

अपना मकान बेचकर दूसरे शहरों में मजदूरी करने चले गए हैं। हाल की में पूर्वी उत्तर प्रदेश के 12 जिलों का अध्ययन एक ख्याति प्राप्त संस्था द्वारा कराया गया है, जिससे बड़े ही खराब हालात सामने आए हैं। बिहार के भागलपुर कस सिल्क उद्योग तो पूरी तरह से चीनी अजगर के पेट में समा गया है।

उपर्युक्त तथ्यों को ध्यान में रखते हुए, मैं केन्द्र सरकार से यह आग्रह करता हूँ कि बनारसी साड़ी उद्योग और भागलपुर के सिल्क उद्योग के पुनरुद्धार के लिए वह कारगर कदम उठाए। धन्यवाद।

मौलाना औबैदुल्लाह खान आजमी (मध्य प्रदेश) : उपसभाध्यक्ष महोदय, मैं अपने आपको इसके साथ वाबस्ता करता हूँ। यह बहुत अहम मैटर है।

THE VICE-CHAIRMAN (SHRI KALRAJ MISHRA): Shri Gireesh Kumar Sanghi. Not here. Shri Lalit Kishore Chaturvedi. Not here. Shri B.K. Hariprasad.

Need for reforms in the process of selection in Judicial Services

SHRI B.K. HARIPRASAD (Karnataka): Mr. Vice-Chairman, Sir, even after five decades of independence and coming into force of the Constitution of India, empowering the SC/ST and the OBC communities, by way of reservation to secure opportunities in the areas of education and employment, there has not been much change, as envisaged by visionaries who framed the Constitution, in the socio-economic status of these downtrodden and oppressed classes.

Despite provision of reservation for SC/ST/OBCs in the UPSC selection process, the Dalit community has come a long way to prove that merit is not the sole virtue of the privileged, by securing more than 50 seats in the UPSC selection during last year. It is, therefore, high time that SC/ST/OBCs are given their rightful share in judicial appointments on merits. Under article 312 of the Constitution, it has been mandated to create an All-India Service for Judicial Service like the IAS, IPS, IFS etc. whereby the process of nomination to the Judiciary presently followed, be done away with.

I urge upon the Centre to initiate action in this direction by enactment of law at the earliest.

SHRI JANARDHANA POOJARY (Karnataka): Mr. Vice-Chairman, Sir, I associate myself with the Special Mention made by the hon. Member,

.MS. MABEL REBELLO (Jharkhand): I associate myself with the special mention made by the hon. Member.

SHRI V. NARAYANASAMY (Pondicherry): Sir, I associate myself with it.

SHRI RAMDHAR KASHYAP (Chhattisgarh): Sir, I also associate myself with the Special Mention made by the hon. Member.

DR. RADHAKANT NAYAK (Orissa): Mr. Vice-Chairman, Sir, I associate myself with the Special Mention made by the hon. Member.

SHRI K. KESHAV RAO (Andhra Pradesh): Sir, I also associate myself with it.

Monopoly of Dubai Ports World in container terminal

MS. MABEL REBELLO (Jharkhand): Sir, the Government is aware that developing world-class container terminals is at the very core of India's thrust to be a major global player with a sizable share of world trade, commensurate with her increased status, as one of the largest and fastest growing economies in the world. With this end in view, the Government has encouraged investment by international players who are leaders in the field. When such internationally renowned container terminal operators take concessions at Indian ports, they not only ensure that such ports are benchmarked against internationally accepted parameters, but also that they add value to Indian foreign trade by competing with each other to lower trans-national cost at Indian ports. It is through healthy competition that shippers in India are benefited.

It is known that some years ago, the Government barred a particular entity from participating in a tender for a concession in a port. That entity already ran a terminal in the same port. Although the party challenged the decision in the courts, first the High Court and then the Supreme Court upheld the Government's decision, since it was in the interests of enhancing competition, thus benefiting Indian trade.

In the light of this, it is amazing that the Government is taking no cognisance of the fact that following the acquisition of P & O Ports by Dubai Ports World a whole ring of ports around the Indian Peninsula will be controlled by DPW. To make matters worse, the take over will give DPW control over container terminals in both Karachi and Colombo. Thus, in a ring of ports ranging from Kulpi in West Bengal to Visakhapatnam, Chennai, Colombo, Kochi, JNPT, Mundra and Karachi container terminals will be run only by DPW.