

**Steps to Achieve UN Goal in Reducing Infant Mortality Rate in India**

1978	128
1979	120
1980	114

767. SHRI TRILOK CHAND : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether according to the United Nations Children's Fund Report on the state of the world's children, India is unlikely to reach the UN goal in the infant mortality rate by 2000 AD ;

(b) if so, what is the present infant mortality rate in the country and to what extent the mortality rate of children was reduced during the Fifth and Sixth Plan period (till date) ; and

(c) what measures are contemplated by the Government to achieve the UN goal in reducing infant mortality rate in the country by 2000 AD ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI) : (a) In 1980, the General Assembly of the United Nations adopted the target that infant mortality rates should be reduced to 50 per thousand or less in all countries by the year 2000. In the United Nations Children's Fund Report on the State of the World's Children 1984, it has been mentioned that on present trends, India may not be able to achieve that target. In the statement on the National Health Policy, the goal is to achieve an infant mortality rate below 60 by the year 2000 A.D.

(b) According to the Report of the Registrar General of India based on Sample Registration System infant mortality rates per thousand live births for the last six years, for which date are available, are as follows :—

<i>Year</i>	<i>Infant Mortality Rate</i>
1975	140
1976	129
1977	130

(c) Infant mortality rate depends on various factors such as the age of the mother, frequency of pregnancies, quality of mother and child health care, including immunization, socio-economic conditions, etc. Various steps have been taken to raise the age of marriage, promote spacing methods, improve the mother and child health care services, expand the programme of immunisation, etc. These measures along with the general improvement in socio-economic conditions are expected to bring down the infant mortality rate in the country below the level as envisaged in the statement on National Health Policy.

**Indian Ships held up due to Non-payment of dues in Singapore, Colombo and Continental Ports**

768. SHRI K.T. KOSAL RAM : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) the number of Indian ships that are being held up in Singapore, Colombo and Continental Ports for non-payment of dues in respect of repairs, port disbursements etc ;

(b) steps being taken to get these payments made by the Indian Shipping Companies ; and

(c) the steps being taken to provide relief to sea farers on such ships ?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI K. VIJAYA BHASKARA REDDY) : (a) to (c) A statement is enclosed.

**Statement**

**(1) At Colombo Port :**

*MMP Wealth* : This ship which is owned by M/s. MMP Lines sailed from Calcutta on 12.9.81 with 3365 jute Cargo to Iran/Iraq. This ship arrived at Colombo on 19.9.81 for repairs and was

stranded there for non-settlement of repair bills. The owners of the vessel completely abandoned the ship with four crew members on board. The local agents of the company at Colombo got the ship arrested on 2.4.82 for US \$ 40,000 which amount was due to them on account of expenses incurred on the ship. Subsequently there was no response from the owners and the High Court of Colombo acting in its Admiralty Jurisdiction ordered the vessel to be sold by auction. However, the Singapore firm to whom this vessel was awarded by auction has backed out. The High Commissioner in Colombo has been requested to file the claim of officers and crew members towards their outstanding wages before the court as and when the vessel is sold by auction by authorities at Colombo.

## 2. At Continental Ports :

- (i) *Shri Mahavir* : A supply vessel of M/s. Banni Shipping Co. was on her way from Barcelona, Spain to India. It developed some technical problems and was taken back to Barcelona for repairs. As the financing and raising of Euro Dollar loan for purchase of this vessel was done through and by the Bank of Maharashtra the vessel was mortgaged to the Bank of Maharashtra. The repair works was entrusted to a Spanish Shipyard. As this supply vessel was not registered with the MMD, Bombay, under the M.S. Act, and since the repair charges arrived at was not based on work certificate, D.G. Shipping could not authorise the R.B.I. to release the necessary foreign exchange for the purpose. Subsequently, only in June, 1982 the vessel was registered. After the defect list was prepared and approved by

the D.G. Shipping the R.B.I. Bombay was approached for release of necessary foreign exchange for remitting the repair charges etc. The question of payment of repair charges etc. had been dragging on for over a year and in the meanwhile the Shipyard was not willing to recommence the repairs in hand without being assured of payment. Subsequently, the Spanish shipyard and the agents appointed by the company to look after the vessel had instituted legal proceedings against the shipping company in Spanish Court for non-payment of repair charges and charges of the agents for a long time and had put embargo on the vessel and had also threatened to auction the same. Banni Shipping Company had already gone into liquidation and the vessel has been mortgaged to the Bank of Maharashtra. Action is being taken to see that the vessel is released as early as possible.

The Bank of Maharashtra, whom the vessel has been mortgaged, is remitting from time to time the wages to the skeleton crew members on board the vessel SHRI MAHAVIR.

- (ii) *M.V. 'Jaldoot Ashok'* : This vessel was on Bare-Boat Charter-cum-Sale to M/s. Moti Shipping Co. A sum of Rs. 2 lakhs was furnished by them in the shape of Bank Guarantee to the Shipping Master, Bombay towards crew wages, allotment, etc. The articles of agreement in respect of 3—ratings was opened on 6.2.1982. According to information received from Indian Embassy, Brussels, M.V. JALDOOT ASHOK was detained on 1.7.1982 by the Belgium Maritime

Inspectorate due to the following reasons :—

1. Solas Safety equipment expired.
2. Solas safety construction expired.
3. International loading expired.
4. Radio Licence expired.
5. Some officers not any more on board.
6. Crew certificates of competency not in order.
7. Not enough food on board.
8. Only water on board for two more days.

Again in August, 1982 the Indian Embassy transmitted a message from the Master of the vessel that she was arrested due to non-payment of various dues, and also by officers and crew for their wages. Continued stay of crew members, who were virtually staying at the mercy of some Welfare Association for their food and provision, was objected as illegal by the Belgium Authority concerned and they (crew) were threatened with deportation orders. Hence the Indian Embassy was authorised to take steps to repatriate the crew members. The last batch of crew comprising 5 skeleton crew members left Antwerp on 20.8.1982. It is learnt that the Indian Embassy Brussels has incurred expenditure for repatriation of crew and maintenance expenditure on Government account which has to be recovered ultimately from the ship owners from the sale proceeds of the vessel.

In addition the Shipping Master, Bombay was authorised to on cash the Bank Guarantee and pay off the crew members the balance of their wages to the extent of 7% of their articulated wages. Accordingly a sum of Rs. 1,42,794 was disbursed by the Shipping Master. Earlier a sum of Rs. 44,000 was utilised by the Ship-

ping Master for remittance of allotment money to the families of crew members.

We have been advised by the Indian Embassy, Brussels that the auction of the vessel is yet to take place and the claims of crew members will be covered by P. & I. Club. However, a cadet who lost his life in a boat accident, a sum of Rs. 7,008 which was deposited towards his indenture by his parents as also compensation is yet to be settled. It is understood that the claim is included in the court liquidation of the auction of the M.V. Jaldoot Ashok, the hearing of which has been fixed on 26.3.1984 at the court of Commerce of Antwerp. Meantime question of providing some financial relief for ex-seaman of 'JALDOOT ASHOK' is under consideration of the Seamen' Welfare Fund Society.

#### Upgradation of Khirai Halt Station, S.E.R.

769. SHRIMATI GEETA MUKHERJEE : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railway board has received a proposal from the South Eastern Railway regarding upgradation of Khirai Halt Station of South Eastern Railway (Howrah-Kharagpur Section) to a flag station ; and

(b) if so, whether Government propose to convert the said halt station to flag station without delay ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C.K. JAFFAR SHARIEF) : (a) Yes, Sir.

(b) No, Sir. The proposal is not financially justified.

#### Steps to Bring Ayurvedic Doctors at Par with Allopathic Doctors in CGHS

770. SHRI CHITTA MAHATA : Will the Minister of HEALTH AND