

SHRI M. KADERSHAH: If interpreters are available for debates, why not for questions also? There is no difficulty.

MR. CHAIRMAN: Unnecessarily you are wasting time during the Question Hour even when I said specifically that I will consult and do something. You put your supplementary in English. You start today. Let us see.

(Interruptions)

श्री श्रीकान्त वर्मा : सभापति महोदय, चांद राम जी जमीन पर नहीं रहते, चांद पर रहते हैं। दिल्ली में जो रोज दुर्घटनाएँ हो रही हैं और जिन कारणों से हो रही है इसका उनको कुछ पता नहीं है और उन्होंने कह दिया कि स्पीड गवर्नर लगा देने से एक्सीडेंट कम हो जायेंगे। उनको यह जानकारी नहीं है कि ज्यादातर मिनी बसें ओवर टेक करती हैं और ओवर टेक करने की वजह से एक्सीडेंट्स होते हैं, गलत साइड से ओवर टेक करते हैं, स्पीड इतनी समस्या नहीं है। दूसरी बात यह है कि जो ड्राइवर हैं वे उनके इलाके के हैं, हरियाणा के हैं और कितनों को गाड़ी चलाना आता है इसमें बहुत सन्देह है। सभापति महोदय, उनको यों ही लाइसेंस दे दिया जाता है। इसलिये क्या मंत्री महोदय यह बताने की कृपा करेंगे कि क्या सारे मिनी बसेज के ड्राइवर्स की एक निष्पक्ष रूप से फिर से ड्राइविंग की परीक्षा की जायेगी या केवल यह उत्तर दे दिया जायेगा कि समय-समय पर उनकी जांच होती रहती है। लाइसेंस सस्पेंड होने से कुछ नहीं होता। उनकी जांच होनी चाहिए कि वाकई में उनको ड्राइव करना आता है या नहीं आता है और ऐसे ही अनस्कूपलस ठेकेदार उनको रख लेते हैं। इसलिये यह आश्वासन मंत्री महोदय सदन में दें क्योंकि बहुत से ससप्त सदस्यों की जानें मिनी बसेस की वजह से खतरे में हैं . . .

MR. CHAIRMAN: Now you are becoming more . . .

श्री श्रीकान्त वर्मा : यह बहुत महत्वपूर्ण प्रश्न है इसलिये मैं उनसे यह आश्वासन चाहता हूँ कि मिनी बसेज के जो सारे ड्राइवर्स हैं उनके ड्राइविंग लाइसेंस क्या तब तक के लिये मूर्खात्तल करेंगे जब तक कि उनकी एक निष्पक्ष समिति द्वारा जांच नहीं हो जाती कि वे ठीक से ड्राइविंग जानते हैं या नहीं ?

श्री चांद राम : चेयरमैन सर, जहाँ तक सवाल है कि हम एक ही कदम उठा रहे हैं और

केवल स्पीड गवर्नर लगा रहे हैं यह बात नहीं है। पहले जो यह था कि मिनी बसों से पैसे ले लेते थे और उसके बाद उनको छूट दे देते थे कि कुछ भी कमाओ, इससे उनके बीच कम्पीटीशन चलता था। अब पहली अप्रैल से इस बात के नोटिस दे दिये गये हैं कि अब इस तारीख से इस चीज को बदल कर किलोमीटर सिस्टम से इसको कर देंगे जिससे वे कम्पीटीशन एक दूसरे के खिलाफ न कर सकें और ज्यादा सवारियां न लें। दूसरी बात यह है कि यहां जो सुपरिटेन्डेन्ट ट्रैफिक है उनको मैंने यह सलाह दी है कि ड्राइवर्स का एक रीजियर कोर्स लगाया जाय और उसमें उनको ट्रैफिक रूल्स बताये जाय कि किस तरह से चलायें, कैसे कैसे किस रास्ते पर चलायें। इसके अलावा हमने यह भी कहा है कि हिन्दी, पंजाबी तथा उर्दु में छापकर यह भी बतायें कि किस लेन में किस स्पीड से चलना चाहिए। इसके अलावा जो पैडल चलने वाले हैं, साइकिलिस्ट हैं उनको भी लाउड स्पीकर के जरिये ट्रैफिक के नियम बतायें और उन लोगों को एजुकेट करें। यहां

SHRI SHRIKANT VERMA: I have asked a question about overtaking by the drivers.

श्री चांद राम : मैं तो अभी बोल रहा हूँ। दूसरा उन्होंने कहा कि ओवरटेकिंग बहुत ज्यादा होती है। मैं यह कहना चाहता हूँ कि अब ओवरटेकिंग अपने आप बन्द हो जाएगी। ओवरटेकिंग इसलिए होता था क्योंकि वे ज्यादा कमाना चाहते थे, ज्यादा से ज्यादा सवारियां पकड़ना चाहते थे तो अब इस स्कीम को हम बदल रहे हैं और सारी बसें किलोमीटर स्कीम के अनुसार चलेगी? दिन भर में 250 किलोमीटर से ज्यादा नहीं चल सकेंगी। उन्होंने कहा कि हरियाणा के बहुत ड्राइवर हैं। ठीक है हरियाणा के होंगे लेकिन मिनी बसों में हरियाणा के नहीं हैं। चाहे कोई हरियाणा

का हो या कहीं का हो हमने सबको सख्त हिदायत दी है जो एक नी एंस्टीडेंट में इनवाल्व हो जाए उसका लाइसेंस फोरन सस्पेंड कर दिया जाए। अब तक हमने 25 लाइसेंस सस्पेंड कर दिए हैं। मैं और बिल ला रहा हूँ जिसमें यह है कि उनके लाइसेंस कैंसिल कर दिए जाएं। उन्होंने कहा कि ड्राइवर्स लाइसेंस जल्दी दिए जाते हैं, यह बात ठीक नहीं है। पहले 60 दिन ट्रायल पीरियड होता है, लरानिंग पीरियड होता है और उसके बाद एक साल में उसको पूरा लाइसेंस देना पड़ता है। यह ला में प्रावाइडेड है और इसका कोई उल्लंघन नहीं कर सकता।

SHRI KHURSHED ALAM KHAN: Sir, in the first place, I must congratulate the Minister that he has decided to make all these changes from the 1st of April, which is supposed to be the fools day.

PROF. MADHU DANDAVATE: That is keeping you in view.

SHRI KHURSHED ALAM KHAN: Now I must really admit that the very approach of the Transport Ministry, and the Minister in particular, about the urban transport system in Delhi is absolutely wrong and unrealistic. I should like to know whether it is not a fact that in no big city mini buses are allowed to operate on urban routes. That is one question. The other question is: Is it also a fact that the terms and conditions given to the operators of the mini buses merely indicate that they have the right to indulge in over-loading when these buses are fabricated in such a fashion that they are not at all fit for over-loading, they are only to be operated with sitting passengers? In view of this, I should like to know what the Minister's good or bad intentions are about it, what he is going to do about it, and how soon because the 1st April is coming very near.

SHRI CHAND RAM: Sir, I must make it clear that 243 private mini buses are operating under the admini-

nistrative and operation control of the DTC. Besides these, 77 such permits had been issued by the erstwhile Delhi Administration, and for that I am not responsible. I wanted to remove all those, but then there was an agitation. I find that the middle men are exploiting these benefits that have been extended in the name of the unemployed graduates, and so on. It is a very difficult thing. If I remove them, my hon. friends will begin agitation about it. But I think he must have understood the implications of the change to the kilometre scheme. Once that scheme is introduced, it will eliminate competition and overcrowding.

SHRI U. R. KRISHNAN: Sir, travelling by the DTC buses has become very dangerous. They are overtaking the buses even while the passengers are boarding, thereby causing danger to life of the people. And the conductors remain sitting in their seats and the passengers are asked to purchase their tickets there. Will the Government come forward to instruct the conductors to go and collect the fare from the passengers so that... (Interruptions).

MR. CHAIRMAN: You please finish.

SHRI U. R. KRISHNAN:... congestion can be reduced? And there may be more number of seats for the passengers.

SHRI CHAND RAM: So far as the question of the conductors issuing tickets while sitting is concerned, we are helpless. The conductors' union people are insisting that they will issue tickets while sitting. That is one problem. I am talking it up with the union and I am trying to persuade them to issue tickets while going about in the bus. As regards the allegation that nobody wants to travel by the DTC buses, I can quote figures. In the previous year there were 17 lakh commuters. Now, in place of 17 lakhs, the number is 25 lakhs.

SHRI DEVENDRA NATH DWIVEDI: He is talking of the fears, not the figures.

SHRI CHAND RAM: Yes; yes. What would you conclude from these figures? In place of 17 lakh persons who were travelling last year, the figure now has risen to 25 lakhs. That shows that fear of. . . (Interruptions).

MR. CHAIRMAN: Do not interfere. Let him reply.

SHRI CHAND RAM: Sir, I am quite aware of the dangers or the apprehensions that are creeping in the minds of the commuters. I am trying to remove them.

श्री जगन्नाथ राव जोशी : सभापति जी, दिल्ली में मिनी बसेज के बारे में काफी शिकायत है और मंत्री महोदय ने स्वयं स्वीकार किया है कि दिल्ली प्रशासन और दिल्ली पुलिस ने उनके खिलाफ कार्यवाही की है तो मैं जानना चाहता हूँ कि उस कार्यवाही की वजह से क्या कुछ सुधार हुआ है या नहीं। एक उत्तर में उन्होंने बताया कि मिनी बसेज को नये रूट के परमिट नहीं दिये जायेंगे। यदि यह बात है तो फिर यात्रियों की सुविधा के लिए उनके विचार क्या हैं? बड़ी बसेज हैं या और कुछ है?

MR. CHAIRMAN: That will be considered.

श्री चांद राम : वह तो विचार चल ही रहा है हम ज्यादा से ज्यादा बड़ी बसेज डाल रहे हैं पर हमारा बस आये तो मेरे ब्याल से हम दो साल में ही जितनी प्राइवेट बसेज हैं चाहे मिनी हों या बड़ी ये सारी इनीशिएट कर दें।

श्री जगदीश प्रताप रायचुर : आपने अभी मजदूरों का जिक्र किया है। मैं पूछना चाहता हूँ कि जब कभी एम्प्लॉयमेंट हुए सरकार ने ड्राइवरों के खिलाफ कार्यवाही की, और मजदूरों ने उसका विरोध किया

तो आपने क्या किया। जब भी ऐसी घटना होती है जिसमें ड्राइवर दोषी है लेकिन फिर भी मजदूर यूनियन झगड़ा खड़ा करती है तो इसमें आपने क्या किया है, जिससे कि झगड़ा न खड़ा हो। आपने गवर्नर लगाये हैं, बिल्कुल ठीक है। गवर्नर लगाने से उनकी गति कम होगी। परन्तु हर अड्डे पर समय से बस पहुंच जाय यह मुश्किल होगा। अतः बस एक अड्डे से दूसरे अड्डे पर समय पर पहुंच जाय इसके लिए आप क्या करेंगे?

श्री चांद राम : एक अड्डे से दूसरे अड्डे पहुंचने के लिए टाईम गिड़थू इस तरह का बनाया जाता है कि उसी हिसाब और रफ्तार से चलकर अपने अड्डे पर पहुंचे।
जहां तक (Interruptions)

श्री जगदीश प्रताप माथुर : जब बस यात्रियों की लाईनें खड़ी होती हैं जहां उनको आधा मिनट खड़ा होना चाहिए वहां सवा मिनट खड़ा होना पड़ता है। इसलिए आखिर अड्डे पर इस तरह पहुंचो पहुंचते घंटे भर का अन्तर हो जाता है।

श्री चांद राम : इस सबके लिए हमने सुपरवाइजरी स्टाफ को मजबूत किया है। उनको हिदायत दी है कि वह स्टॉप पर जाय और देखें कि बसेज टाईन पर जाती हैं या नहीं जाती हैं। जहां तक उन्होंने कहा यह बात सही है कि एक ड्राइवर को सस्पेंड करते या एक्शन लेते हैं तो यूनियन उसमें आती है। ऐसे केसेज आये हैं। लेकिन मैं हाऊस को यकीन दिलाना चाहता हूं कि हम उस बात में झुके नहीं और हमने सख्त से सख्त कदम लिया।

MR. CHAIRMAN: Mr. Anand, put a supplementary.

SHRI JAGJIT SINGH ANAND: I am putting only a supplementary. Firstly I will speak in Hindi.

मैं इसको हिन्दी में कह रहा हूं क्योंकि मेरी अंग्रेजी आज फेल हो गयी है। लिखा है कि 28 हजार चालान रेकलेस ड्राइविंग के हैं, 11032 चालान रेश और नेगलीजेंट के हैं। अब मुझे रेकलेस और नेगलीजेंट का डिफरेंस नहीं मालूम है इसलिए हिन्दुस्तानी पर मैं आ गया हूं। अब 29,135 एक्सीडेंट मिनो बसेज से हुए हैं? ये टोटल कितनी बसेज थीं जिसमें से 29,135 एक्सीडेंट हुए हैं और दूसरी बात मैं पूछना चाहता हूं कि इंग्लैंड में एक एक्सीडेंट कबो दो तीन साल के लिए ड्राइविंग लाइसेंस जन्त हो जाता है किसी मुक में 6 महीने के लिए होता है, परन्तु यहां कितनी देर के लिए जन्त करते हैं क्योंकि यहां बहुत लिहाज से काम चल रहा है।

SHRI CHAND RAM: It is a suggestion for action.

SHRI JAGJIT SINGH ANAND: I am asking a specific question. पहले मुझे तो अंग्रेजी पढ़ा दें।

श्री चांद राम : इस बात पर हम सोच रहे हैं कि ड्राइविंग लाइसेंस कैम्बिल करने के लिए कोई कानून लाएं... (Interruptions)

श्री जगजित सिंह आनन्द : मैं जानना चाहता हूं कि रेकलेस ड्राइविंग रेश ड्राइविंग और नेगलीजेंट ड्राइविंग में क्या फर्क है? एक की फिगर है 11,032 दूसरे की 28 हजार और फिर मैंने पूछा है कि टोटल कितनी बसेज कितनी हैं जिससे कि 29 हजार एक्सीडेंट हुए आपके हिसाब के मुताबिक? तीसरी चीज पूछा है कि लाइसेंस कितनी देर के लिए आप जन्त करते हैं?

श्री चांद राम : मौजूदा कानून के तहत से हम सिर्फ एक स्पेसिफिक पोरियड के लिए सस्पेंड कर सकते हैं। इसी बात को एम्प्लोयर्स दिया है कि हम इसके बारे में एक नया कानून लाने के बारे में विचार कर रहे हैं।

श्री मनन्त प्रसाद शर्मा : पहले सबल
का तो जवाब ही नहीं दिया ।

**Manufacture of Nuclear bomb by
Pakistan**

*162. SHRIMATI AMBIKA SONI:†
SHRI DEVENDRA NATH
DWIVEDI:
SHRI VITHAL GADGIL:

Will the Minister of EXTERNAL
AFFAIRS be pleased to state:

(a) whether the Government of India's attention has been drawn to the reports appearing in a section of press to the effect that Libya and Pakistan are cooperating on developing a nuclear bomb and that Pakistan had received all the necessary help to produce such a bomb; and

(b) if so, what is Government's reaction in this regard?

THE MINISTER OF EXTERNAL
AFFAIRS (SHRI ATAL BIHARI
VAJPAYEE): (a) Yes, Sir,

(b) Government of India has consistently stood for the use of nuclear energy solely for peaceful purposes and it is opposed to its use by any Country for making nuclear weapons.

SHRIMATI AMBIKA SONI: Sir, it is indeed very sad that the voice of the Government of America is broadcast through two channels of the Government of India, the two announcers being the hon. Prime Minister and the hon. Foreign Minister. Of course, recently the hon. Foreign Minister has had some qualms of conscience and has given some interviews to weeklies printed in our country. Now, Sir, it is all very well, the Prime Minister saying that he will not have nuclear blasts even for peaceful purposes. But, in view of the humiliating conditions which are being imposed on India for inspection of our nuclear installations,

†The question was actually asked on the floor of the House by Shrimati Ambika Soni.

even inspection of our plants which generate power and in view of the fact that at the same time, no conditions are imposed on China and no voice raised against the acquisition of nuclear plants by China, even though it is through an indirect source, and also in the context of what the Chinese leaders have told the Foreign Minister during his recent visit, that China stands for total nuclear disarmament, but so long as there is no total disarmament, so long as others do not put an end to their weapons, China is free to make nuclear weapons, and while it is also known that the acquisition of nuclear know-how by China is only to browbeat and blackmail India, countries in Indo-China and countries in south-east Asia, in view of all these contradictory and humiliating conditions as far as India is concerned, does the Minister realise the urgency of proving the credibility of India being a nuclear power, because India is a nuclear power after Pokharan? Are we going to dismantle our nuclear plants? Are we going to send our scientists away, abroad, to look for job? Or, are we going to stick to our policy, consistent with the respect and dignity of our country, that for peaceful purposes, India will, if necessary, resort to nuclear blasts also?

SHRI ATAL BIHARI VAJPAYEE:
Sir, the scope of the question as tabled by the hon. lady Member is very limited.

श्री रामानन्द यादव : ग्रंथेजी जब बोलो
हैं तो अच्छा नहीं लगता है

SHRI ATAL BIHARI VAJPAYEE:
I do not know how I can reply to a supplementary...

SHRI ARVIND GANESH KULKARNI: Every question is extendable.

SHRI ATAL BIHARI VAJPAYEE:
Not so far. Sir, I have been asked about co-operation between Libya and Pakistan.