

श्री बंशीलाल : मैंने मंत्री जी से यह पूछना चाहता था कि क्या इस वक्त एयरफील्ड ठीक नहीं है। उन्होंने कहा कि एयरफील्ड ठीक हो तो इस वक्त फोक्कर फ्रेंडशिप चलाई जा सकती है। तो क्या इस वक्त फोक्कर फ्रेंडशिप के लिये वह ठीक नहीं है ?

श्री महमद मोहिउद्दीन : सिलचर लीलाबाड़ी में ऐसी एयर फील्ड्स हैं जहाँ कि फोक्कर नहीं उतर सकते हैं। इसके मुताबिक मसला जेरे गोर है और उम्मीद है कि उन एयरफील्ड्स की तैयारी की पूरी कोशिश की जायेगी।

SHRI SURJIT SINGH ATWAL: Is it a fact that the Dakota planes operating on the eastern region are becoming mechanically so useless that they go under repair every now and then, and also they go out of order? If so, is there any scheme with the Government, keeping in view the harassment caused to the passengers and their safety, to change this Dakota service?

SHRI AHMED MOHIUDDIN: Sir, I do not think it is correct to say that they get out of order on account of mechanical defects. There are rules laid down for inspections, for repairs, for overhaul and for checking up snags, and it is the duty of the Department of Civil Aviation as well as of the I.A.C. to see that there are no snags before the planes take off. There might have been some delays on account of mechanical defects or weather conditions. Of course, for that we regret the inconvenience caused to the passengers.

SHRI A. THANGLURA: So far there is not even a single airstrip in the Hill Districts of Assam. I understand there were proposals for opening a few airstrips. May I know when these proposals for opening up of airstrips are going to materialise, especially in view of the present situation which is not a happy one?

SHRI AHMED MOHIUDDIN: Sir, in Assam we are trying to improve the airfields. I do not know which particular airfield the hon. Member refers to. Our effort is to improve the airfields.

SHRI A. THANGLURA: In my own Mizo Hills district, which is sandwiched by Burma and East Pakistan, there was a proposal for an airstrip which has been kept pending for a long time. So far nothing has been done. May I know whether the Government does not consider it high time to open up the airstrip?

SHRI RAJ BAHADUR: Sir, we are conscious of the needs. In fact, out of the Civil Aviation funds, we propose to meet the needs as best as we can, apart from having certain proposals for improving airstrips at places like Kailashahar, Khawai and two or three other places.

भारतीय सीमा में पाकिस्तानी कर्मचारियों द्वारा रेलगाड़ियों का चलाया जाना

*२६६. श्री ए० बी० वाजपेयी: क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पूर्वी पाकिस्तान से भारत आने वाली रेलगाड़ियों को भारत की सीमा में भी पाकिस्तानी रेलकर्मचारी चलाते हैं ; और

(ख) यदि हाँ, तो भारत की सीमा में रेलगाड़ियों के भारतीयों द्वारा चलाये जाने में क्या कठिनाई है ?

t [TRAINS RUN BY PAKISTANI EMPLOYEES WITHIN INDIAN BORDER

♦29-9. SHRI A. B. VAJPAYEE: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that trains coming from East Pakistan to India

•j- [] English translation.

are run by Pakistani railway employees even within the Indian border; and

(b) if so, what is the difficulty in the trains being run by Indians within the Indian border?]

रेल मंत्रालय में उपमंत्री (श्री शाहनवाज खाँ) : (क) जी हाँ। पूर्वी पाकिस्तान और भारत के बीच सात रेलमार्गों में से चार पर।

(ख) धामतौर पर कसी रेलगाड़ी यानी इंजन, सवारी डिब्बे, माल डिब्बे, लोको क्रू और गार्ड का आना जाना किसी बड़े स्टेशन तक होना चाहिए जहाँ इंजन और लोको क्रू बदलने की सुविधायें मौजूद हों। चूंकि भारत और पाकिस्तान की सीमा पर ऐसे स्टेशन नहीं हैं, इसलिये बटवारा के वक्त यह तय किया गया था कि सब से नजदीक के बड़े स्टेशन पर पहुंचने के लिए भारत और पाकिस्तान के बीच चालू रेलमार्गों में से कुछ मार्गों पर भारतीय रेलों पाकिस्तान के इलाके में और दूसरे रेल मार्गों पर पाकिस्तानी रेलें भारतीय इलाके में चलें। जहाँ तक भारत का सम्बन्ध है, बीच के कुछ स्टेशनों पर इंजन और लोको क्रू बदलने की सुविधा बढ़ाने के लिए कदम उठाये जा चुके हैं ताकि भारतीय इलाके अधिक दूरी तक पाकिस्तान की रेलगाड़ियों का आना-जाना बन्द हो जाय। लेकिन जब तक दोनों देशों के बीच सीधी गाड़ियों का आना जाना जारी है, तब तक एक देश के इंजन और लोको क्रू का दूसरे देश के इलाके में आना जाना बिल्कुल बन्द नहीं किया जा सकता। क्योंकि दोनों

एक तरफ सीमा रेखा स्टेशनों के दमियान से गुजरती है।

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI SHAH NAWAZ KHAN) : (a) Yes, on four out of the seven rail routes between East Pakistan and India.

(b) Normally the run of a train i.e. Engine, Coaches, wagons, loco crew and Guard should be up to an important Railway Station with facilities for change of engine and crews. Since the boundary between India and Pakistan does not touch such stations, it was decided at the time of partition that in order to reach the nearest important station, on some of the rail routes in operation between India and Pakistan, Indian trains should run into Pakistan territory and on other routes, Pakistan trains should run into Indian territory. So far as India is concerned, steps have already been taken to develop facilities at certain intermediate stations to eliminate running of Pakistan trains for any appreciable distances into Indian territory. This feature cannot, however, be completely eliminated so long as through running of trains between the two countries is in force, as the boundary line happens to be invariably between Railway Stations on either side.]

SHRI A. B. VAJPAYEE: Sir, in view of the fact that recently there were some incidents in which Pakistani railway employees were involved and which created tension between the two countries, may I know whether the Government will consider the desirability of reviewing the arrangement in such a manner that the citizens of one country, or rather the employees of one country, are not asked to take their train to the other country?

SHRI SHAH NAWAZ KHAN: Sir, I have stated in my reply that that is our intention, that the entry into the other country's area should be as

[] English translation.

little as possible, and in some cases we have taken some steps.

SHRI A. B. VAJPAYEE: May I know, Sir, whether the Government have received any complaints against Pakistani railway employees that they indulge in smuggling and other anti-social activities?

SHRI SHAH NAWAZ KHAN: Sir, some sort of allegations have been made from both sides.

SHRI A. B. VAJPAYEE: May I know who had made the allegations against our side?

SHRI SHAH NAWAZ KHAN: Pakistan sometimes makes allegations against the Indian crew who come from Amritsar and Lahore, and vice versa.

SHRI A. B. VAJPAYEE: Were, any enquiries conducted into the allegations made by Pakistan and, if so, with what result?

SHRI SHAH NAWAZ KHAN: The enquiries are not conducted by the Railway Ministry.

SHRI A. B. VAJPAYEE: Then, may I know who is responsible for conducting these enquiries?

SHRI SHAH NAWAZ KHAN: The Customs authorities, not the Railway Ministry.

SHRI A. B. VAJPAYEE: Is the Railway Minister satisfied that the allegations of Pakistan were based on facts?

SHRI SHAH NAWAZ KHAN: We are not satisfied.

SHRI A. B. VAJPAYEE: Sir, the hon. Minister said that allegations had been made and when asked who made the allegations, he said both sides. I asked about East Pakistan and he went on to West Pakistan. Is this the way to reply to supplementary ques-

tions. Sir? Has there been any truth in the allegations made by Pakistan against our railway employees?

SHRI H. C. DASAPPA: Sir, that does not very much arise from this question here. Here we try to minimise the area into which the other trains have to come, Pakistani trains into India and Indian trains into Pakistan. As my colleague has already said, every step is being taken in that direction. That is the best we can do so far as the Railways are concerned.

SHRI B. K. P. SINHA: I understand from the reply of the hon. Minister that this is being done in both countries in pursuance of or on the basis of reciprocity. May I know if it is not the policy of the Government of India to establish and develop mutual contacts between the two countries? Or do they think that because of a little incident here or there, we should not have even the little contacts that we have?

SHRI SHAH NAWAZ KHAN: Sir, this policy of our crew going to the other destination station and their crew coming to the Indian destination station has worked, by and large, fairly satisfactorily and we have not had very many incidents of this nature. Wherever any dispute has arisen, our Railway officers have met and have mutually sorted out most of the difficulties.

श्री बेबी सिंह : क्या मंत्री महोदय यह बताने की कृपा करेंगे कि ऐसी परिस्थिति में दूसरे देशों में किस नियम का पालन किया जाता है ?

श्री शाहनवाज खां : अगर किसी खास देश की बात मुझ से पूछे और मुझे जानकारी हो तो मैं आपको बताऊँ। यह सवाल दूसरे देशों के बारे में नहीं है।

SHRI A. D. MANI: The Minister stated that allegations have been made against Indian crew on the West Pakistan side. Would he at least deny

those allegations or does he confirm them, the allegations of Pakistan that Indian crew have conducted themselves in a way which is objectionable?

SHRI SHAH NAWAZ KHAN: It is for the Customs Department. As far as I am concerned, I deny that any Indian crew indulges in any such malpractice. I strongly deny that.

SHRI A. B. VAJPAYEE: May I know whether any similar allegations have been made against our employees operating on the West Bengal—East Pakistan border?

SHRI SHAH NAWAZ KHAN: I am not aware of that just now.

SHRI P. C. MITRA: May I know what security arrangements the Government of India have made for the Indian Railway staff when they have to go within Pakistan territory?

SHRI SHAH NAWAZ KHAN: Sir, the moment they enter Pakistan territory, we have an undertaking from the Pakistan Government that our crew will be safe and we rely on that. Similarly, we extend similar protection to their crew.

RECRUITMENT OF FOREIGN PILOTS FOR FLYING AIR INDIA AIRCRAFT

*300. SHRI KRISHAN DUTT: Will the Minister of TRANSPORT be pleased to state:

(a) whether it is a fact, as reported in the Indian Express dated 31st March, 1964, that the Indian Pilots' Guild has informed the Air India management that the pilots would resort to an "indefinite strike" if the management "persists in its policy" of recruiting foreign pilots to fly its aircraft; and

(b) if so, what action has been taken or is proposed to be taken by Government in this regard?

THE DEPUTY MINISTER IN THE j
MINISTRY OF TRANSPORT (SHRI

AHMED MOHIUDDIN): (a) and (b) No strike notice as such has been received from the pilots of Air-India. The Corporation have reported that the Indian Pilots Guild had, in a communication addressed to the Management, stated that if foreign pilots were employed disregarding the protest of the Guild, they would declare an indefinite strike. The Management informed the Guild that they had no intention of employing foreign nationals as pilots, and the proposal under consideration was to employ on temporary basis two Commanders who had previously served with Air India for 16 years. The Guild was, however, assured that the matter would be fully discussed with them before a decision was taken. The issue has since been discussed with the Guild to the satisfaction of the Guild.

SHRI KRISHAN DUTT: May I know whether there are any foreign nationals now employed as pilots in these aircraft?

SHRI AHMED MOHIUDDIN: In Air-India there is only one foreign national, a Ceylonese, who has been an employee of Air-India for a very long period.

SHRI A. M. TARIQ: The hon. Minister said that two commanders want to join Air-India, who were previously employees of Air India for sixteen years. Is it not a fact that one of these commanders, who was an Indian national, gave up Indian nationality and resigned from Air-India to join the British Overseas Airways Corporation? Now he again wants to join Air-India. Is it proper for such a person, who gave up Indian nationality and left this country, to be taken up in service here again?

SHRI AHMED MOHIUDDIN: I am not aware that any of these two pilots had joined the British Overseas Airways Corporation. My information is that they had resigned in 1963 and were doing some business. As far as