

Meeting of the Indo-GDR Joint Shipping Committee

262. SHRI RAYAPATI SAMBA SIVA RAO: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that the first meeting of the Indo-GDR Joint Shipping Committee was held in New Delhi in the fourth week of September 1984;

(b) whether it is also a fact that both the countries have signed a protocol in this regard; and

(c) if so, what are the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI):

(a) The Indo-GDR Joint Committee on Shipping met in Berlin and Rostock during 19-25, September 1984.

(b) Yes, Sir.

(c) The Protocol covered discussions on the following:—

(1) Sea-borne trade between India and GDR and possibilities of a closer co-operation in the field of shipping;

(2) Possibilities for a closer co-operation between the shipping companies of the two countries in liner service and in container transportation, in particular.

(3) Exchange of information and views on various questions of mutual interest about the international shipping.

The salient points contained in the Protocol are as follows:—

Liner Cargo Traffic:

1. It was agreed that in order to maintain parity in liftings, and

earnings, the SCI and VEB Deutfracht-Scafedarei (DSR) Rostock, will regularly maintain records separately in respect of East bound and West bound trades and separately in respect of general cargo as well as Oil cakes. The position will be reviewed quarterly to achieve a balance.

2. It was reaffirmed that third-flag member lines of India-Pakistan-Bangladesh Conferences can participate in upto 20% in the bilateral liner trade leaving the balance 80% to be shared equally between the two national partners.

3. Both sides will direct SCI and DSR to hold commercial level meetings during first quarter of 1985 to finalise commercial level shipping agreement and procedure for adjustment of imbalances in liftings/earnings between partners.

Bulk Cargo Traffic:

The Committee identified iron-ore from India to GDR and Muricate of Potash from GDR to India as two principal bulk cargo items in Indo-GDR trade. Indian side stated they would be happy to have more bulk cargo carried by GDR vessels subject to their draft, length overall and beams being suitable for the Indian ports. Committee agreed to form a Joint Expert Group on behalf of the Joint Committee consisting of representatives of Ministry of Shipping & Transport/Transchart, Ministry of Agriculture, Indian Potash Ltd., DSR, Rostock, DSR, Bombay to investigate facilities available at Indian ports suitable for operating GDR vessels and submit to heads of the Joint Committee results of their study and thereafter work-out further commercial and technical details for bulk shipments between DSR/Deutfracht/Transchart

Development of Container Traffic:

It was agreed that SCI and DSR will jointly study the future possibilities of co-operation with special reference to greater containerisation of various commodities in both directions, formation of consortium, Container movement control, slot exchange and feeder operation and other measures which might help reduce operational costs and cover trade more efficiently.

Co-operation in International Forums:

The partners exchanges views on questions involving international co-operation in maritime matters particularly in regard to the following:—

—Regulation of the sea-borne trade within the framework of UNCTAD.

—UN Convention on the multimodal transport of goods.

—Registry of ships under "Flags of Convenience".

—IMO Convention on Carriage of dangerous cargoes.

—Safety of ships in international maritime traffic.

The two sides agreed to encourage consultation between the concerned institutions of the two countries on various issues relating to maritime traffic which may be of mutual interest.

Retirement/extension of service of Inspector of Medical Council of India

263. SHRI M. KALYANASUNDARAM: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that one whole-time Inspector of Medical Council of India, New Delhi was retired or made to resign in October, 1984 the way, as per rules, he could have

continued for another two years i.e. upto the age of 60;

(b) whether it is also a fact that another whole-time Inspector was given extension for two years; and

(c) if so, what are the details thereof and the reasons in each case?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA): (a) No.

(b) and (c) The Medical Council of India has reported that the post of whole-time inspectors in the Medical Council of India is a tenure post for a period of three years in the first instance which can be extended at the option of the Council. One whole-time Inspector of the Council was given extension after completing a term of three years. During the period of extension, he served for one year and nine and a half months after which he resigned and was relieved w.e.f. 15-10-1984. The other whole-time Inspector was appointed for a period of three years or upto the age of 60 years. He has been given extension.

राष्ट्रीय राजमार्ग नं० 7 का व्यपरिवर्तन किया जाना

264. श्री केशव प्रसाद शुक्ल : क्या नौवहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या परकार की रोड के मध्य से गुजरने वाले राष्ट्रीय राजमार्ग नं० 7 को व्यपरिवर्तित करने की कोई योजना है ;

(ख) यदि हाँ, तो इस पर कितना अनुमानित खर्चा आयेगा ;

(ग) यह कार्य कब से शुरू होने की संभावना है ;

(घ) राष्ट्रीय राजमार्ग नं० 7 का किस स्थान से किस स्थान तक व्यपरिवर्तन किया जायेगा ;

(ङ) क्या इस व्यपरिवर्तित मार्ग में पड़ने वाली बीहर नदी पर पुल बनाये जाने की कोई योजना है ;