

(vii) LATHI CHARGE ON A PROCESSION OF BALMIKIS IN CHANDIGARH ON AUGUST 17, 1981.

श्री मनोराम बागड़ी (हिंसार) :  
उपाध्यक्ष महोदय, कल चंडीगढ़ में हुए . . . ।

MR. DEPUTY-SPEAKER: Whatever you have given in writing only shall go on record.

श्री मनोराम बागड़ी : 17-8-1981 को भारी मात्रा में बाल्मीकि हरिजनों का जुलूस जो सरकार से मांग कर रहा था कि पुलिस कर्मचारियों के खिलाफ जिनकी गिरफ्तारी में दिल्ली के एक बाल्मीकि हरिजन की मौत हुई और जिसकी लाश भी दिल्ली से चंडीगढ़ ले जाने के लिए नहीं दी गई, सख्त कार्रवाई की जाए परन्तु पुलिस के खिलाफ कोई कार्रवाई नहीं की गई और न ही पुलिस ने और चंडीगढ़ शासन ने कोई ऐसे कारगर कदम उठाए जिनसे कि हरिजनों का गुस्सा शान्त होता, उनको न्याय मिलता बल्कि 17-8-81 को जुलूस पर लाठी चार्ज किया जिसमें बहुत से हरिजन जख्मी हुए । इसकी न्यायिक जांच होनी जरूरी है और उन तमाम सरकारी भ्रमणों के खिलाफ कार्रवाई की जानी चाहिए जिन्होंने इस कुकर्म को किया था इस दुर्घटना में बदलने में रोका नहीं ।

(viii) NEED TO ENSURE SMOOTH FLOW OF CARGO CLEARANCE AT CALCUTTA AIRPORT.

SHRI NIREN GHOSH (Dum Dum): Over the years, the Calcutta Airport, the best Airport in India according to International Airport Authority of India, has been systematically neglected by the Centre. Nobody knows the reason behind this, because though repeated complaints over this have appeared in the press, the process of denigration of the Calcutta Airport has continued according to a plan, it seems. Matters have reached a dangerous

pass about accumulation of Cargo at the Calcutta Airport.

The All India Shippers Council has publicly expressed concern. According to AISC, about 180 tons of cargo had accumulated at the Air Cargo Complex while the capacity of lifting cargo had been reduced to about 10 tons a day. AISC has alleged that despite repeated requests to different high level forums, nothing had been done so far to clear the backlog. The Airport Cargo Department said that at present 114 tons of cargo were lying at the complex and on an average 20 tons were being lifted daily. They held that flights including cargo flights from Calcutta Airport were inadequate and much less than that in Bombay, Delhi and Madras Airports. As a result, the quantum of cargo had fallen by about 25 in 1980-81. The AISC holds the Calcutta Airport where the first International Air Cargo Complex was set up had suffered from neglect. The number of westbound flights from Calcutta Airport had been curtailed. There was no reason for this. The past five years have witnessed this process. The British Airways used to run a chartered flight for lifting only cargo from the region. It used to run a passenger flight also which lifted six tons of cargo as well. These flights had been cancelled. The Air India flight had also been cancelled. Four years ago the main air cargo from Calcutta was carpets. Because of irregularities in flights, the exporters had stopped despatching their goods to Calcutta. Carpets were now sent from Delhi. For the same reason garments were now sent from Bombay and leather from Madras.

Trucks with export commodities were not allowed inside the Airport. They had to wait outside. Damage was caused to the goods because of this and exporters had to pay demurrage for the waiting period. It passes ones comprehension why chartering and sub-chartering of aircraft should not be freely allowed to ensure smooth flow of cargo.