

(7) 509/510 Delhi-Jodhpur Mandore Superfast Expresses.

(8) 135/136 Madras-Madurai Vagai Expresses.

(9) 19/20 Bhubaneshwar-Secundrabad Konarak Expresses.

(10) 79/80 Agra Cantt-New Delhi Taj Expresses.

(11) 301/302 Bombay V. T. Poona Deccan Queen.

### Adoption of Indian Children by Foreign Nationals

\*1175-A. SHRI SHYAM SUNDAR MOHAPATRA: Will the Minister of SOCIAL AND WOMEN'S WELFARE be pleased to state:

(a) whether Government are aware of adoption of Indian children by foreign nationals and such children's upbringing in careless manner by them after adoption; and

(b) if so, what steps Government propose to take in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF SOCIAL AND WOMEN'S WELFARE (SHRIMATI MARAGATHAM CHANDRASEKHAR): (a) Foreign nationals, desiring to adopt Indian children obtain the guardianship of such children under the Guardians and Wards Act, 1890 and take them outside India, with the permission of competent courts in India, for adoption in their own countries. One case of molestation of some girls was reported and the foreign parent was convicted and jailed for abuse of his adopted daughter.

(b) Government has implemented the norms and principles laid down

by the Supreme Court in their judgement, dated 6th February, 1984 in Writ Petition (CRL) No. 1171 of 1982 for regulating the procedure for inter-country adoption. The foreign social child welfare agencies, which can sponsor the applications of foreigners for adoption of Indian children, have been enlisted by the Government of India after obtaining the information from the Governments of foreign countries as well as Indian diplomatic missions abroad. Moreover, some Indian social child welfare agencies have been registered by the Government of India for the purpose of processing the sponsored applications of foreigners in Indian courts.

### Dumping of wheat into Sea

\*1175-B. SHRI L. GANESAN:

SHRI V. GOPALSAMY:

Will the Minister of SOCIAL AND WOMEN'S WELFARE be pleased to state:

(a) whether it is a fact that 1405 tonnes of wheat was dumped into sea at Beypore near Kerala if so, what are the reasons therefor;

(b) whether it is also a fact that this wheat was given free of cost by Catholic Relief, America; if so, the details thereof;

(c) the cost of wheat as per rates in the Indian market;

(d) when this wheat was taken out of ship and kept at the Food Corporation of India godowns; and

(e) whether Government propose to order a high level probe into the

\*Previously Unstarred Question, 1261, transferred from the 28th March, 1985.

\*Previously Unstarred Question, 1381, transferred from the 29th March, 1985.

whole episode and fix responsibility and punish the guilty officials; if not, the reasons therefor?

**THE MINISTER OF STATE OF THE MINISTRY OF SOCIAL AND WOMEN'S WELFARE (SHRIMATI MARAGATHAM CHANDRASEKHAR):** (a) Out of 1444 tonnes of gift wheat unloaded by an American Vessel at Beypore, a minor port in Kerala, in April, 1984; 1353 tonnes of wheat has been dumped into the sea upto 25 March, 1985 and further action to dump 91 tonnes of wheat is in progress. This wheat was dumped into the sea because the Health Inspector had certified it as unfit for human consumption and recommended its destruction.

(b) This wheat was donated by the United States for free distribution by Catholic Relief Services in India under the Indo-US Agreement.

(c) As this wheat was unfit for human consumption and fit for destruction, its value should be treated as nil. If the wheat had been fit for human consumption, its value calculated at the procurement price of Rs. 1510 per M.T. would have been Rs. 21.80 lakhs.

(d) This wheat was unloaded by the American Ship at Beypore on 19-4-1984. This wheat has been lying in the customs godowns and not in the custody of Food Corporation of India.

(e) A statement is attached. (See below).

#### Statement

The American Vessel which brought this wheat for unloading at Cochin port reached Bombay Port on 26-12-1983. The ship over-carried this wheat to Singapore on 4 January, 1984. It was brought back by another vessel to Bombay on 6 April, 1984 when there was a general strike at many Ports in

India. The vessel sailed to Beypore, a minor Port not designated for receipt of gift cargo under Indo-US Agreement and unloaded the cargo there on 19 April, 1984. The Ship Agents had not informed the Catholic Relief Services or the Food Corporation of India. The Catholic Relief Services came to know about this on 26 April, 1984 through a Cochin Port Surveyor and protested to the "American President Lines" against their arbitrary and unilateral decision. The wheat was heavily infested at the time of its initial discharge at Beypore. Even repeated fumigations did not produce the desired effect.

Beypore is a minor, seasonal, outer-road Port closed for traffic from 15 May to 15 September due to monsoon and hence ship movement of cargo was not possible. The Catholic Relief Services failed in their attempt to move the cargo by road/rail due to various reasons. Wagon supply was intermittent and inadequate. The Catholic Relief Services employed a contractor, but the labourers were not allowed to handle the cargo at Beypore or at rail-head. The port labourers who handled the cargo at the time of landing, did not allow any outside labour to handle the cargo, and the labourers at West-Hill Rail Head would not allow outside labourers to handle the cargo there. The Contractor, therefore, withdrew. Calicut customs were not in favour of movement by road to Cochin under custom bond for want of sufficient staff to accompany the trucks. The cargo had become a health hazard and the Health Inspector issued a certificate on 15 November 1984, declaring the entire cargo of 1444 tonnes to be unfit for human consumption and recommended its destruction. The infestation was likely to damage other sound cargos in the godown area. It, therefore, became necessary to destroy the cargo by dumping into the sea.

Under the circumstances, there is no need to order a high level probe into this episode.