

खिलाफ कार्यवाही करें, अखबार के खिलाफ कार्यवाही करें, साथ ही नियम में कोई कमी हो दंडित करने में तो उस नियम को बदल कर दंडित करने की व्यवस्था करनी चाहिए। इन्हीं शब्दों के साथ मैं अपनी बात समाप्त करता हूँ।

REFERENCE TO THE DEMAND FOR CONVERSION OF MADHUBANI AIRPORT INTO A FULLFLEDGED AIRPORT

श्री शिव चन्द्र झा (बिहार) :
उपसभाध्यक्ष महोदय, मैं आप के जगिए इस सदन और सरकार का ध्यान इस बात की ओर खींचना चाहता हूँ कि मधुबनी एयरपोर्ट को एक फुलफ्लेज्ड एयरपोर्ट बनाया जाय और उस को भारत के एयरमैप पर लाया जाय। मधुबनी भारत का बार्डर जिला है, नेपाल से मिलता हुआ जिला है और हाल ही में डिफेंस मंत्रालय ने सिफारिश की कि इस का विकास डिफेंस के दृष्टिकोण से भी किया जाय। इसी लिए जो पहले दरभंगा जिला था उस से मधुबनी को सेपरेट करने की डिफेंस मंत्रालय ने सिफारिश की थी, लेकिन उस का विकास इस दृष्टिकोण से नहीं हो रहा है। बिहार के भूतपूर्व लाट साहब यहां बड़े हुए हैं। क्या कभी आप उस एयरपोर्ट पर उतरे हैं? केवल वहां प्रधान मंत्री का हेलीकोप्टर उतरता है। मेरा कहना है कि नेपाल का सीमावर्ती जिला होने की वजह से इस एयरपोर्ट का विस्तार किया जाय। अंग्रेजी जमाने में ४०-४१ में यह एयरपोर्ट बना। करीब-करीब उसी रूप में है। इधर थोड़ा हाथ लगा है। मेरा घर भी बगल में है। जब मैं जाता हूँ तब देखता हूँ। जैसा अभी है उस से काम चलने वाला नहीं है। इसको फुलफ्लेज्ड एयरपोर्ट बनाया

जाय। साथ-साथ इस को दिल्ली से लिंक किया जाय और हवाई नक्शे पर लाया जाय। इस और मंत्री महोदय ध्यान दें और सदन को बतायें कि कब तक यह फुलफ्लेज्ड एयरपोर्ट हो जायेगा और एयर-मैप पर आ जायेगा।

THE MERCHANT SHIPPING (AMENDMENT) BILL, 1982

THE VICE-CHAIRMAN (SHRI R. R. MORARKA): The House will now take up the Merchant Shipping (Amendment), Bill, 1982, for consideration.

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI K. VIJAYA BHASKARA REDDY): Sir, I beg to move:

"That the Bill further to amend the Merchant Shipping Act, 1958, as passed by the Lok Sabha be taken into consideration."

Sir, with your permission, I would like to say a few words... (Interruptions)

श्री जगदम्बी प्रसाद यादव (बिहार) :
यह हुआ कैसे ?

THE VICE-CHAIRMAN (Shri R. R. Morarka): It was already announced

SHRI K. VIJAYA BHASKARA REDDY: Sir, the present Bill includes various categories of amendments. (Interruptions).

श्री जगदम्बी प्रसाद यादव : कल कहा गया था...

श्री हुक्म देव नारायण यादव (बिहार) :
मेरा व्यवस्था का प्रश्न यह है कि कल जब हाउस में एनाउंसमेंट हुआ और जो आज के लिए कार्यावलि दी गयी है उसके मुताबिक जो लिखा हुआ है और जो इस में दिया हुआ है यह जो लेजिस्लेटिव बिजनेस है, जो अभी मिनिस्टर साहब बिल के

[श्री हुस्मदेव नारायण यादव]

बारे में बात कर रहे हैं वह बाद में लिखा हुआ है। इस से पहले लिखा हुआ है 'फरदर डिस्कशन आन दि वकिंग आफ मिनिस्ट्री आफ रूरल डेवलपमेंट'। यह पहले है और उस के बाद यह बिल है। जैसा आप ने आर्डर पेपर में सर्कुलेट किया है उस के मुताबिक चलना चाहिए।

नम्बर दो जब बिजनेस एडवाइजरी कमेटी में यह तय हुआ कि पांच मिनिस्ट्री की जगह तीन मंत्रालयों पर बहस होगी तो उस समय सरकार को यह भी तय कर लेना चाहिए था कि इस रूप में आयेंगी। सरकार को क्या कठिनाई है? आज इस रूप में सर्कुलेट करने के बाद फिर बदलना उचित नहीं है। जो तय होता है उस के मुताबिक सदन की कार्यवाही चलनी चाहिए।

संसदीय कार्य विभाग में राज्य मंत्री (श्री कल्पनाथ राय) : डिपुटी चेयरमैन ने इसी सदन में घोषणा की कि 3 बज कर 45 मिनट पर ग्रामीण मंत्रालय पर बहस होगी उस के पहले यह बिजनेस लिया जायेगा। इस के पहले यह बिजनेस लिया जायगा। जिस समय उन्होंने यह घोषणा की थी उस समय माननीय सदस्य उपस्थित नहीं थे। कृपा कर समय नष्ट करने की कृपा न करें।

श्री जगदम्बी प्रसाद यादव : यह क्या है ?

श्री शिव चन्द्र झा (बिहार) : 4 बजे से आप की लिस्ट में है कि पटियाला और असम पर स्टेटमेंट होंगे और उस के बाद उन पर क्लैरिफिकेशन्स आयेंगे। मोटे तौर पर उस सब में दो घंटे लग जायेंगे। तो यह इस को स्कैटल करने की बात हो रही है। जो बहस रखी गयी है उस को पूरा होना चाहिए। यह जो आप का तरीका है यह अच्छा नहीं है

ऐसा नहीं होना चाहिए कि जैसे चाहे सदन को चलाइये। एक आदमी को बुलाना है तो एक ही को बुलाइये।

श्री कलराज मिश्र (उत्तर प्रदेश) : मेरा प्वाइंट आफ आर्डर है। बिजनेस एडवाइजरी कमेटी में वाकायदा जो कार्यक्रम दिया गया है उस संबंध में निश्चित रूप से तय हो गया था कि पहले ग्राम विकास मंत्रालय के संबंध में चर्चा होगी और उस के बाद भिन्न भिन्न मंत्रालयों के संबंध में चर्चा होने वाली थी वह होगी। लेकिन मैं जानना चाहता हूं कि जब बिजनेस एडवाइजरी कमेटी में सारी बातें तय हो गयीं तो फिर से उन को वायलेट कर के क्या कोई व्यवस्था की जा सकती है ?

THE VICE-CHAIRMAN (SHRI R. R. MORARKA): The decision of the Business Advisory Committee is not being changed at all. There would be a full discussion on this Rural Development Ministry. The opposition members will have the full time as they are entitled to. (Interruptions). You please wait, you will see it if you remain present in the House. You will have your share, not even a single minute will be cut out from your time.

So far as the change in the order paper is concerned, the Deputy Chairman has a right and he has changed the items on the agenda paper of today. So, there is no point of order. Hon. Minister please.

SHRI K. VIJAYA BHASKARA REDDY: The first category of amendments deals with the subject of oil pollution of the sea. The International Convention for the Prevention of Pollution of the Sea by Oil, 1954, has been ratified by India and the provisions of this Convention have already been given effect to in the Act by Para XIA. Certain amendments to the convention of 1954 which relate to the ban of discharge of oil or oily mixture are proposed to be given effect to in the present amendment.

A new Part XB is being inserted in the Act to give effect to the provisions of the International Convention on Civil Liability for Oil Pollution Damage, 1969 (CLC). This Convention establishes a regime of compensation and liability on the owners of the ship from which polluting oil escaped or was discharged. It is proposed also, to give an enabling power to Central Government to levy pollution cess on all ships—Indian or foreign. This cess is meant to reimburse the Government the expenditure which it might incur on the measures to be taken for providing facilities for reception of oil residues at the ports, for controlling deliberate discharge and containing accidental escape of oil into the sea. It is also proposed to enhance the maximum existing penalties provided for dealing with pollution offences by increasing the limit to Rs. 10 lakhs in respect of major offences and for minor pollution offences to Rs. 10,000.

Certain maritime countries have recently adopted practices, such as asking shipping companies to produce documents and records held by them in India which is unusual in international shipping. It is proposed to include provisions to protect the interests of the Indian companies from undue intervention by foreign Governments/organisations.

The next category of amendments relate to the provision of registration and control of Indian fishing boats to give effect to the recommendations of the Fisheries Enquiry Committee. It is also proposed to amend the section 2 of the Merchant Shipping Act to clarify that the Act would apply to all vessels including sailing vessels and Indian fishing boats. Penalties for contravention of the provisions relating to fishing boats are also being provided. The Central Government provides services of a number of Surveyors and senior officers to the shipping industry. The work-load of the Mercantile Marine Department, under the Directorate General of Shipping which provides these services has increased considerably with the adoption of new Inter-

national Conventions and Protocols on Maritime matters, particularly in the field of safety of life and property at sea, the protection of maritime environment and the training and certification of officers and crew. This has resulted in an increase of the wage bill of the technical staff. It is proposed to give to the Central Government powers to make rules for levying fees for the services rendered by the Department to the Shipping Industry.

In addition to the above, this opportunity is being availed of to replace the references to the Code of Criminal Procedure, 1898 in the Merchant Shipping Act and related reference by reference to the Code of Criminal Procedure, 1973.

The present Bill has been passed by the Lok Sabha in 1982. In the circumstances, I now request that the Bill further to amend the Merchant Shipping Act, 1958, be taken into consideration.

The question was proposed.

THE VICE-CHAIRMAN (SHRI R. R. MORARKA): There is one amendment by Shri Shiv Chandra Jha, to refer the Bill to the Select Committee.

SHRI SHIVA CHANDRA JHA: Sir, I beg to move:

"That the Bill further to amend the Merchant Shipping Act, 1958, be referred to a Select Committee of the Pajya Sabha consisting of the following members, namely:—

1. Shri R. R. Morarka.
2. Shri Biswa Goswami.
3. Shri Nepaldev Bhattacharya.
4. Shri Dipen Ghosh.
5. Shri Hari Shankar Bhabhra.
6. Shri Kalraj Mishra.
7. Shri Rameshwar Singh.
8. Shri Suraj Prasad.
9. Shri G. C. Bhattacharya.
10. Shri Shridhar Wasudeo Dhabe.
11. Prof. Sourendra Bhattacharjee.
12. Shrimati Mohinder Kaur.
13. Shri Shiva Chandra Jha.

[Shri Shiva Chandra Jha]

with instructions to report by the first week of the next session."

The question was proposed.

SHRI B. SATYANARAYAN REDDY (Andhra Pradesh): You have a permanent Select Committee.

THE VICE-CHAIRMAN (SHRI R. R. MORARKA): Shri Kalyan Roy.

SHRI KALYAN ROY (West Bengal): Sir, I support the main intention of the Bill—i.e. to prevent...

(Interruptions)

SHRI SUSHIL CHAND MOHUNTA (Haryana): Sir, what is the procedure for discussion on this Bill? Will it be party-wise or in what manner?

THE VICE-CHAIRMAN (SHRI R. R. MORARKA): I have no names before me except one of Mr. Kalyan Roy. I am calling him.

SHRI SUSHIL CHAND MOHUNTA: But I also gave my name.

THE VICE-CHAIRMAN (SHRI R. R. MORARKA): I have only one name before me—and that is of Mr. Kalyan Roy.

श्री शिव चन्द्र झा : यह कौन गड़बड़ी करता है ?

THE VICE-CHAIRMAN (SHRI R. R. MORARKA): Let us check up. They have not got it. They will check up. In the meantime, Mr. Kalyan Roy may finish his speech.

SHRI KALYAN ROY: Are you happy?

SHRI SHIVA CHANDRA JHA: There is somebody who is manipulating this in the office. I know it very well. You hold an enquiry. This is manipulation sending the slips here and there. I know in the case of Calling Attention it is done. In other matters also it is done.

SHRI K. VIJAYA BHASKARA REDDY: There is no other speaker. What in the dispute about?

SHRI KALYAN ROY: May I say, Sir, that so far as the limited purpose of the Bill is concerned—regarding danger of

pollution because of oil leakage and the preventive and other steps which are needed—I support the Bill because oil leakage has become a daily phenomenon. It not only threatens the shipping industry but puts all other countries into a great crisis. Sometimes disaster does take place as it is taking place in the Gulf countries today because of the bombardment of oil wells in Iran by Iraq, and all the neighbouring States are threatened. And we shudder to think what is going to be the future. But what is troubling us is that instead of bringing this piecemeal legislation, why doesn't Government bring a comprehensive legislation tackling various problems facing the shipping industry in our country. What the tragedy is that Government does not have an appropriate, comprehensive policy regarding the shipping industry. About the shipping industry in our country, Sir, it was pointed out by Narendra Singh Mahida in October, 1982—he was the Chairman, Shipping Corporation of India—I quote:

"Referring to the recent trend among the several non-shipping companies to appear on the shipping scene, the SCI Chairman said that the small portion of surplus generated in other fields of activities was being diverted to form a shipping company only to extract a much larger amount from the Government at a concessional rate of interest".

In other words, Sir, what he meant, and what we feel concerned—and feel with great concern—is that the Shipping Development Fund Committee is being used by the monopoly concerns for various purposes without building ships and without paying back the loans. It has become one of the greatest rackets in the country. Sir, today what is the position? The position is that out of nearly 60—odd companies in the shipping industry, a large percentage of the tonnage is concentrated in 11 companies, only 2 of which are in the public sector, while 9 are in the private sector, belonging to larger monopoly houses. And they are: Scindia, Great Eastern Shipping Co., India Steamship, Damodar Bulk Carriers and Chow-

gule Steamship, South India Shipping Corporation, Dempo Steamship, Ratnakar Shipping Corporation, Seven Seas Transportation and others.

SHRI SADASHIV BAGAITKAR (Maharashtra): Garware have also entered into.

SHRI KALYAN ROY: Yes, they have also entered. It is a danger which Mr. Mahida has pointed out. You will be surprised to know how the Fund is working. In reply to a question put by me on 25th March, 1983, Mr. Vijaya Bhaskara Reddy, the present Minister, replied that between 1970 and 1983 up to 28th February, the total loan given to 13 companies comes to Rs. 126 crores and 93 lakhs. And, Sir, he further stated that the amount due is Rs. 3,358 lakhs. In other words, if you follow further, the money which is being taken as a soft loan is hardly being repaid and is being pocketed by these nine companies. And which are the companies? One company which comes to our notice is Ratnakar Shipping Co. And who are the Directors? In reply to a question on 25th March, 1983, the Minister stated the names of the Directors of Ratnakar Shipping Co.: K. K. Birla, A. K. Srivastava, C. R. Mehta, D. P. Goenka, J. S. Kanoria, B. K. Johar and R. Maheshwari—all either relatives or employees of the big house of the Birlas. And it is further stated in reply to that question that while they have taken crores of rupees as loans, they have yet to repay a loan of Rs. 8.96 crores. Similarly, Sir, Nilhat Shipping Corporation has also to pay more than that amount. I do not know what the mystery is. The Government has decided—as a matter of fact, not the Government but the Shipping Development Fund Committee has decided—to foreclose the mortgage against the Nilhat Shipping Corporation and a suit has been filed against the company. Why not for the Ratnakar Shipping Corporation? I would like to know why a change for the Ratnakar Shipping Corporation which is belonging to the house of the Birlas, who does not repay the loan—and not only does not repay the loan but also requires the Government to re-schedule the loan, which

is being considered. And the Ratnakar Shipping Corporation has been granted a further loan. It has been granted a loan of a few crores of rupees when outstanding loans have yet to be repaid. What is happening in this Shipping Development Fund Committee? It is not a question of one or two or three or four crores. Nearly 200 crores, 300 crores of rupees are involved, and yet India is lagging behind other shipping countries regarding the shipping tonnage. In spite of the entire money which is being made available to the big monopoly concerns, has the Government made any indepth study, investigated in depth, whether the money is properly being utilised to buy ships, to build ships or is being diverted elsewhere? This is the big question which is agitating the minds of the people. And we would like to get a clear answer. What is the total amount which is yet to be realised up to the end of April, 1983? And what steps does the Government propose to take against those companies who have been persisting in defaulting to repay the loans?

I do not want to mention any name. It has been said that a very high officer of the Shipping and Transport Ministry, who is going to retire very soon, has already been offered a job in the Ratnakar Shipping Corporation, and that he has accepted it. I would like the Minister to enquire into it because there must be close links between the sanction of the loans and the bureaucrats who sanction the loan, and the purpose of the sanction is perhaps not only to cut back but also to see that their future is safe.

So, Sir, in the name of shipping a kind of—I would not use the word 'loot'—gross irregularities, is going on. I put it rather mildly. The Government should have a thorough look. (*Time bell rings*).

THE VICE-CHAIRMAN (SHRI R. R. MORARKA): Kindly conclude now.

SHRI KALYAN ROY: I have four points. Just one line for each point.

THE VICE-CHAIRMAN (SHRI R. R. MORARKA): Your party was entitled to two minutes. You have already taken eight.

SHRI KALYAN ROY: That is a convention or a rule of this House. What can we do about it. Neither can you nor can I change them at this late hour.

My second point is: What steps are being taken to see that the ships which belong to India, the shippers, utilise the Indian bottom?

We have seen that we export a large quantity of iron-ore which goes to Japan. But they utilise their own ships and we are left in the lurch.

The third point is about seamen. There is agitation regarding the employment of seamen. A large number of seamen who are trained to be seamen, are unemployed. Even the ratio of recruitment at Bombay and Calcutta is not being kept. For the last 15 years more seamen are recruited in Bombay. I am not unhappy about it. But the question is why Calcutta should be neglected. It has been agreed to between the port authorities, the seamen organisations and others that such a number of persons should be recruited from Calcutta and Bombay. Why is the ratio in respect of Calcutta continuously declining. And what steps has the Government and the Ministry have taken to see that the ratio recruitment is maintained in Calcutta.

Last point is the situation about the congestion at the ports. Lately, Sir, there is the news that not only is the congestion in Bombay becoming serious, but the congestion is also taking place in Calcutta. What steps does the Ministry and the Government propose to take to see that we do not lose foreign exchange and things are not tied up just because we fail to develop the ports.

DR. SHANTI G. PATEL (Maharashtra): While welcoming the main amendments to the Act, I would like

to say that they are somewhat belated. This convention was adopted some time in 1969. Fourteen years thereafter the Bill is being moved to give effect to some of the recommendations referred to in that particular convention. Anyway, Sir, better late than never. I hope the Ministry will be more prompt in future.

I would like to refer in this context of the overseas trade. Sir, the share of the trade in Indian bottoms is falling, is declining year by year. For the last several years it has declined from 36 to 30 per cent and there is no hope of any improvement in this particular trend. The foreign countries which have been trading with this country manage to see that the cargoes that they export to this country are carried in their ships or the ships which belong to their friendly countries. But unfortunately the trade which emanates from here and goes to other countries is not fully carried in Indian bottoms. The classical example of the ore exports to Japan was given. Sir, in the last 15 years not a single ounce of ore has been exported in Indian bottoms. All the ores have been conveyed through Japanese ships. Sir, I am told that in the Ministry of Shipping there is what is called the Transchart. I do not know what this Transchart has been doing. But I can say that their powers are falling very short of persuading those Ministries or those departments or those public sector undertakings which are in a position to send their cargoes through the Indian flag-ships. Now this is something which I would urge upon the Minister to take up at his level, at the ministerial level and see that Indian ships are not starved of cargo which is readily available in this country.

Then there are certain trading organisations, sponsored trading organisations like the MMTC and the STC. They should also be persuaded to see that as far as carriage of overseas cargo is concerned, priority is given to Indian bottoms.

In this context, I would like to refer to the welfare of seamen. My friend has already referred to one aspect. But the plight of the seamen is the worst in the present times. Sir, to give you some figures, there are about 35,000 registered seamen and the jobs that are available are hardly 18,000. According to the norms accepted by the Government all these years, only 150 per cent of seamen should be there, that is, 50 per cent more than the available jobs. We are in excess of 8,000 seamen. Apart from these 8,000 registered seamen, there are 2,000 trainees waiting in the wings to take up jobs. So there is an excess of 10,000 seamen. And in the present period of economic recession, they hardly get a job before one to one-and-a-half years. After nine months' service, they have to wait for 1½ years to get another job. That is the woeful plight of the seamen who, we say very proudly, are our unofficial ambassadors. They have to face all sorts of hazards at sea. The main handicap that they have to suffer is social deprivation. As I have pointed out, there is no continuity of employment and this makes their plight worse. And these are the persons who work on foreign ships and earn valuable foreign exchange running into hundreds of crores of rupees for the national exchequer. Still when they are in such worst conditions, there is no scheme formulated by the Government to come to their rescue. It is very necessary that the Government should formulate a scheme and see that their income is guaranteed, if employment cannot be guaranteed. Sir, in this context I would also like to refer to the common sight which is seen in the shipping field, that is, a number of ships are being abandoned. There are a number of companies which abandon all ships. Maybe they are small, maybe these are the persons who are not interested in entrepreneurship but who believe in a gambling approach. They want to make easy money and then want to get out of the trade. This is what they have been indulging in and

this is something of which the Government should take care. The hard-earned tonnage is also being lost. We are now just stagnating between 5½ to 6 million tonnes. One of the reasons for this is that whatever tonnage we have been able to build cannot be used or goes waste because ships are being abandoned from time to time. I would, therefore, suggest that the Government should come out with a scheme of take-over of these ships and companies so that the wages are paid and also the tonnage is put to use. I would strongly press for this particular approach in this particular context.

[**Mr. Deputy Chairman in the Chair**]

I would also like to suggest that as far as coastal trade is concerned, that has been suffering the most in our country which has 5400 kms of coast line. Our coastal trade has gone down after independence considerably almost disappearing from the scene. It is very necessary that the Government should formulate such policies so as to encourage coastal trade which will save the precious, very costly, diesel oil. A number of cargoes like salt and coal can be transported through this particular transport.

I would also like to refer to another aspect of this measure. That is the registration of fishing boats. There are a number of small fishing boats; thousands, if not millions. If this rule is going to be strictly applied to this set of people, they are going to suffer a lot; they will be harassed from time to time. So it is very necessary that these people are spared of the necessity of registration. I do appreciate the necessity of finding out what the number of such vessels is, what facilities are provided. But for that a survey can be ordered. It is not necessary to register them and put them to a number of inconveniences. I, therefore, urge let the Minister go into this problem, particularly the sufferings of the seamen who have been rendering yeomen

[Dr. Shanti G. Patel]

service to this country and the industry.

SHRI K. VIJAYA BHASKARA REDDY: This is one of the most accepted Bills. As the honourable Members have themselves said, this should have been done earlier. They have said it has come a little late. This is a problem where there cannot be any controversy. Pollution is a problem which our ports are facing and we will have to take measures to see that pollution is prevented and where pollution takes place, it should be wiped out. It is with this view that the Government has brought forward this amending Bill. There is only one point which the honourable Member who spoke just now raised, that this is going to create problems to smaller fishermen. The Government has power and we will see that such fishermen do not suffer; we will take care of them. Mr. Kalyan Roy and others who spoke, gave good suggestions. But this is only an amending Bill specifically for anti-pollution. They have raised general issues. As far as this is concerned, this is a non-controversial measure. The problems they have raised are perennial. Seamen's problem is a very serious problem. We have been negotiating with workers, with associations, with everybody concerned and we will try to solve the problems. As far as smaller fishermen are concerned, I assure the House that we will see that they are not put to any problem. For the other major issues which Mr. Roy raised, there is another place for discussion; we shall bear in mind all the points raised; we shall definitely see that our tonnage increases. We are also aware and we are taking steps to see that the monies that they have taken as loans are not diverted to other activities. I am thankful to all the honourable Members who have participated in the debate.

MR. DEPUTY CHAIRMAN: First I shall put to vote the amendment moved by Shri Shiva Chandra Jha.

The question is—

"That the Bill further to amend the Merchant Shipping Act, 1958, be referred to a Select Committee of the Rajya Sabha consisting of the following members, namely:—

1. Shri R. R. Morarka
2. Shri Biswa Goswami
3. Shri Nepaldev Bhattacharya
4. Shri Dipen Ghosh
5. Shri Hari Shankar Bhabhra
6. Shri Kalraj Mishra
7. Shri Rameshwar Singh
8. Shri Suraj Prasad
9. Shri G. C. Bhattacharya
10. Shri Shridhar Wasudeo Dhabe
11. Prof. Sourendra Bhattacharjee
12. Shrimati Mohinder Kaur
13. Shri Shiva Chandra Jha

with instructions to report by the first week of the next Session."

The motion was negatived.

MR. DEPUTY CHAIRMAN: The question is:

"That the Bill further to amend the Merchant Shipping Act, 1958, as passed by the Lok Sabha, be taken into consideration."

The motion was adopted.

MR. DEPUTY CHAIRMAN: Now we shall take up the clause-by-clause consideration of the Bill.

Clauses 2 to 17 and the Schedule were added to the Bill.

Clause 1 (Short Title)

SHRI K. VIJAYA BHASKARA REDDY: Sir, I move:

2. "That at page 1, line 4, for the figure '1982' the figure '1983' be substituted."

The question was put and the motion was adopted.

MR. DEPUTY CHAIRMAN: The question is:

"That clause 1, as amended, stand part of the Bill."

The motion was adopted.

Clause 1, as amended, was added to the Bill.

Enacting Formula.

SHRI K. VIJAYA BHASKARA REDDY: Sir, I move:

"That at page 1, line 1, for the word 'Thirty-third' the word 'Thirty-fourth be substituted."

The question was put and the motion was adopted.

MR. DEPUTY CHAIRMAN: The question is:

"That the Enacting Formula, as amended, stand part of the Bill."

The motion was adopted.

The Enacting Formula as amended, was added to the Bill.

The Title was added to the Bill.

SHRI K. VIJAYA BHASKARA REDDY: Sir, I move:

"That the Bill, as amended, be passed."

The question was proposed.

श्री शिव चन्द्र झा : मेरे दो सवाल हैं। अंडमान निकोबार टापू पर जब मैं गया था तो लोगों की मांग थी कि वहाँ से ट्रांसपोर्टेशन शिप को जरूरत है। इस समय एक ही जहाज हर्षवर्धन है। तो मेनलैंड से अंडमान निकोबार तक हफ्ते में दो तीन बार जहाज चलाने को सरकार व्यवस्था करेगी?

दूसरा लक्षद्वीप में भी लोगों की मांग

है। वहाँ भी एक ही जहाज है। तो इसके मुताबिक सरकार क्या कर रही है; क्योंकि यह बहुत जरूरी है।

SHRI K. VIJAYA BHASKARA REDDY: Certain ships are already operating between these islands. One is already there. Another is being repaired. We are trying to improve the fleet.

From the mainland also we are going to add one ship.

MR. DEPUTY CHAIRMAN: The question is:

"That the Bill, as amended, be passed."

The motion was adopted.

DISCUSSION ON THE WORKING

RURAL DE-MINISTRY OF RURAL DEVELOPMENT—CONTD.

MR. DEPUTY CHAIRMAN: We will now take up further discussion on the working of the Ministry of Rural Development.

श्री उप-भाषति : श्री हुकमदेव नारायण यादव आप कृपा करके 20 मिनट का टाइम ले लाजिए। इतना ही टाइम आपके लिए है।

श्री हुकमदेव नारायण यादव (बिहार) : चार बजे तो गृह मंत्रों का स्टेटमेंट होना है।

श्री उप-भाषति : आठ मिनट इधर हैं बाकी उधर टाइम ले लाजिए। 20 मिनट की बोल लाजिए। एक मिनट झा जी के लिए छोड़ दोजिएगा।

श्री हुकमदेव नारायण यादव : उप-सभापति महोदय ग्राम ण विकास के ऊपर हम यहां पर चर्चा करने के लिए इकट्ठे हैं। हिन्दुस्तान का जो सबसे पिछड़ा इलाका है उत्तर बिहार, उसा उत्तर बिहार के मंत्रों भी इस विभाग के हैं और मुझे आशा है कि उत्तर बिहार और खासकर मिथिलांचल, जो सबसे ज्यादा पिछड़ा है उसके विकास को और आप ज्यादा से ज्यादा जरूर ध्यान दें;