

श्री स० का० पाटिल : मैं ने ऐसा कभी नहीं कहा कि पाठ्यक्रम में वहाँ का अनुसरण करना चाहिए। पाठ्यक्रम निश्चित करना यूनिवर्सिटी का काम है। जब उस का निर्माण हो जायगा, तो वह खुद ही ऐसा कर सकती है।

Shri Harish Chandra Mathur: Are these rural universities to be located in rural areas or are they also to be located in urban areas, towns and cities?

Shri S. K. Patil: I think they are going to be in rural areas. The Rudrapur university is already there; and I think the hon. Member's State Rajasthan, also has made a request; and it might be one of the first few universities that would be established. I think it is for that Government to choose the place; but mostly they will be in rural areas.

श्री बजरंग सिंह : क्या यह सही है कि देहाती या कृषि विश्वविद्यालयों की स्थापना के सम्बन्ध में यूनिवर्सिटी ग्राण्ट्स कमीशन और कृषि मंत्रालय में नीति सम्बन्धी कुछ मतभेद हैं और क्या यूनिवर्सिटी ग्राण्ट्स कमीशन ने इस प्रकार के विश्वविद्यालयों की स्थापना का विरोध किया है ?

श्री स० का० पाटिल : विरोध तो नहीं है। इन विश्वविद्यालयों को स्थापित करने के सम्बन्ध में यूनिवर्सिटी ग्राण्ट्स कमीशन का को-ऑपरेशन है।

श्री त्यागी : क्या एक ही कालेज है, या बहुत सारे कालेज हैं ?

Shri Harish Chandra Mathur: In my State it is in Udaipur which is not a rural area.

Shri S. K. Patil: I do not know.

Jayanti Shipping Company

*95. { **Shri Harish Chandra Mathur:**
Shri P. G. Deb:
Shri Bibhuti Mishra:
Shri R. E. Morarka:

Will the Minister of Transport and Communications be pleased to state:

(a) what assistance has been given by Government to the Jayanti Shipping Company for acquisition of new cargo ships; and

(b) what is the programme of similar expansion by Public Sector and other companies?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) A Statement is laid on the Table of the Lok Sabha. [See Appendix I annexure No. 30].

(b) The public sector shipping companies have planned to acquire additional tonnage to the extent of about 174,000 G.R.T. Government have not yet received from the private sector shipping companies details about their plans for expansion of tonnage.

May I suggest, Sir, that question No. 97 also be taken up alongwith this.

Mr. Speaker: Yes.

Shipping Development

*97. { **Dr. Samantsinhar:**
Shri Bibhuti Mishra:

Will the Minister of Transport and Communications be pleased to state:

(a) whether there was any offer to the well established shipping firms in the country to organise additional tonnage before finalising the agreement between the Shipping Development Fund Committee and the Jayanti Shipping Company for the loan of Rs. 20-25 crores;

(b) if so, which were the firms and what were their replies; and

(c) why this project was not entrusted to the Shipping Corporation?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (c). A Statement is laid on the Table of the Lok Sabha. [See Appendix I, annexure No. 31]

Shri Harish Chandra Mathur: What are the credentials of this Jayanti Shipping Co., and what is their

present paid up capital? From the statement laid on the Table it appears that this company is to transact business to the tune of Rs. 22 crores. It has not got even a paid up capital of a crore of rupees and it is not even a public limited company. What are the circumstances that led to this decision?

Shri Raj Bahadur: Taking the last part first, the condition which has been imposed upon the company is to convert itself into a public limited company before the first instalment of the loan is due. So far as the paid up capital of the company is concerned, the company was established last year; and, according to the latest information we have received from the company, it has today fully paid up equity capital—for which shares are issued—of Rs. 21.48 lakhs. It has been informally ascertained from the Registrar of Companies over the phone that according to the returns of allotment filed by the Jayanti Shipping Co., with them, the paid up capital, taking into account the fully paid up shares, and partly paid up shares, as on date it is Rs. 21.483 lakhs. This is what we have got.

And, as the hon. Members might have seen from the statement, it is a condition precedent of even the bank guarantee being given to the company that they will raise their paid up capital to the tune of Rs. 1.5 crores before the bank guarantee is given to them.

Shri Harish Chandra Mathur: It is obvious from the statement attached to the answer given by the hon. Minister that this is a new company which is in the offing. What are its credentials which led the Government to enter into such a big agreement when it has not got even the necessary capital and is not even a public limited company? What are the circumstances that persuaded the Government to enter into that?

Shri Raj Bahadur: The considerations that influenced the Government in taking this decision about extend-

ing this help to the company were that our shipping tonnage lacks in tramp shipping. We have got very few tramp ships. Apart from that we have practically no bulk carriers; and a very insistent demand was made on us that we should provide additional tonnage so that we may be able to carry our export cargo of iron ore which trade is fast developing, and we may also cater to the need of importing foodgrains under the U.S. foodgrains agreement in our own shipping. Then, we have to develop our shipping as fast as we can in order to save foreign exchange and earn foreign exchange if our ships can enter into cross trade. These are the considerations that influenced us; and we have taken this decision.

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): May I add something to what my hon. colleague has said? The considerations that influenced us were, firstly, as the hon. House knows, that we have been eager to increase our tonnage and this was a good proposal to increase our tonnage by a fair amount and relatively quickly. This is in addition to what we were doing; it was not in place of something. We examined it thoroughly. It is of course a new company but the whole company was started for this very purpose and it had to be a new company. What we were interested in was whether there was any chance of our losing money or getting caught in something which might involve considerable loss to us. I believe that any hon. Member who sees the provisions of the agreement will see that there is no change of our losing any money. All that we give is to provide some assurance beforehand. There was no chance of our losing any money. We may lose a very small sum if every thing went against us; there is no cause to assume that it would be so. When the bank guarantee comes into effect certain moneys are deposited already. When we have to pay any money we have a guarantee; the

ships are mortgaged to us and so on. Every step has been seen that even if some misfortune comes we should not lose. That was the main thing that we paid attention to. But we see no reason why any misfortune should occur because the thing has been carefully worked out and the earnings from freight, etc. will be considerable. For these reasons and for many additional reasons which we examined for about a year very thoroughly, we decided that it was worthwhile. I would remind the House that it was not in place of anything that was existing but it was in addition to what we were doing for the other companies.

Shri Harish Chandra Mathur: It is found from the statement as well as the reply given by the hon. Prime Minister that more than ninety per cent of the money has to be found by the Government. May I know why our two public sector Corporations could not take up this expansion instead of a private company getting into it and getting all the profit after a few years? Have we changed our policy in any manner, abdicating in favour of the private sector?

Shri Raj Bahadur: There is no question of changing our policy in this regard. The House is aware that the public sector shipping corporation is engaged mostly in liner conferences; they recently joined the Indo-UK conference and the India-Pakistan—U.K. conference. They have also joined the India Japan conference. They are developing on these lines. They require liner ships and liners and they are not in a position to enter simultaneously in the bulk carrier services. They have also got their programme for the Third Plan period which is to expand the tonnage to the tune of about 170,000 GRT and for an expansion of that order, about twenty ships will have to be acquired by them. There should not be any overlapping between these two particular types of shipping.

Shri Harish Chandra Mathur: May I know if it is already the decision of the Government to limit the scope of the public sector into only this particular branch of shipping and not to take over the freighter and other businesses?

Shri Jawaharlal Nehru: I have not got the actual details of the agreement with me. I speak, therefore, from memory and if there is a slight slip I hope the House will excuse me. The whole point is this. There was an additional proposal without involving any risk to us, any major risk. Every risk is provided for. There is no question of our not taking up this new type of job, for freight, etc. Here was a new proposal which immediately could be given effect to and could save us a great deal of foreign exchange. It would be in addition to all that we are doing either directly in the public sector or through the other private companies. So we accepted it. Whatever we can do in the public sector we shall go on doing. The hon. Member referred to the ninety per cent, etc. All these are certain guarantees as far as I know. We are paying nothing; we hope to pay nothing at all in this matter; it is a guarantee.

Shri Harish Chandra Mathur: Still the bank will be paying; you are guaranteeing the State Bank which will make all the payment... (*Interruptions.*) The guarantee is that the State Bank would be paid by the Shipping Development Committee a loan and only against that guarantee the State Bank is going to give it.

Shri Jawaharlal Nehru: I cannot go into the details; I have not got all the papers but I think the hon. Member is not correct. These are guarantees of the State Bank which come into operation when something happens. It is possible that nothing may happen and they may have to give nothing.

Shri Raj Bahadur: May I add a word, Sir? The Capital Issues Department has fixed the ratio of 4:1 so far as the quantum of loan to the paid-up capital is concerned and this

is a matter fully considered and decided upon. We have followed the advice of that department. In fact one of the big existing companies with a paid-up capital of Rs. 3 crores has been given a loan of about Rs. 14 crores. I am mentioning the India Steam Ship Company. We have not made any departure here. In fact this agreement is better, since in so far as we give loans to the other companies the entire amount of loan is paid before the delivery of the ship—one instalment when the order is placed the next instalment when the keel is laid and the rest when the launching is done—in short, before the delivery is made. In this case not a shell is to be paid before the delivery is made and the ship is mortgaged to us and then also we are paying only ten per cent in case the company itself fails to pay. To that extent what the Prime Minister hinted was quite right. This is only a bank guarantee that we give. If the shipping company does not want to pay, we go to the shipyard and shipyard delivers us the ship and we mortgage it first before we give them anything; if the worst comes to the worst the ship is ours.

Shri B. R. Morarka: From the statement it appears that this company is going to purchase thirteen ships with an aggregate value of Rs. 22.50 crores and ninety per cent of this is going to be given by way of loan. May I know whether the Government checked the price of the ships, whether the price of Rs. 22.50 crores is the correct price, before they agreed to give ninety per cent of this price by way of loan?

Shri Raj Bahadur: One of the important conditions attached to the agreement is that the pricing and the specifications shall be duly approved by the Shipping Development Fund Committee and the Department of Shipping before any liability or obligations can be accepted under the agreement.

Shri Tyagi: Will the Government please make it clear that this party

has not been given any special treatment and that the very same terms are available to the other parties as well?

Shri Jawaharlal Nehru: I think this party has given us more favourable terms than any others that we have given, received or accepted.

Shri Raj Bahadur: Before we considered this offer, I called twice the Indian shipping companies' representatives and requested them to take advantage and fully utilise the opportunity that has been offered to us in the form of the U.S. foodgrains deal so that we may save about Rs. 72 crores by way of freight. That was always open to them. This company has come with a reasonable and practicable scheme which we have considered over a long period of fifteen months and every department concerned has thoroughly considered it and concurred and then a decision has been taken.

Shri H. N. Mukerjee: I understand that in the past the Government has always insisted that the ships under mortgage must have a value of Rs. 133 and 1/3 for every Rs. 100 that is loaned to a shipping company. In this case no such safeguard appears to have been incorporated which means that if there is a default on the part of the Jayanti Company, then we are not secured to the extent of the value of the vessel because the price of these vessels may fall in the world market as is very likely. Why such a discriminatory treatment is accorded to a foreign-dominated private company is something which I cannot understand.

Shri Raj Bahadur: It is not foreign-dominated. The company will have to conform to the definition of an Indian shipping company as laid down in section 21 of the Indian Merchant Shipping Act, 1958. It is not a foreign-dominated company at all. I would like to repudiate that suggestion.

Shri H. N. Mukerjee: There are Greek directors in this company who are going to take a lion's share.

Shri Raj Bahadur: According to the Indian Merchant Shipping Act, they will have directors in accordance with the share capital which they would have. Apart from that, the chairman or the managing director will have to be an Indian citizen and an Indian resident. That is the condition precedent.

So far as the question of security is concerned, the percentage security, in relation to the outstanding loan commitment of the Shipping Development Committee in respect of the Jayanti Shipping Company, except for a few years, will be 133 per cent. Because of the magnitude of the addition to our tonnage, we have decided that some relaxation in regard to this may be made. But at no stage will it fall below 100 per cent. That was also only for one year. Otherwise, it will be 105 per cent and above.

Shri H. N. Mukerjee: It seems that eight bulk carriers of 32,000 tons each are going to be set up by this company. We do not have carriers of that dimension. It is good if we can acquire them. But our ports also are not large enough.

Mr. Speaker: What is the question?

Shri H. N. Mukerjee: Why is it that for world trade purposes we are having a private sector company getting into the picture while the spirit of our Industrial Policy Resolution is to have this handled by the public sector?

Mr. Speaker: The hon. Prime Minister has already answered it.

Shri Morarka: It is said in the statement that this company will have to satisfy the foreign shipping to the extent of 32 per cent of the cost of the ships. May I know what is the amount covered by this 32 per cent? I ask this because 32 per cent of Rs. 22 crores will come to about Rs. 7 crores, and the company is to have paid up capital of Rs. 1.5 crores. How is the company to satisfy the foreign shipyard before this guarantee becomes effective?

Shri Raj Bahadur: One of the conditions is that ten per cent of the price will have to be paid by the shipping company itself from its own resources, loan or equity capital, whatever they may be. Apart from that, 22 per cent has been calculated on the basis that they will have to pay interest on the outstanding amount of the price that is due to the shipyard. 22 per cent by way of interest plus ten per cent as balance of the price comes to 32 per cent, which they will have to pay from their own pocket and their own resources. Apart from that, even before the agreement was signed, they have already placed orders for the constructing the ships. Supposing the agreement does not materialise, then they will have to do the entire thing on their own. Apart from that, they have already taken one tanker. The Jayanti Shipping Company has already acquired one tanker and it is running it. The company has invested money in it. If we take into account Rs. 20 lakhs, which they claim should be taken into account, their paid-up capital today will be about Rs. 40 lakhs or more.

अंशदायी स्वास्थ्य सेवा योजना

*६८. श्री भक्त दर्शन : क्या स्वास्थ्य मंत्री २१ नवम्बर १९६१ के तारांकित प्रश्न संख्या ६८ के उत्तर के संबंध में यह बताने की कृपा करेंगे कि :

(क) दिल्ली व नई दिल्ली के सरकारी कर्मचारियों के लिये चालू अंशदायी स्वास्थ्य सेवा योजना के बारे में जो जांच समिति नियुक्त की गई थी, क्या उसकी रिपोर्ट इस बीच प्राप्त हो गई है ; और

(ख) यदि हां, तो क्या उस रिपोर्ट की एक प्रति तथा उसकी सिफारिशों पर की गई कार्यवाही पर एक विवरण सभा-पटल पर रखा जायेगा ?

The Minister of Health (Shri Karmarkar): (a) Yes.

(b) A copy will be laid on the Table of the House shortly.