

already accorded the same kind of diplomatic status to PLO. Therefore, I believe that there is no difficulty in taking this decision and I urge upon the Government to do so without any delay.

- (v) **Need to check Stinger anti-aircraft missiles from falling into the hands of terrorists**

SHRI SATYENDRA NARAYAN SINHA (Aurangabad): The report in the *Statesman* of June 29, 1988, that US made Stinger anti-aircraft missiles are finding their way into the arms black market from the Afghan rebels for whom they were meant, should cause grave concern here. The possibility of either Punjab terrorists acquiring them by themselves or getting them through Pakistan cannot be ruled out. If so, these terrorists get a further capability of threatening Indian aviation. The stinger missiles being portable and sure to destroy the aircraft at which they are aimed: if these aircraft are low flying, could even be deployed to threaten civilian aircraft near airports. The report also says that some countries have already acquired these Stingers from the Afghan black-market. The Government should refer the matter to the United States administration and raise the grave threat it holds to air passengers and aircraft in this country and ask the US to get back all the Stingers it had deployed in Afghanistan.

- (vi) **Need to provide concessional loans to the Barge owners in Goa and declare barge Industry as export-oriented industry**

SHRI SHANTARAM NAIK (Panaji): The Barge owners operating barges in Goa have been playing a vital role in export of iron ore from Goa. They have been providing employment to more than 25,000 workers, directly and indirectly.

However, recently the business volume has drastically decreases by over 50% due to reduction in volume of export of iron ore from Goa. Secondly, the freight rates have remained static since 1985 whereas the cost of all inputs required for operation of barges have gone up by at least 7% to 40%. Annual repairs and maintenance, which is a statutory requirement, have gone

up by 60% due to increase in the price of steel plates which is a basic material required for the maintenance of hull of the vessel. Wages of the workers have also registered a steep rise of about 100% compared to the wages payable to the workers in 1984-85.

In the circumstances, since barge trade is in a financial crisis the Union Government should come to the rescue of the barge owners. They should be provided with soft loans and concessions in interest. The industry should be declared as 100% export industry for the purpose of obtaining the benefits available to a 100% export industry

- (vii) **Need to open more Petrol and Diesel pumps in Aliganj in District Etah of U.P.**

SHRI MOHD. MAHFOOZ ALI KHAN (Etah): Sir, Aliganj in District Etah, which is a block and Tehsil headquarters is a backward area. Presently, there is only one diesel pump there. Recently an Indian Oil Petrol Pump has been opened and has been allotted to the same party owning the diesel pump.

With the opening of new roads, such as Aliganj-Mainpuri, Aliganj to Farukhabad and Aliganj to Sarai Aghat etc, besides Aliganj to Karoli, Aliganj to Kanpil and Aliganj to Patiali, there all-round increase in traffic, there is also the rising number of tractors, pump sets and general growth in population. Therefore, necessity for an additional diesel and petrol pump is being greatly felt.

In 1986, applications for the allotment of Diesel pump at Sarai Aghat, Dhumri, Etah and Sahawar were invited but no decision has been taken so far in the matter.

I would request the Government to consider the question of opening additional, more petrol and Diesel pumps in District Etah, specially at Aliganj.