

(TURKISH PRESS DELEGATION'S VISIT TO INDIA

231. SHRI DEV DUTT PURI: SHRI
K. L. N. PRASAD:

Will the Minister of EXTERNAL AFFAIRS/
be pleased to state:

(a) whether it is a fact that the Turkish Press Delegation cut short its recent visit to India;

(b) whether Government are aware of the reasons for the delegation to return home earlier than scheduled; and

(c) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS/ (SHRI SURENDRA PAL SINGH): (a) Yes, Sir.

(b) and (c) According to the visitors they had to curtail the period of their stay in India due to political developments in their country necessitating their early return to Turkey.

RELIEF TO REFUGEES FROM BANGLA DESH AT DAWKI

250. SHRI A. D. MANI: Will the Minister of HEALTH AND FAMILY PLANNING/ स्वास्थ्य और परिवार नियोजन मंत्रालय be pleased to state:

(a) whether a field hospital has been set up near Dawki by the Meghalaya Government for giving relief to refugees from Bangla Desh; and

(b) if so, whether any financial assistance has been given by the Central Government in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY PLANNING/ स्वास्थ्य और परिवार नियोजन

मंत्रालय में उपमंत्री (SHRI "A. K. KISKU):

(a) There is already a dispensary with necessary medical and public health staff which provides medical relief to evacuees from East Bengal.

(b) Necessary arrangements for provision of relief to refugees in the medical and public health field including water supply and sanitation are being made by the State Government. The Central Government is providing assistance, wherever needed, by providing medical personnel, medical stores, drugs, disinfectants etc.

■(Transferred from the 27th May, 1971.

12 NOON.

STATEMENT BY MINISTER CORRECTING ANSWER TO UNSTARRED QUESTION NO. 1682 ASKED ON THE 23RD DECEMBER, 1969

MR. CHAIRMAN: Mr. Minister.

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY PLANNING/ ^RSH ?ft{ qfMIK fctfjR

*t?n*TO * ^ *feft (SHRI A. K. KISKU): Sir, it has been intimated by the Government of Himachal Pradesh now that the number of fitter coolies was wrongly intimated as three under part (c) of the question. Actually there are two posts of fitter coolies and one post of mali. The post of mali was omitted by them earlier. It is requested that the reply to part (c) of Rajva Sabha Unstarred Question No. 1682 asked by S/Shri Suraj Prasad and Jagat Narain on 23-12-1969 may kindly be amended to read as under:—

"(c) The information in respect of the number of posts and pay scales furnished by the Government of Himachal Pradesh is given below:

Category of post	No. of posts	Scale of pay
Pump Driver . Asstt.	1	
Pump Driver		
Fitters . Fitter Coolies		Rs. 90—3—120
. Mali	1	
		Rs. 42 —52
	3	Rs. 88—3—118
	2	Rs. 30—J—35
	1	Rs. 30—4—35

[MR. DEPUTY CHAIRMAN in the Chair]

CALLING ATTENTION TO A MATTER OF URGENT PUBLIC IMPORTANCE

UNILATERAL DECISION TAKEN AT THE INDIA-PAKISTAN-UK-CONTINENT CONFERENCE TO INCREASE THE FREIGHT RATE BY 15% ON INDIA'S EXPORT CARGO WITH IMMEDIATE EFFECT

श्री जगदीश प्रसाद मायुर (राजस्थान):
भारत द्वारा निर्यात किये जाने वाले माल पर भाड़े की दरों में तुरंत प्रभावी होने वाली 15 प्रतिशत की वृद्धि के सम्बन्ध में भारत-पाकिस्तान-यू० के० कांटीनेंट सम्मेलन में किये गये एकपक्षीय निर्णय की ओर मैं संसदीय कार्य तथा नौवहन और परिवहन मंत्री का ध्यान दिलाता हूँ।

THE MINISTER OF PARLIAMENTARY AFFAIRS AND SHIPPING AND TRANSPORT/संसदीय कार्य विभाग तथा नौबहन और

^P^T Hsff (SHRI RAJ BAHADUR): Sir, the India/Pakistan/U.K. Continent Conference had issued a notice on March 3rd, 1971 advising that due to unprecedented cost increases, since the 1970 rate increase, freight rates require further increase if the Conference services are to be maintained. They gave notice that there will be a general increase of 15 per cent in ocean freight rates on the trade between India and West Europe including U.K. to take effect from 1st June, 1971. The India/U.K. Conference have subscribed to an agreed procedure by which whenever any freight increase are proposed they would give due notice and hold consultations with the All India Shippers' Council. Thereafter the Conference would report to the Government stating their views of the consultations held. In accordance with this procedure discussions were held in April, 1971 with the All India Shippers' Council. The Council has conceded a freight increase of 7£ to 10 per cent but it stressed to the Conference that the increase should come into effect only in August, 1971. It urged that there should be no further increase during the next two years, and that the surcharge at 15 per cent levied for London cargoes should be abolished. It also desired that the Suez surcharge should be reduced and that capacity of shipping services should be ensured. The Conference agreed to consider these suggestions but thereafter their inability to concede the reduction in freight and surcharges proposed by the Council. According to Press reports, it is understood, that the Conference have given effect to the freight increase announced by them from 1st June, 1971.

At the time the Conference had reported to Government in April last the delegation was informed that the Government would analyse the data then presented by the delegation and hold further discussions with the Conference. It was also suggested to them that they might postpone giving effect to the increase till these discussions were held.

Government's approach is that it is essential for developing nations to ensure adequate balance of payments through foreign trade for which it is necessary to maintain the competitive capacity of export commodities. With this objective, steep and frequent increases should be avoided and any increase in freights should also take fully into account the impact it would have on the growth of trade and industry in a developing country. Though some of the cost components for shipping may have increased it should be recognised that the developing countries themselves have little control over many of these increases. The Shipping Conferences

also have a clear responsibility as a part of their obligations to the trade to take effective action for resisting and containing within reasonable limits the elements of such cost increases. It requires to be re-emphasised that stability of freight rates over a reasonable period of time and assured services are the basic foundations of the conference system, which has to discharge these obligations particularly to the developing countries. Government trust that the Conference lines will be fully alive to these obligations and facilitate a settlement of this issue which has to be sought through consultation and discussion with the International liner members of the Conference.

In line with these objectives and approach a Government delegation would be discussing this matter with the Conference representatives on the 11th and 12th of this month in London. At these discussions, opportunity would be availed to convey Government's concern to this increase in freight. It will also be the task of the delegation to bring down the rate of freight increase to as reasonable a level as is possible and to ensure atleast a modicum of stability in freight rates over a period having regard to all relevant factors. It will also have to stress the importance of and secure concessional freight rates for as many sensitive and non-traditional items of export as possible. Though the conference has declined to postpone giving effect to the freight increase, it has agreed to give retrospective effect from 1-6-1971 to the decisions to be arrived at the forthcoming discussion in London.

श्री जगदीश चन्द्र माथुर : जो आपका Memorandum of Agreement between the Indian lines and the British lines dated 11th September, 1962 है उसके संबन्ध में यह बात तय है कि दो साल पहले से किसी भी प्रकार से फ्रेट रेट नहीं बढ़ाए जाने चाहिए। जो पिछले वर्ष रेट बढ़े थे और बीच में जो रेट बढ़ाने का निर्णय लिया गया है इसमें ऐसे कौन से कारण पैदा हो गए जबकि दुनिया के दूसरे देश जैसे जापान और अन्य देश सब ने रेट अपने यहां नहीं बढ़ाए हैं, वहां कारण पैदा नहीं हुए और केवल भारत से जाने वाले माल के लिए कारण पैदा हुए हैं, तो ऐसे कौन से कारण आपके लिए पैदा हुए? दूसरे में यह जानना चाहता हूं कि इस कान्फेंस के अन्दर जो हमारी सरकार के प्रतिनिधि भी जाते हैं इंडियन शिपिंग कारपोरेशन के लोग, तो सरकार ने वहां इस प्रकार की जानकारी की है कि नहीं कि यहां पर जो निर्णय लिया गया बढ़ाने का इस मेमोरेण्डम की धारा का

उल्लंघन करके वह डिजीजन मेजारिटी से लिया गया अथवा जो प्रतिनिधि थे हिन्दुस्तान के उनकी कन्सेंट थी कि रेट बढ़ा दिया जाय या इसके सम्बन्ध में सरकार ने उनको कोई निर्देश दिए थे। आपने कहा कि इस महीने की 11-12 तारीख को उनसे बात होने वाली है लेकिन रेट बढ़ने के पश्चात् जो बात होगी उसमें निश्चित रूप से हमारा जो पक्ष है वह निर्बल होगा। माननीय मंत्री महोदय ने कहा कि हम उन कमोडिटीज के लिए उनसे कन्सेशन प्राप्त करने का प्रयत्न करेंगे। इसका मतलब यह है कि सरकारी सैक्टर में जो चीजें बनती हैं उनके निर्यात होने का प्रश्न आया। तो अपनी वस्तुओं के लिए सरकार शायद कन्सेशन प्राप्त करने का प्रयत्न करेगी लेकिन ओवरहाल हिन्दुस्तान भर में जो चीजें बाहर जाने वाली हैं, जो हमारा एक्सपोर्ट ट्रेड है उस पर भी निश्चित रूप से आघात होगा। इस लिए सरकार यह स्पष्ट करे कि क्या केवल वह अपने लिए कन्सेशन की बात करेगी। क्योंकि जैसे सरकार ने कहा कि वह हम से बात करने वाले हैं और बात करने में क्योंकि सरकार रहेगी और किसी प्रकार से एक्सपोर्ट आदि उस में नहीं रहेंगे, तो क्या आप अपने लिए ही कन्सेशन प्राप्त करने का प्रयत्न करेंगे या जो सारे देश का निर्यात व्यापार है इस को दृष्टिगत रख कर बात करेंगे। यह जो कांफ्रेंस है इस का दृष्टिकोण बड़ा डिक्टेटोरियल सा है और उस को देखते हुए क्या सरकार विचार कर सकती है कि हम को इस कांफ्रेंस में नहीं रहना चाहिए, हम स्वतंत्र रूप से अपना व्यवसाय चला सकते हैं। दुनिया के और दूसरे देश हैं और कंपनियां हैं जो कम भाड़े पर माल का वहन करती हैं, तो क्या कारण है कि आप इंग्लैंड के साथ बंधे हुए हैं और मुझे लगता है कि आज जैसी राजनीतिक परस्थिति अपने देश की है और पाकिस्तान के साथ जैसे हमारे संबंध हैं, उस में पाकिस्तान के पूर्वी बांगला देश से जो माल जाने वाला था वह माल पाकिस्तान से जा नहीं सकता, पाकिस्तान को एक्सपोर्ट नहीं करना है और इस लिए हो सकता है कि इंग्लैंड और पाकिस्तान ने मिल कर

यह सारा बोझ हिन्दुस्तान पर डालने का प्रयत्न किया हो, तो मैं चाहता हूँ कि इन सारे विषयों पर आप अपनी स्थिति स्पष्ट करें।

श्री राज बहादुर : मुझे प्रसन्नता है कि मैं और माननीय सदस्य दोनों ऐसे प्रदेश से आते हैं जहाँ हम लोगों ने शिप आफ दि डेजर्ट देखा है। शिप नहीं देखा है। शिप अब जा कर कभी कभी देख लेते हैं। आप ने चार, पांच प्रश्न पूछे हैं . . .

श्री भूपेश गुप्त (पश्चिमी बंगाल) : शिप नहीं देखा, ब्लैकशीप तो देखा है।

श्री राज बहादुर : ब्लैक शीप तो यदा कदा कहीं भी देखने को मिल जाते हैं और उन्हीं का बड़ा तजुर्बा है, बड़ा कड़वा अनुभव है। पहला प्रश्न था उनका कि क्या कारण है कि दो साल से पहले ही उन्होंने बढ़ाने की चेष्टा की है, इस कांफ्रेंस ने। मैं यह कहना चाहूंगा कि जो एक कारण कांफ्रेंस बता रही है वह कारण होते हैं आम तौर से कि जो हमारी कास्ट होती है, कंपोनेंट कास्ट वह बढ़ गयी है, स्टीवेडोरिंग की कास्ट, पेट्रोल फ्यूल की कास्ट बढ़ गई है, आदि आदि। यह कारण जो कुछ बताये जाते हैं सरकार उन से सहमत है ऐसा मैं नहीं कहना चाहता। यह कारण उन्होंने बताये हैं। हम उन से अपने आप को सहमत नहीं मान सकते जब तक कि पूरी दृष्टि से उनका अन्वेषण न हो, उन की छानबीन न हो, उन की स्कूटनी न हो कि कौन कौन से कंपोनेंट्स हैं जिन की कास्ट बढ़ी है और कितनी बढ़ी है और फिर जैसा आप ने स्टेटमेंट में देखा होगा, हमारा स्टैंड यह है कि यही सिर्फ काफी नहीं है कि आप यह बताएं कि कौन कौन से कंपोनेंट की कास्ट बढ़ी है, इस के परे जा कर आप को यह भी देखना पड़ेगा कि जो कंट्रीज हैं उन को संरक्षण देने के लिए कौन से ऐसे कंपोनेंट हैं जिन की कास्ट के बढ़ने या न बढ़ने पर हमारा नियंत्रण है, हमारा कंट्रोल है। जैसे फ्यूल कास्ट है उस पर हमारा कोई नियंत्रण नहीं है। हो सकता है कि जिन कंट्रीज के जहाज हैं या जो शेयर होल्डर्स हैं उन को कंट्रोल हो या उनकी दिलचस्पी हो या उस स्थिति में हो कि कंट्रोल कर सके। तो हम यह आग्रह करने जा रहे हैं कि वह भी इस बात की

[श्री राज बहादुर]
कोशिश करे कि जो काम्पोनेंट कास्ट हमारे हाथ में नहीं है वह न बढ़ने पाये, इसको रेजिस्ट करे और उसको कंटेन करे जो शब्द मैंने इस्तेमाल किया और मैं इसको बहुत महत्व देता हूँ। मैं विश्वास करता हूँ कि जो प्रतिनिधि हमारे जायगें वह इस बात पर पूरी तरह से आग्रह करेंगे कि जब तक यह बात नहीं की गई है लेकिन आइन्दा से यह बात की जाय कि जो काम्पोनेंट कास्ट है जो हमारे बस की बात नहीं उस पर वह नियंत्रण रखें जैसे वह हमसे चाहते हैं कि हम बढ़ाये, उनकी बढ़ाई हुई दरों को मानें तो फिर उनका भी फ्यूल कास्ट न बढ़ने पाये और दूसरे सर्विसिंग कास्ट न बढ़ने पाये। हमारे बन्दरगाहों पर स्टीवडोरिंग चार्ज और मैरीन एंड पोर्ट चार्ज में कोई इजाफा नहीं हुआ है जिसके आधार पर इतनी बड़ी फ्रंट इंक्रीज कर दें।

दूसरी बात आपने कही कि हमारे पक्ष के लोग वहाँ क्या करते हैं। जो सरकारी कार्पोरेशन है, शिपिंग कार्पोरेशन आफ इंडिया है, उसके प्रतिनिधि बिल्कुल कांसंसली, अपने अन्तःकरण से वही नीति अपनाते हैं जो कि सरकार की नीति है, राष्ट्र की नीति है। मैं इतना ही कह सकता हूँ। इसके आगे मैं यह समझता हूँ और इस पर भी बल देना चाहता हूँ कि चाहे वह प्राइवेट सेक्टर की शिपिंग कम्पनी हो चाहे पब्लिक सेक्टर की शिपिंग कम्पनी हो सब को मिल कर जहाँ कि फ्रंट इंक्रीज की बात है—केवल अपनी कम्पनी के भाड़े को ही नहीं देखना चाहिए बल्कि यह देखना चाहिए कि हमारे ट्रेड के ऊपर क्या असर पड़ता है और सब को मिल कर—एक बात वहाँ कहनी चाहिए।

तीसरी बात यह आपने कही कि जो कंसेशंस मांग रहे हैं वह जो सरकारी क्षेत्र है उसके लिये ही मांग रहे हैं। ऐसी बात नहीं है। सब के लिए मांग रहे हैं।

चौथी बात आपने कही कि हम लन्दन से बंधे हुए हैं, तो हमारा लन्दन से बन्धन आज से 24 वर्ष पहले छूट गया और आप उसको तोड़ना चाहते हैं, तो आप उसका प्रस्ताव कीजिये।

डा० भाई महावीर (दिल्ली) : श्रीमान्, जो उत्तर मंत्री महोदय ने दिया है उससे मैं यह नहीं समझ सका कि जब यहाँ पर जो कॉफेन्स के प्रतिनिधियों के साथ दिल्ली के अन्दर बातचीत हुई 21 अप्रैल को, तो उस 21 अप्रैल की बातचीत में उन्होंने जब यह कहा कि वह साढ़े बारह प्रतिशत का वृद्धि भाड़े की दरों में करना चाहते हैं, तो हमने उसके बारे में एज ए स्पेशल केस साढ़े सात से दस परसेंट की वृद्धि को स्वीकार किया किस आधार पर, मुझे लगता है कि सरकार का रवैया इसमें शुरू से ही जिसको कहना चाहिये कमजोरी का रहा है, एक एपालजटिक सा रहा है। हम यह मान कर चलते हैं कि करना उन्हें है ही हम कुछ भी करेंगे, थोड़ा प्रोटेस्ट करेंगे, थोड़ा विरोध करेंगे, तो वह कर लेना है इसलिये जरा प्रोटेस्ट के अन्दर वह जान नहीं आती, वह दम नहीं आता, घबड़ा कर के धीरे धीरे करके हम चूँ चूँ करते हैं जिसका कोई असर दूसरे के ऊपर नहीं पड़ता। तो मैं यह जानना चाहता हूँ कि जब सकार यह कह रही है, जैसा कि मंत्री महोदय ने कहा कि जो कास्ट बढ़ी है उस बढ़ने वाली कास्ट के काम्पोनेंट्स क्या हैं, किन काम्पोनेंट्स में वृद्धि हुई है और उन काम्पोनेंट्स के लिये हमारी जिम्मेदारी कितनी है, इसकी जब तक जांच नहीं की गई तब तक आपने यह साढ़े सात से दस परसेंट का वृद्धि को जो स्वीकार किया, इसका कारण क्या था।

महोदय, मैं यह जानना चाहता हूँ इसके साथ कि एक बार इसको स्वीकार करने के बाद फिर अपनी तरफ से कुछ थोड़ी सी फर्माइस रखी कि जो स्वेज चार्ज है उसको कम कर दिया जाय जैसा कि हांगकांग और जापान के व्यापार के लिये है, तो अब तक इस तरह का पक्षपात हम मानते आये, सहन करते आये, इसका कारण क्या है। हांगकांग और जापान के माल के ऊपर जो स्वेज चार्ज नहीं लगता या कम लगता है और हमारे ऊपर वह जो ज्यादा लगे, तो यह अब तक हमने किस कारण से सहन किया या इसको स्वीकार किया।

इसी तरह से हम जब यह कहना शुरू कर देते हैं कि अच्छा आप कुछ हमारी जो नई वस्तुएँ हैं

हैं उन पर तो न बढ़ाइये, तो लगभग वैसा ही है कि मरीज का इलाज करते समय हम पहले उसके कफन के तैयारी भी साथ ही शुरू कर दें। यह मरीज के इलाज का तरीका नहीं। पहले ही से हम केस हार चुके हैं या खो चुके हैं, अपने तर्कों से यही प्रकट होता है। तो मैं यह जानना चाहूंगा कि इसका कारण क्या है।

और आखीर में, जब कांफ्रेंस के डेलिगेट्स ने यह कहा कि हमारे तर्कों को वह ड्यू कंसीडरेशन देंगे, उनका वह उचित ध्यान रखेंगे, तो वह उचित ध्यान रखने का यह तरीका तो आश्चर्यजनक है जैसा कि उन्होंने कहा कि बिना किसी आधार के, बिना किसी कारण के, इस तरह से उन्होंने एक्पार्टी या एकतरफा फैसला कर दिया है और करा भी, तो इतनी ज्यादा भाड़े की वृद्धि को किया है, तो मैं जानना चाहता हूँ कि मूलतः क्या जिन कारणों से हमारा भाड़ा बढ़ाया जा रहा है उन कारणों से और देशों का भी वह बढ़ाया गया, अगर नहीं, तो पहले ही अपने इस तर्क के तर्कों को—आधे मन से ही या किसी मन से ही—स्वीकार क्यों किया जिसमें हमने कहा कि पूरा नहीं तो इतना बढ़ा लीजिए और शर्त पर बढ़ाया जाए कि 2 साल आगे नहीं बढ़ाया जाए। मुझे लगता है, कि सरकार पहले ही डिफॉटिस्ट और अपोलोजेटिक पोजिशन में चली जाती है। जिसका परिणाम यह होता है कि हम बलपूर्वक अपना केस रख नहीं सकते और एक तरह से हम पहले से हारे हुए हैं, यह स्थिति बन जाती है, क्या सरकार बताएगी कि इसका कारण क्या है और इसको सुधारने के लिए हम क्या कदम उठाने जा रहे हैं?

श्री राज बहादुर: श्रीमन्, माननीय सदस्य ने कहा कि वह समझ नहीं सके कि मंत्री जी ने क्या कहा। मैं माननीय सदस्य की समझदारी का कायल हूँ वह काफी समझदार है, फिर भी मैं इतना कहना चाहूंगा . . .

डा० भाई महावीर : मैं आभारी हूँ आपके इस खयाल के लिए परन्तु . . .
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श्री राज बहादुर : मैं तथ्य दे सकता हूँ, समझदारी नहीं दे सकता हूँ।

डा० भाई महावीर : मैं समझदारी मंत्री महोदय से चाहता भी नहीं हूँ और मांगूंगा भी नहीं। वह तो पता नहीं कौन किसको दे सकेगा। परन्तु मुझे कहना यह है कि जो मैंने कहा है मंत्री महोदय उसी सीमा तक रहें। मैंने यह नहीं कहा कि . . .

श्री राज बहादुर : मैं अपनी क्षमता की सीमा बता रहा हूँ . . .

डा० भाई महावीर : मैंने आपसे समझदारी मांगी नहीं थी। अगर मांगनी ही होगी, तो कहीं और से मांगूंगा।

श्री राज बहादुर : मैं उनकी समझदारी का कायल हूँ लेकिन मैंने अपनी क्षमता की सीमा बताई कि मैं तथ्य दे सकता हूँ, समझदारी नहीं दे सकता हूँ।

श्री एस० डी० मिश्र (उत्तर प्रदेश) : कहां से दीजिएगा, जब हो तब तो दीजिएगा।

श्री राजबहादुर : है या नहीं, यह तो जो जैसा होता है दूसरे को पहिचान लेता है।

मुझे समझ में नहीं आता कि आपने किस बात पर कहा कि 1/2 साढ़े बारह परसेन्ट पर गवर्नमेंट ने मान लिया है—मेरे स्टेटमेंट में तो नहीं है। मेरे स्टेटमेंट में यह कहा गया है कि जो शिपर्स काउंसिल का डेलीगेशन है उसने से 10 परसेन्ट तक कान्सीड किया और गवर्नमेंट ने जबाव दिया :

The delegation was informed that the Government would analyse the data then presented by the delegation and hold further discussions with the Conference.

तो हमने तो नहीं माना साढ़े 12 परसेंट। हमने कहा अनालिसिस करो। एक नयी बात मैंने कही। मैं इम्फेसाइज करना चाहता हूँ, दुबारा बल देना चाहता हूँ कि अब तक जो कम्पोनेन्ट कास्ट थी उसको टेकन फार ग्रान्टेड मानते थे लेकिन अब उसमें दो विभाजन करने पड़ेंगे। कारगो की चीजों में अगर बढ़ता है तो

श्री राज बहादुर : उसके लिए केस है कि फ्रेट इनक्रीज करो क्योंकि हम जानते हैं कि जो फ्रेट इनक्रीज होगा उसमें मांजिनल चार्ज इनक्रीज होंगे, और हमारे एक्सपोर्ट पर, इन्डस्ट्री पर उसका असर पड़ेगा। लेकिन कुछ ऐसे कम्पोनेन्ट कास्ट्स भी हैं जिन पर हमारा काबू नहीं है, फ्यूल के हैं और चीजों के हैं। इसलिए मैं कहना चाहूंगा कि यह साढ़े 12 परसेन्ट हमने नहीं माना है। यह उधर से, शिपर्स कौंसिल की तरफ से चीज आई है . . .

डा० भाई महावीर : यह शिपर्स कौंसिल का क्या कोई आफिशियल स्टेटस है ?

श्री राज बहादुर : जो आफिशियल स्टेटस है वह अपने जो एक्सपोर्ट्स है उनकी कौंसिल है और वह शिपर्स के इन्टरेस्ट को देखती है और उनके वान डाय का काम करती है . . .

डा० भाई महावीर : सरकारी तौर पर।

श्री राज बहादुर : सरकारी तौर पर अभी उनकी कान्फरेन्स हुई, उन्होंने मुझसे बातचीत की, मैंने उनसे बातचीत की। मिनिस्टर की हैसियत में मैं गया था। अगर वह रिकमनाइज़्ड नहीं होते, तो मैं नहीं जाता। अब यह निकाला या नहीं निकाला, यह आप जानें। अभी कुछ महीने इंतजार कीजिए, उसके बाद निकलेगा।

हांगकांग और जापान को आपने कहा डिसक्रिमिनेटरी फ्रेट रेट्स हैं। डिसक्रिमिनेटरी फ्रेट रेट्स के बारे में कहना यह है कि ये जो कन्मेशन्स होते हैं डिस्टेन्स पर भी डिपेन्ड करते हैं। जापान से यू० के० की डिस्टेन्स कहीं ज्यादा होगी हांगकांग से इस बात में हय रेन्डिटिव है कि जहां कहीं डिसक्रिमिनेटरी फ्रेट रेट्स हैं हमारे माल के बारे में, वहां हम लाइनर्स कान्फरेन्स के जरिये से उसको रेजिस्ट करेंगे, उसका विरोध करेंगे और उसके बारे में कोई दबने की बात कमजोरी दिखाने की बात, नहीं है।

सेन्सिटिव आईटम्स का एक इन्स्टीट्यूशन है, जहां जो ऐसी कम्पोजिटीज हैं जिनका एक्सपोर्ट प्रमोट करना चाहते हैं वहां उसके बारे में जो

शिपिंग लाइनर्स हैं, कान्फरेन्स हैं, वह कन्मेशन्स देते हैं। इसमें कमजोरी की बात नहीं है। ये कुछ, ऐसी कम्पोजिटीज हैं, कुछ निर्यात के आईटम्स हैं जिनकी आवश्यकता है संरक्षण की, उसको कन्मेशन मिलता है। यह एक मामूली बात है। एक्सपोर्टों का डिस्मिजन कोई बात नहीं। रहा आपने कहा हम जोरदार शब्दों में क्यों नहीं बोल सकते, तो मैं यह निवेदन करना चाहता हूँ कि हम जोरदार शब्द में पूरी तरह से बोल सकते हैं। अगर हम दोनों फैला लें और कान्फरेन्स से बाहर निकल आयें, तो इसका क्या परिणाम होता है। इसके लिए हमें विशेष भाड़ा देना पड़ता है। अगर हम कान्फरेन्स में रहें, तो उनके जरिये से सहयोग से और नियंत्रण से जो फ्रेट रेट है उससे अपना काम कर सकते हैं। आज हमें 77 जहाज चाहिये इमीडियेटली अपने एक्सपोर्ट वगैर के लिये, यदि हम कान्फरेन्स से बाहर निकल आते हैं। इसलिए हमें यह देखना पड़ता है और जितनी हमारी सौर होगी, जितनी लम्बी चादर होगी, उतनी ही लम्बी फैला सकते हैं। यही मुझे निवेदन करना है।

SHRI M. K. MOHTA (Rajasthan): May I ask the hon. Minister whether any study has been undertaken about the loss of foreign exchange or rather the cost of foreign exchange to the country due to the freight increases both in respect of higher freight payable in foreign exchange to the shipping companies and also the loss of exports to the company in respect of such commodities which may be priced out in the international market due to the freight increase? Secondly, Sir, I would like to ask him whether there is any long term binding agreement between the Conference and the Government of India laying down the principles or formulae under which any freight increase can take place, and if there is no such binding agreement, how does the hon. Minister hope to persuade the Conference not to increase the rates as they may like. And in this connection, may I also ask whether the question of development of Indian shipping has been giving due consideration by the Government, because only when we are self-sufficient in shipping can we dictate terms to the other foreign shipping companies. Otherwise from a position of weakness we may not be able to achieve much. And in this connection, may I know whether the hon. Minister or his Ministry has concurred with the Finance Ministry in as much as the development rebate on the acquisition of new ships has been withdrawn by the Ministry and whether

the Ministry of the hon. Minister has undertaken a study of the effect of such a withdrawal of the development on the expansion of Indian shipping? And is it not a fact that it will adversely affect Indian shipping to such an extent that the country will become even more dependent upon foreign shipping companies?

SHRI RAJ BAHADUR: To begin with the last question first, this does not arise out of this Calling Attention Notice. I will require separate notice. It is a separate subject completely about the withdrawal of the development rebate.

SHRI M. K. MOHTA: It does arise because, after all . . .

SHRI RAJ BAHADUR: How does it arise?

SHRI M. K. MOHTA: I will tell you. Unless we have our own shipping . . .

SHRI RAJ BAHADUR: You can take it up in the general debate.

SHRI M. K. MOHTA: My submission is that our shipping . . .

MR. DEPUTY CHAIRMAN: It is not relevant it does not arise immediately.

(Interruptions)

SHRI RAJ BAHADUR: If he insists, I would say that all the decisions of the Government are taken jointly and collectively. There is no question of my not being consulted, or the Minister doing it on his own. But the question of justification thereof is a separate matter of debate, and I would not like to take the time of the House on this point at this time. He has asked whether there is any perceptible effect on our shipping. I would say none so far up to this moment, but if the freight increases continue as frequent and as steep as they have been now, it is bound to have some effect on our trade. So far as the increase is concerned, I would say that taken for a period of 1966 to date, the total increases have been of the order of 39 per cent and this is a very substantial rise, and I would say that this is the same in the case of India-US Conference also.

SHRI M. K. MOHTA: Sir, my question has not been answered. I had specifically asked how much foreign exchange outgo is involved in this freight increase, how much extra freight is involved.

SHRI RAJ BAHADUR: I do not have that figure now.

SHRI M. K. MOHTA: Government has not bothered to find out how much extra it is. Can we take it that you do not have . . .

SHRI RAJ BAHADUR: It is arithmetical calculation.

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MR. DEPUTY CHAIRMAN: He will gather information about it.

SHRI M. K. MOHTA: Sir, I would submit that you should direct the Minister. Sir, you should direct the Minister that when there is a matter of urgent public importance, as has been accepted by the Chair, the Government should come prepared with all the facts and figures.

THE DEPUTY CHAIRMAN: Would it be possible to pass on this information afterwards?

SHRI RAJ BAHADUR: It is a matter which in fact involves vast calculations because the freight rate will not be the same. And then we have not yet accepted it. It is yet to be discussed with the parties concerned. Before discussing it it will be something jumping before the storm comes. So I would not do that. Let us first know what the position is, and then we will involve ourselves in this calculation. We are not accepting 15 per cent. Our delegation is going to London to meet them and discuss this problem with them. We hope we would succeed.

SHRI BABUBHAI M. CHINAI (Maharashtra): Sir, may I have the ears and eyes of the Minister?

AN HON. MEMBER: Certainly, both.

SHRI BABUBHAI M. CHINAI: According to me the crux of the problem is that an agreement was arrived at between the Government, the Conference, the Shippers' Council etc. on July 17 that there will be a freight raise of 12½ per cent., and this will last for two years and that in between there should not be any increase. Now the Conference has come forward that there will be an increase of 15 per cent. on freight. Not only that, but on certain items the increase will be 15 to 25 per cent. Not having satisfied with that they say that if we are going to stick to the agreement then they have a right to put a surcharge. Instead their having said that they would put a surcharge they have put a general increase of 15 per cent. When the Shippers' Council met and reluctantly agreed in April for an increase of about 7½ to 10 per cent, they made three specific conditions. One was, as the hon'ble Minister himself has said, that the surcharge on London port would be removed. The normal conditions in London of labour and other things have been restored. What is the reason for continuing this surcharge in London? The second condition was in connection with the Suez charge, as they call it. Sir, as has been very rightly pointed out, between Hong Kong and Tokyo, on one side to London, and India to London, even if we go *via* the Cape of Good Hope, the distance is not much changed. In view of this why should there be 13½ per cent. (SHRI VIDYA CHARATS)

[Shri Babubhai M. Chenai] to be paid by the Indian cargo and 7-J per cent, by Japan and Hong Kong? It should be the same so far as India is concerned, not ISJ per cent, but 7J per cent.

Thirdly, Sir, after this increase it should be made a condition that for another two years there should not be any increase before you start any negotiation.

Then, Sir, you know that there are three Indian members on the Conference—the Scindia, the Indian Steam Shipping and the Shipping Corporation of India. We would like to know the point of view of those three members who are attending the conference and whether they are a party to this increase because to the best of my knowledge, they feel, "Oh, we are in a minority. We cannot do anything." Even minority voice must be heard. It cannot be a one-sided affair.

Then, Sir, on 22nd April Mr. Hudson, the Chairman, came here to have a talk with the Shipping Ministry and the Ministry of Foreign Trade. I am shocked and surprised that the Indian Foreign Trade Ministry said that they were not prepared. However, they sent their Deputy Secretary and lower officers and officers from Export Promotion. They said they wanted time to discuss this and that they were not ready. The result was that Mr. Hudson again went back a second time to London. And desperately they have increased without consultation. The Transport Minister also gave an undertaking that they will be in London by the middle of May for the Conference. We ate now in the beginning of June and now they say that in the middle of this month they are going. In the meantime they have increased the freight rates and we are facing a *fait accompli*. In view of all this, I would like to know whether the Transport Ministry would consider having a working group consisting of the Transport Ministry officer and the representatives of the shipping companies and the Shippers' Council so that they go on reviewing this matter every six months or 12 months as the occasion arises, and we are not taken by surprise or given a *fait accompli*. I hope the Government will be able to do something at this Conference in London. It could have been done in India without having to spend any money in going to London. But the Foreign Trade Ministry said that they were not prepared. I hope the hon. Transport Minister will enlighten us on all these points.

SHRI RAJ BAHADUR: Sir, the hon. Member has given more information than has asked for.

SHRI A. D. MANI (Madhya Pradesh): . . . than you have given.

SHRI RAJ BAHADUR: But this is an information which we commonly share. I

would only say that it is true. I will confirm that with effect from the 15th of July 1970, there was an increase of 12½ per cent, with a moratorium of two years. But they have again come forward with an increase even before the year has run out on the ground that the costs have shot up to an unprecedented level. You said that Mr. Hudson came here and the Foreign Trade Ministry was not ready. Well, you have also to appreciate that so far as we were concerned, we were quite confident that the period of two years moratorium will be maintained and respected, which they did not do. Hence when the Foreign Trade Ministry was not all at once ready so promptly, it was only to ask for time. In any case the Shippers' Council delegation went to London and they discussed it in April. Despite that, despite the pleas put across there, they have increased it again from the 1st June. Now, you say that *fait accompli* has been presented and the result has been that we are faced with a 15 per cent freight increase plus surcharge plus the Sue/ charge. I would say that we do not accept it as a *fait accompli* because the discussion is yet to be held. We do appreciate the points you have made about the reduction of the Suez charge and elimination of the London surcharge. You have also raised the point whether all the three Indian members of the Conference will speak with one voice. I have no doubt that they should.

SHRI P. C. MITRA (Bihar): But the question is whether they did so.

SHRI RAJ BAHADUR: I am coming to that. When I said that they should, there must be something. I said, they should, since their profits are also involved in the rise of freight rates. They can be expected to be lukewarm also. But I can assure you that so far as the Shipping Corporation's representative is concerned, he has to stick to the brief, and he does. I hope that the private sector shipping companies will also fall in line. I would beg of Mr. Chinai to kindly help us in persuading the private sector shipping companies also to fall in line with us and not be lukewarm.

SHRI BABUBHAI M. CHINAI: I am always at your service.

SHRI RAJ BAHADUR: Thank you. We hope that in this matter they will cooperate with the public sector in the interest of the nation.

SHRI BABUBHAI M. CHINAI: What about the setting up of a working group?

SHRI RAJ BAHADUR: It is a suggestion for action.

SHRI A. D. MANI: Sir, many of us are not conversant with the working of this

Conference of shipping lines. I would like to ask the Minister whether it is absolutely necessary that India should be a member of this Conference. There are countries which own ships which are called non-Conference-ships. What are the advantages that we get by being in this Conference, when the freight rates are raised by 15 per cent, on export trade in our case but which is not done in the case of other countries. This is going to put us in a very disadvantageous position. I hope, if necessary, the Minister would ask the Indian delegates to withdraw from the Conference if they insist on raising unilaterally the freight rates on Indian export cargo.

SHRI RAJ BAHADUR: My distinguished friend, Mr. Mani, with his usual perspicacity, has raised a very fundamental point in regard to the very existence and basis of the operation of the Liners' Conference. The Liners' Conference is of advantage to us or to any other developing country or to any country which is interested in shipping its goods because basically it ensures some modicum of stability in regard to freight charges, and also in regard to the regularity of services. If these two very basic obligations are violated, naturally we are faced with a situation where really the Liners' Conference . . .

SHRI BHUPESH GUPTA: What does the Conference serve more, ship or black-sheep?

SHRI RAJ BAHADUR: I think Mr. Bhupesh Gupta is obsessed with blacksheep.

SHRI A. D. MANI: I would like the honourable Minister to tell us if this kind of a unilateral action which harms India is going to be taken by the Conference continuously, we should be in a position to take advantage of the Conference and not be bound down by its decisions.

SHRI RAJ BAHADUR: We shall take everything into consideration, our basic overall interests . . .

SHRI BHUPESH GUPTA: Mr. Raj Bahadur is talking like an Admiral.

SHRI RAJ BAHADUR: No, no, I am not commanding the Navy. I am only in charge of Merchant Navy.

MR. DEPUTY CHAIRMAN: Please do not reply to Mr. Bhupesh Gupta. You reply to Mr. Mani's question.

SHRI RAJ BAHADUR: I would say that this is really the basic point and the Liners' Conference must itself recognise our feelings. We are faced with a very difficult situation. Why should they increase the freight charges like this? I am one with the House on that. The question is we have got to discuss this

thing. We have to weigh the pros and cons and how to balance the whole thing.

SHRI GODEY MURAHARI (Uttar Pradesh) : I would like to know whether the Government would think it advisable to take up this matter at Governmental level because as far as the Conference of Liners is concerned, it is loaded with the United Kingdom's nominees and their supporters. And therefore, whatever decisions they have been taking during the last few years, have been essentially against Asian shipping companies and Asian countries. I would, therefore, like to know in the first instance whether it is only India that has been affected by this rise or whether Pakistan, Ceylon, Burma and other countries are also affected, and what their attitude has been in the meetings of the Liners' Conference. I would also like to know whether the Government would think it proper to take up this matter at Governmental level with the various countries involved to see that their particular shipping companies do not discriminate against Indian shipping in this manner because if this were to continue, then our entire export trade would be hit and that would be much more disastrous than the so-called freight increase because that is also indirectly going to affect our trade.

SHRI RAJ BAHADUR: I would say that the position as has been described by my friend is largely true because we came into the Conference only lately, after independence, and the Conference has been functioning for a long time. There are people who have been in this Conference for a long time. And the countries, the Lines of which are in this Conference for a long time, are naturally at an advantage. I will not deny that basic fact of the situation. Nevertheless we have been trying to work out an equation with the Conference, to see that this Conference is utilised to our best advantage. So far we have succeeded and we hope to succeed in future also. So far as Governmental contacts are concerned, the Liners of this Conference do not have formal agreements with the Governments. As such they are independent bodies. They take advantage of, they draw upon, their services as we draw upon our marine services. Naturally therefore, the Government do not deal with them. But the shipping lines of a country do deal with them. When their members come, they also meet us. Of course, such meetings are mostly informal. So far as the question of freight is concerned, as between Pakistan and U.K. or between some other country and U. K., as compared to India, I think depending upon the distance there should be no discrimination.

DR. K. MATHEW KURIAN (Kerala): The available information suggests very clearly that this unilateral decision to raise the freight rate by 15 per cent, will affect

[Dr. K. MATHEW KLIUAN] not only traditional goods, but non-traditional goods exported from India also. The hon. Minister's reply is very unfortunate. He has given an insipid and vegetarian type of detente to the allegation that the decision by the Conference which is a monopoly group is going to affect us very badly. I would like to bring to the notice of the hon. Minister that in the last UNCTAD Conference a resolution was passed on freight rates and Conference practices urging the Conference via requests from the governments of developing countries to give full consideration to the demand for promotional freight rates for the commodities exported from the developing countries. I would like to know from the hon. Minister whether in view of this the Government will now move the matter with other developing countries as a question of urgent trade policy. It is not merely the question of a Conference in which only India and a few countries are members; but I think this affects the future export potential of the entire developing countries.

Secondly, I would like to know something about the procedure. I think the Minister's reply is not clear on this point. He said that the Conference is an independent body and the shippers are independent and the Government only gives advice when it is sought. According to the informal discussion formula arrived at on the initiative of the Freight Investigation Bureau, where do the government and the Freight Investigation Bureau come into the picture especially when there is a difference of opinion between the Shipping Conference and the shippers? In this particular case, the Shipping Conference suggested a maximum increase of 15 per cent, whereas the All India Shippers' Council suggested 7½ per cent, and they also said that the two year gap must be maintained. When there are differences, in a situation, should not the Freight Investigation Bureau come into the picture? Is it enough that the Government is simply informed? Should not the Government have a more active interest in this question and ensure that the monopoly enjoyed by this International Shipping Conference is broken at the earliest possible moment? For this purpose the Government's continued membership in the Commonwealth and other imperialist organisations must also end.

SHRI RAT BAHADUR: I think the hon. Member will not overlook the fact that the Shipping Conferences are composed of shipping companies which are independent entities and members have their own right. In fact, the question is one of sanction. What sanction do we have on them and against them? I do not think that my friend wants me to start an invasion on shipping companies. My friend said that I gave a vegetarian reply. Sir, I am a vegetarian.

Vegetarianism represents a higher stage of human evolution. Basically man was carnivorous and it took years and years and centuries and centuries for him to become vegetarian.

SHRI BHUPESH GUPTA: I think by making this suggestion, you have repudiated your philosophy that you are a vegetarian.

SHRI CHITTA BASU (West Bengal): It is admitted by the hon. Minister while replying to certain questions that there have been certain discriminations perpetrated against Indian interests in this particular case of increasing the freight rates. Is it or is it not a fact that this discrimination is due to the monopolist stranglehold now being enjoyed by these liners? If that is so, what steps do you propose to take to break this monopolistic stranglehold?

MR. DEPUTY CHAIRMAN: He has already replied to that question.

SHRI CHITTA BASU: He has not *replied*. In that connection, Sir, I would like to know whether the Government would not only rely on the Shippers' Council, but would also strive for the Government's fulfilment of the policy on refusal of co-operation in the field of economic development among the Asian countries to create certain sanctions, certain pressures, etc. these liners. Sir, unless this is done, I think the Government's position is not going to improve and that will be working against our national interest.

MR. DEPUTY CHAIRMAN: All right. Your question is very clear.

SHRI RAJ BAHADUR: Sir, we are taking and we will continue to take all such steps that are possible for us to take to become, what you call, viable in our shipping and to make our foreign trade as independent of such vagaries as possible.

SHRI GOOEY MURAHARI: Sir, before we proceed further, I wish to raise one point here, Sir.

MR. DEPUTY CHAIRMAN: No, please. Papers to be laid on the Table, please.

SHRI GOOEY MURAHARI: Sir, before we proceed further . . .

MR. DEPUTY CHAIRMAN: No, please, let us first finish the formal business for the day, a question of just one or two minutes. Yes, Mr. Shukla.