

to continue that work. We want to be able to continue to work towards peace and rehabilitation in Sri Lanka and it is important that there should be greater convergence between us for us to be able to help them.

Sir, just one thing about the five fishermen who have been in custody for over a year-and-a-half. I have taken up even their matter on several occasions with the Foreign Minister. These are five people accused of carrying narcotics. ...(*Interruptions*)... Our understanding is that they are not rightly accused of carrying narcotics. This is our understanding. We have done an investigation and we have come to that conclusion. We have conveyed this conclusion to the Foreign Minister of Sri Lanka and requested him to let the Attorney General of Sri Lanka examine all the material that we have given and give us some kind of a satisfactory answer.

MR. DEPUTY CHAIRMAN: Thank you, Mr. Minister. Now, clarifications on the statement made by the Defence Minister on the incident of fire onboard the Indian Submarine INS Sindhurakshak. Dr. Chandan Mitra, not present. Shri V.P. Singh Badnore.

CLARIFICATIONS ON STATEMENT BY MINISTER

Incident of major fire onboard Indian Navy submarine INS Sindhurakshak

MR. DEPUTY CHAIRMAN: Now, Dr. Chandan Mitra; not present.

SHRI V.P. SINGH BADNORE (Rajasthan): Sir, first and foremost, before I get into these specifics of the blast on the submarine, I would like to salute the Navy that despite the neglect of our Navy, they have been protecting our coastline of 7500 kms and 1200 islands. But there seems to be an, and I would like to ask the Minister first, apathy; they feel that that there is sea blindness at the levels of South Block and yourself that only 16 per cent of the Defence Budget is allocated to the Navy when the requirement is so much higher. But I would not go into the details of all that. Having said this, it is a very hazardous job that the Navy has. They live on the ship, in the submarine cube hole, and next to the armament. The incident can happen; so they are very careful people. There are SOPs, specified SOPs. They do always adhere to them. This incident took place on the eve of the Independence Day. The whole country was alert on that day. Even here, in every street, there were policemen. And when this incident took place, the foreign media

started crying that it was sabotage. But you don't even talk about it that there is a possibility of sabotage. Now, let me ask you the specifics. Is it not a fact that the battery charging was done three days before? Is it not a fact that all the loading, they have gone into the details, is being done by experts? It is a regular thing. There are SOPs which are all adhered to. What could have gone wrong? The missiles and torpedoes are kept separately, not along with the fuses, till you get on to the war zone, and then only they put it on. So, all this is there. There is no human error unless there is sabotage. And you say that this could be mishandling or anything. You are not even allowing the Russians to come and look at it. When will this be afloat? It is a very vague statement that you have made. Please answer all these questions.

MR. DEPUTY CHAIRMAN: Now, Dr. Bharatkumar Raut; not present. Shri Derek O'Brien.

SHRI DEREK O'BRIEN (West Bengal): Sir, I seek a clarification. I have been given to understand that that submarine which sadly sunk and 18 brave hearts lost their lives is actually now in 10 feet of water, just 10 feet of shallow water. My question to the hon. Defence Minister, through you, Sir, is: Is it true that our Navy, which has multiple Aircraft Carriers, lots of technology and is on the way to becoming a blue sea Navy, is actually considering hiring a company outside India to pump the water out and get this submarine de-submerged again? I would request the Defence Minister to please clarify.

SHRI PRASANTA CHATTERJEE (West Bengal): Sir, first is, how many persons have so far died out of this incident? How many bodies have been recovered? What about the rest? What action is the Government taking for bereaved families? There was an earlier incident in the naval submarine that resulted in its being sent to Russia for repair. Whether earlier damages had any bearing with this latest incident and damage?

Then, I have another clarification to seek. After the first incident, and the restoration thereafter, have you taken all possible required and advised steps and security measures to avoid any such future incident? It has been said that after the submarine is afloat and de-watered, the exact cause will be known. Can you state your expectation about the time period as to when this will be known? Lastly, after the incident, please ensure the steps and security measures to deal with any future accidents. These are all my queries.

DR. CHANDAN MITRA (Madhya Pradesh): Sir, I have carefully gone through the hon. Minister's statement. Unfortunately, that does not answer many of the questions that have arisen in people's minds as a result of this worst submarine disaster in our Navy's history. Sir, the particularly distressing fact is that it was just overhauled and refitted barely a few months ago. The total cost of refitting was \$156 million. The original cost of the submarine was \$113 million. So now, we have spent more than the purchase price of the submarine in getting it refitted and upgraded. Sir, within two months of the submarine returning to India, and even while trials were going on, it had this terrible accident. I am sorry, the Minister's statement does not mention the cost involved and how much has been the extent of the disaster in financial terms that will be written off after this submarine disaster.

Sir, the most distressing point, on which I have really risen to seek clarification, and which my colleague, Shri V.P. Singh Badnore, also referred to, is that right at the outset, there seems to be a rush to deny the sabotage angle altogether; that there was no sabotage. Now, the Minister has constituted a Board of Inquiry. Will he be kind enough to tell us as to what are the Terms of Reference of this Board of Inquiry and will this Board look into the possibility that it is sabotage? Sir, media reports and other expert comments are focussing on this that really, there was no scope for human error in this. And we should keep in mind the fact that this accident happened on 14th of August, just one day before Independence Day. Furthermore, regarding India's moves to acquire aircraft carriers and more submarines, in Chinese Defence journals, there have many adverse comments in recent days that India is getting over-ambitious and is trying to build a Blue Water Navy, which China feels is uncalled for. Although it is none of their business, but we all know the way China moves and the way they try to run down India on everything, and they seem to be alarmed at the acquisition of a second aircraft carrier and more submarines. Pakistan's design's on our country are very well known. Given this background and the symbolic importance of the date on which this incident happened, Sir, I think it is very important that we must look into the sabotage angle. Our efforts to become a major naval power in the Indian Ocean have received a very big setback. I want to know from the Minister as to what plans are there to revive our Blue Water Navy ambitions. Secondly, when these submarines are docked, should there not be some precautions taken because actually, it is the providence that a bigger accident did not happen and the people

of India's commercial capital in Mumbai was spared. The accident happened at Lion's Gate which is in the heart of the city of Mumbai and more could have happened had some of these missiles gone off.

So, we need assurances and primarily, the financial implications of this as well as what plans the Government have to refurbish the Navy and how much of a setback has this accident been to India's naval ambitions.

DR. K.P. RAMALINGAM (Tamil Nadu): Mr. Deputy Chairman, Sir, I would like to know from the hon. Minister whether the Submarine is insured or not. If so, which company has insured it, and, what is the compensation given to the deceased or affected persons. Initially, this Submarine was purchased at a cost of Rs. 400 crores and then repair work worth Rs. 480 crores has been carried out in Russia. Sir, who gave the fitness certificate after the repair work was carried out? Whether the fitness certificate was given by any global technical authority or our Navy itself made the certificate etc., this is what I would like to know.

श्री नरेश अग्रवाल (उत्तर प्रदेश): माननीय उपसभापति जी, हम माननीय चंदन मित्रा जी से अपने को एसोसिएट करते हैं। मैं माननीय रक्षा मंत्री जी से दो चीज़ें जानना चाहता हूँ। मीडिया में कुछ इस प्रकार की खबरें छपीं कि पनडुब्बी में अभी जो हादसा हुआ, वह सबॉटेज था। दूसरी खबर यह भी छपी कि रशिया ने जो पनडुब्बी बनायी थी, उसमें मैन्युफैक्चरिंग डिफेक्ट था, जब कि वह पनडुब्बी कुछ दिन पहले ठीक होने के लिए रशिया गयी थी, जिस पर करीब 400 करोड़ रुपये भी खर्च हुए थे। मैं माननीय मंत्री जी से यह जानना चाहता हूँ कि मीडिया की इन दो खबरों में से कौन-सी खबर सही है और इसकी जाँच किससे कराई जा रही है?

माननीय मंत्री जी, मैं कोई आलोचना नहीं कर रहा हूँ, लेकिन मेरा कहना यह है कि कभी-कभी बहुत ईमानदारी विभाग के लिए अच्छी नहीं होती है। मेरा यह कहना है कि ईमानदारी अलग है, देश अलग है और विभाग अलग है। सच यह है कि डिफेंस की तमाम फाइलें आज इस मारे पेंडिंग हैं कि आपके विभाग में कोई डिस्मिशन नहीं हो रहा है, जब कि चीन और पाकिस्तान से लगी हमारी सीमा के साथ-साथ हमारे सारे बार्डर्स अनसेफ हैं। आज हमारी तीनों मिलिट्री, चाहे वह आर्मी हो, वायु सेना हो या नेवी हो, उनके पास हथियारों की काफी कमी है। हिन्दुस्तान को जितनी पनडुब्बियाँ चाहिए, उतनी पनडुब्बियाँ हिन्दुस्तान के पास नहीं हैं। हमें जितने शिप्स चाहिए, उतने शिप्स हमारे पास नहीं हैं। यहाँ तक कि अगर हमारे चाइना-बॉर्डर पर या पाकिस्तान-बॉर्डर पर लड़ाई शुरू हो जाए, तो वहाँ न रोड़ज़ हैं और न ही लड़ाई के इक्विपमेंट्स हैं और वे सिर्फ इस मारे नहीं हैं कि आपके विभाग में कोई डिस्मिशन नहीं ले रहा है। अगर यह सही है, तो इस पर या तो आप खुद गौर

करके डिस्मिशन लीजिए और अगर यह गलत है, तो फिर आप हमारी बात का जवाब दीजिए।

SHRI SHANTARAM NAIK (Goa): Mr. Deputy Chairman, Sir, whether this Submarine, after undergoing reconstruction or repairs, was insured, and, if so, with which company, and, what the liability of that insurance company is. Secondly, whether Russia has inspected this Submarine or not, and, if so, what their conclusions are. Thirdly, if the Board of Inquiry comes to a conclusion that there was problem with respect to reconstruction, and the fault was in the repair works, whether Russia is going to accept the decision of the Board of Inquiry. These are my three questions. Thank you.

DR. BHARATKUMAR RAUT (Maharashtra): Mr. Deputy Chairman, Sir, I come from Mumbai, and, on the day of this incident, when I raised this issue, I was not allowed to speak because the Defence Minister was not here. Now when he is here, I would like to put one query because I am late and most of the queries have already been put.

Sir, Mumbai has its own fire-fighting mechanism, and, it is considered to be one of the most efficient fire-fighting mechanisms in the country. The Chief of Fire Brigade, Mumbai, has gone on record saying that the fire brigade was not allowed to enter the venue. Immediately after hearing the news, when the fire engines rushed there, they had to undergo many security hazards that by the time, they reached there, it was already late. The Chief Fire Officer asked for the map of the Submarine because, Sir, the fire brigade is not accustomed to the Submarine like things.

They can do the sky-scrappers or workshops or things like that, but they do not know how to fight fire in a submarine, a very, very specialized area. They asked the Indian Navy to give them the map of the submarine, but the Naval officers said that they could not hand over the map of the submarine, the submarine which was engulfed in the fire. Explosions were happening there and the naval officers said that they could not give the map. They did not allow them to enter. After that, next day, the Navy officers say -- I don't know the designation; I don't want to mention that -- that the fire brigade was kept on standby and Navy fire brigade is capable of handling fire. If it was capable, why was it not plunged into action, and when it was kept in standby, at what time, were they given a go-

ahead to fight the fire? ...(*Time-bell rings*)... By the time they entered into the submarine, everything was over and submarine had started sinking. Sir, it is a very, very serious matter. In the bureaucracy, in the red-tapism, by not taking decision and going by the rule books, we have allowed the fire to engulf the submarine and this disaster happened. What I feel is, I am not an expert on this, if the fire brigade was allowed to fight the fire and enough information was provided to them, perhaps we could have saved the submarine and those precious lives. Those eighteen sailors would have been saved. ...(*Time-bell rings*)... Sir, I want the Defence Minister to give a reply to this. Thank you.

MR. DEPUTY CHAIRMAN: Now, the hon. Defence Minister.

SHRI TARUN VIJAY (Uttarakhand): Sir, I want to make just one submission. I will take only forty seconds.

MR. DEPUTY CHAIRMAN: You have already spoken.

SHRI TARUN VIJAY: No, Sir, I didn't. You forgot to take my name.

MR. DEPUTY CHAIRMAN: I called your name.

SHRI TARUN VIJAY: You promised, but then you forgot.

MR. DEPUTY CHAIRMAN: Okay.

SHRI TARUN VIJAY: Sir, while conveying our salutes to the brave Navy men and marines and our condolences to the bereaved families, I have just one small question to the hon. Defence Minister which has emerged from Russia, the origin of INS Sindhurakshak. We got a mid-life upgradation of INS Sindhurakshak at the cost of sixteen million dollars. Russia's Interfax news agency has carried a report - - maybe, the hon. Defence Minister has seen it; I would like to have his comment on it -- that soon after sinking of INS Sindhurakshak, citing unnamed military diplomatic sources -- and their intelligence sources are very impeccable, you must agree with me -- they claimed that the Indian submarine could have been the target of a terror plot. This source, according to Interfax, had opined that the submarine could not have suffered an accident while in its dock because most of its main systems would have been probably switched off. Sir, this is the biggest disaster in peace time. It has cost us hundred and sixteen million dollars and the upgradation was done at a cost of eighteen million dollars. So, you have to look

3.00 P.M.

at it and would you be contacting the Russians and ask them the source of this kind of news item which says that this can be a target of a terror attack? If you can get some information from them, it will be helpful to make a foolproof security system. Thank you, Sir.

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): Mr. Deputy Chairman, Sir, I am thankful to all the hon. Members in this House who expressed their solidarity with Indian Navy and, at the same time, with Indian Armed Forces. I can understand the concern of the hon. Members regarding the possible cause of this incident. The whole nation concerns with your views expressed in the Parliament. The Government also is concerned about that. We are anxious to get the truth with all details at the earliest.

That is why the Navy has immediately ordered a Board of Inquiry. The Board, in all seriousness, has started its work. One of the major and salient features of the Terms of Reference is that all aspects of likely causes of this incident will be examined by the Board. Nothing is ruled out. *...(Interruptions)...* All likely aspects of this incident will be inquired by the Board of Officers. Nothing is ruled out. But at the moment we can't say conclusively about any reason. *...(Interruptions)...* Our Armed Forces in this respect work on a war footing. They will try to complete this Board of Inquiry at the earliest. They are also anxious about that. *...(Interruptions)...* Apart from my earlier statement, I would like to update the House with the latest information.

Seven bodies had been recovered till 20th August 2013. Remains of one more body were recovered on 21st August 2013 which has been sent to INHS Asvini for post-mortem and DNA profiling. Death certificates of earlier found seven bodies indicate probable cause as extensive burns. The seven bodies are retained in JJ Hospital till completion of DNA profiling. Blood samples of relatives of all 18 casualties have been collected. Family support is being accorded high priority with periodic updates and proactive interaction as well as complete attention by a dedicated cell headed by a Rear Admiral. Continuous contact with next of kin of all 18 affected personnel is being maintained.

External hull survey indicates that approximately half of the submarine is embedded in silt. Survey action by salvage firms is in progress. They are: M/s

Resolve Marine Group, USA; M/s Titan/GOL Salvage Services, Singapore; M/s Smit Singapore Pvt. Ltd, Singapore; M/s Ocean Centre Diving with M/s Switzer Marine, USA; M/s Arihant Ship Breakers Pvt. Ltd., New Zealand; M/s Graft Tech Marine and Engineering Pvt. Ltd., India; and Duke Offshore Ltd., India. These are the professional companies which are now taking part in the survey action. Once the salvage operation is over, then comes the issue of involving Russian experts for future works. The first priority is salvage operation. That is still going on.

During undersea investigation by naval divers, any and all material found is being logged and submitted for forensic examination. Metallic objects and partially burnt yellow colour material found near the jetty are being analysed by Naval Armament Inspectorate to ascertain its composition.

A team comprising Chief General Manager (Naval Armament Depot), Controller of Naval Armament Inspection and Commanding Officer of Missile Base INS Tunir have been asked to conduct a detailed study to assess the state of explosives onboard and quantify risks associated with salvage operations. Because there is a fear of further explosion. We are trying to curb that also. In this process we are involving the State Government of Maharashtra also.

Water samples from the torpedo compartment were forwarded to the Chief Quality Assurance Lab, Pune for chemical analysis. Preliminary reports indicate no trace of TNT in the water samples as well as partially burnt yellow material found earlier. Further investigation is underway. Bathymetric profile around the submarine is being carried out by INS Makar. The following actions are continuing:- Diving operations for searching remaining personnel; diving to ascertain location, state of weapons in the submarine; efforts to locate breaches in the watertight integrity of the submarine; sustained attempts to fit the cofferdam on aft escape hatch to enable dewatering. The State Government of Maharashtra through the Chief Secretary has been briefed about the ongoing actions and regular briefing of the efforts undertaken has been institutionalised with all stakeholders including the State Government. That means, the Navy is taking all steps to salvage the submarine at the earliest and also to find out what is the exact reason for this explosion. Nothing is ruled out. After that, we will study how best we can salvage, at least partially, this submarine. ...(*Interruptions*)... Let me complete. As hon. Members pointed out, the submarine went through a thorough refitting more than two years back, costing us a large amount. But, when it returned, it was almost in

a modern condition. But, this unfortunate incident took place. In our system, there is no system of insuring the warships and submarines. We are not insuring them just like other commercial things. There is no system of insurance for these warships and submarines. So, I cannot say anything about that at the moment because there is a system like that. Once again, I can assure you that the Navy and the Government will leave no stone unturned. We will make all efforts humanly possible to salvage this submarine at the earliest and after that, further actions would follow. Regarding the relief to the family members, on day-to-day basis, the Navy is in touch with the family members and we will extend them the maximum possible help, support, assistance, counselling and everything needed. This incident cast a shadow on the capability of the Navy to safeguard our interest in the vast coastline, maritime area, maritime security, especially in the emerging security scenario in the Indian Ocean region and the Asiatic region. Actually, in the last few years, among the three Services, the Navy and the Air Force, continuously were procuring many of the most modern platforms and in India also, indigenously, we are producing. You know the launching of our own indigenously-built aircraft carrier, Arihant. Every year, hereafter, the Navy will get five warships produced in Indian Shipyard. So, that way, every year, the Navy is adding new warships and platforms to its strength. And gradually, the Indian Navy is becoming blue water Navy. Actually, there is a cause of concern about the submarines. The Government is also taking serious care of that. There is a well structured submarine construction programme. In phase one of this programme, Project-75, six submarines are under construction with Mazagon Dock Limited, Mumbai. This is being monitored very closely.

Proposal for construction of another six submarines (Project-75(I)) is in the advanced stage of sanction. After all examination we have already prepared a CSE note for additional six submarines. So, total submarines are 12. If required the Government will go in for upgradation and life extension of existing submarines in order to ensure that required force levels for submarine fleet are maintained till new inductions take place. Above all, threat perceptions and required force levels are dynamic in nature. So, if needed, in consultation with the Indian Navy, the Government will examine all other options to strengthen the capability of the Indian Navy. For strengthening the capability of the Indian Navy, the Indian Army, the Indian Air Force, the Indian Coast Guard within our available capacity, the Government will give maximum support.

There was a time when we used to surrender a lot of money from the Defence Budget. Those are all part of history. In recent years we have not surrendered a single pie. As the hon. Members know, the country is passing through a difficult economic situation. So, we are not able to get the expected amount for the Defence Budget because of overall constraint. Our demands are more. So, according to our demands we are not getting enough money. At the moment, whatever Defence Budget is there, we are spending. ...(*Interruptions*)... It is an internal adjustment between the Army, the Navy and the Air Force. We are spending the entire allotted budget. At the same time, many proposals are in the pipeline. As the proposal materialises, there is no money. That is the problem. Now, in the Armed Forces we are realising the requirements of the Forces. You take into account the allotted money. For the budgeted amount, you have some priorities. The procurement should be on a priority basis. ...(*Interruptions*)... Actually, the Navy's importance is growing because Oceans are becoming life lines of the country. For a country like India our life line is Ocean. So, we have to strengthen the Navy. At the same time, we can't ignore our Army. We can't ignore our Air Force. To some extent, we can't ignore the Coast Guard. Every thing is in a kitty. If you want to give more platforms immediately, you must get more money. At the moment because of the present economic situation that kind of money is not coming. So, whatever budget is being given to the Armed Forces or to the Defence Ministry, we are not surrendering a single paisa. We will not do that. But, at the same time, we will continue to make efforts to get more money.

I assure you that to make our Armed Forces much more competitive, to face any challenges to the national integrity, territorial integrity, we will give more strength. There are limitations here and there. But at the moment with these limitations, the Indian Armed Forces are one of the best in the world. Almost all countries in the world are vying with each other to have strategic military cooperation with India. Everybody is after the Indian Armed Forces. They are one of the best in the world. Their morale is very high. Whenever a discussion on our Armed Forces issue and national security issue comes up in the House, I am glad to say that, cutting across political party affiliations, this House is one. I am thankful to all the Members for expressing solidarity with the Indian Navy.

MR. DEPUTY CHAIRMAN: Okay, thank you. No time for further clarification.

SHRI RAVI SHANKAR PRASAD (Bihar): As far as needs of our Armed Forces are concerned, we are all one. We are very proud of them. We have to ensure that their morale is kept high. Ultimately, they fight with their morale, not with weapons. I appreciate the hon. Minister's honest confession that whatever has happened in the submarine has cast a serious doubt on our capability as far as the emergent threat in the Indian Ocean is concerned. My specific query, hon. Minister, in the light of the subsequent statement is this. We have a serious threat and challenge to our national security. In the light of this bitter experience, including the sabotage which you are going to examine, are you going to have a security audit of all our assets, like frigates, ships, all submarines; a fresh new audit in the light of this challenge, so that wittingly or unwittingly, advertently or otherwise, there is no repetition of this?

SHRI SATISH CHANDRA MISRA (Uttar Pradesh): Mr. Deputy Chairman, Sir, the hon. Minister said that out of 18, seven bodies have been found and 11 are still to be found. Now what would be the position with respect to these 11 persons who are still to be found because the benefits, including employment to somebody in the family, pension, gratuity and other benefits to the family members, are given only after they are declared dead? Will they be treated as dead? The families would remain in a lingering mood during this period till you find the bodies. Otherwise, under the law, they would be treated as dead only after seven years, if the bodies are not found. So, are you taking any decision on this? What is your stand on this because these families would be taken differently than the other families in whose case the bodies have been found?

DR. CHANDAN MITRA: Sir, I want to seek a clarification on what the hon. Minister has said. He said that there was complete refitting and when the submarine came back to India, it was as good as brand new. But the Minister did not seem to focus on the fact that when it was coming back from Russia, after all this refitting and becoming brand new, it ran into a serious problem near Egypt and the submarine had to send out distress calls to the Egyptian Navy which came, rescued it and took it to Alexandria Port for repair. Even when it was coming back to India, it developed problems. I would like know from the hon. Minister why it was not sent back immediately to Russia to rectify the problem. You have... (*Time bell rings*)... spent 156 million dollars on refitting and after that it developed problems even when it was coming back to India. Why were not adequate steps taken immediately?

SHRI A.K. ANTONY: Sir, immediately after this incident, the Navy has already ordered safety audit of Standard Operating Procedures (SOPs) on all operational submarines. They have already ordered it. As for the hon. Member's suggestion on all other assets, I will discuss about it with the Navy.

Regarding the bodies of remaining Navy personnel, one thing is clear now that there is no possibility of any of these Navy persons alive. All of them, in all probability, all of them are dead. On this point of compensation and all other things, we will take care of this. We will take this incident as a special one. We will take this incident as special one. I will request the Navy to handle it as a special case.

Regarding its travel from Alexandria, its return passage from Russia, the answer is, during her return passage, INS Sindhurakshak was scheduled to halt at Port Alexandria. That was a scheduled halt. That was not an extended halt. It was a scheduled halt. However, when the submarine arrived, the port was closed due to severe cyclonic storm off Alexandria, with no tugs and pilots allowed to operate. Therefore, a request was made to the Egyptian Navy to facilitate entry into the port. The Egyptian Navy duly arranged tugs and pilot, and Sindhurakshak entered Alexandria as scheduled. It is pertinent to mention that there was no defect onboard INS Sindhurakshak. It is mandatory for ships and submarines to use pilots and tugs to enter port and berth alongside. It is pertinent to mention that utilization of tugs by INS Sindhurakshak at Port Alexandria has no connection with the present accident at Mumbai. So, that trip was a scheduled one and all these were done procedurally.

GOVERNMENT BILL

The Parliament (Prevention of Disqualification) Amendment Bill, 2013

MR. DEPUTY CHAIRMAN: Now we will take up the Parliament (Prevention of Disqualification) Amendment Bill, 2013. Before the hon. Minister moves the Bill, I would like to tell the House that the BAC has, in fact, not allotted time for this Bill. Therefore, it is for the House to decide how much time it wants on this. It is a non-controversial Bill. I think, in half-an-hour or forty-five minutes, it can be finished.