

Fourteenth Loksabha**Session : 5****Date : 24-08-2005****Participants : Kumar Shri Shailendra, Baalu Shri T.R., Baalu Shri T.R., Chowdhury Shri Adhir Ranjan, Seth Shri Lakshman Chandra, Chowdhury Shri Adhir Ranjan, Baalu Shri T.R.**

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Title : Shri Adhir Chowdhury called the attention of the Minister of Shipping, Road Transport and Highways to the situation arising out of proposed closure of Central Inland Water Corporation resulting in retrenchment of employees and steps taken by the Government in regard thereto.

SHRI ADHIR CHOWDHURY I call the attention of the Minister of Shipping, Road Transport and Highways to the following matter of urgent public importance and request that he may make a statement thereon :

“Situation arising out of proposed closure of Central Inland Water Transport Corporation resulting in retrenchment of employees and steps taken by the Government in regard thereto.”

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS

(SHRI T.R. BAALU): Sir, the Central Inland Water Transport Corporation (CIWTC), Kolkata has been making losses since its inception on 22nd February, 1967. A revival package for it was approved by the Government in June, 2001. This envisaged assistance to the tune of Rs. 139.55 crore besides write-off of Government loan. The source of funding and other details are as under:-

- (i) Rs. 76.55 crore through Budgetary support and remaining amount of Rs. 63.00 crore to be funded through the sale proceeds of Rajabagan Dockyard (BRD) and other assets.
- (ii) The Budgetary support released in excess of Rs. 76.55 crore (i.e. Rs. 39.67 crore) during the first two years was to be refunded by CIWTC from sale proceeds. The assistance envisaged in the first two years was Rs. 116.22 crore.
- (iii) Write off of Government of India loan (Plan and non-Plan) together with interest accrued thereon, amounting to Rs. 425.20 crore as on 31.03.2000.

The revival package also envisaged downsizing the manpower to 1400, closure of Deep Sea Ship Repair Division, closure of Rajabagan Dockyard and

* Also placed in Library, See No. LT 2768/2005
disposal of land and assets thereof, disposal of other surplus assets etc. and utilization of sale proceeds estimated in the region of Rs. 85 crore to Rs. 95 crore for implementation of the revival package.

As against Budgetary support of Rs. 116.22 crore envisaged the Government has extended Budgetary support in excess of Rs. 145.00 crore in last four years, even though closure and disposal of Rajabagan Dockyard alongwith other surplus assets did not materialise. However, CIWTC has failed to turnaround and it continues to incur losses.

A meeting was taken on 22.08.2004 to review the functioning of the CIWTC and to decide about its future. It was felt that condition in CIWTC is indeed critical and its revival does not appear to be a viable proposition. Keeping this in view, the following decisions were taken:-

- (i) The possibility of take over of the Corporation by the State Government of West Bengal to be explored. In case there is no response from the State Government within three months, disinvestment option to be pursued; and
- (ii) Pending a definite decision on this, non-Plan funds should be provided to the Corporation for payment of salary/wages.

Accordingly, the matter was taken up with the State Government of West Bengal. State Government did not respond positively to the suggestion. Therefore, the only option available was to disinvest the Corporation.

In pursuance of the above, the Ministry approached the Cabinet. The Cabinet in its meeting held on 24th February, 2005 decided to refer the matter to the Board for Reconstruction of Public Sector Enterprises (BRPSE). Accordingly, the case of CIWTC was referred to BRPSE in March, 2005.

BRPSE recommendations have been made available *vide* Department of Public Enterprises (DPE) O.Ms dated 4.7.2005 and 26.7.2005. The Ministry will approach the Cabinet again for deciding the future of CIWTC after firming up its views on each recommendation as per DPE's instructions in the matter.

The Ministry does not envisage any retrenchment in CIWTC, if they (the employees) come forward for Voluntary Retirement Scheme[[snb45](#)].

14.00 hrs.

SHRI ADHIR CHOWDHURY : Madam Chairman, with all humility at my command I must say that the statement made by the hon. Minister is far from convincing. It smacks of blase approach to the importance of this age-old sector, including its unsavoury implications. Hon. Minister is a dynamic person. I would request him to first see everything through his eyes and not through his ears. He ought not to be impressed upon by the bureaucratic sophistry. Secondly, the UPA Government does not agree that only divestment could act as a panacea to remedy the economic ills of this country. Thirdly, the hon. Minister should not inherit the legacy of the NDA Government.

From the statement it appears that this age-old Organisation is going to be either closed or disinvested. It is said:

“The possibility of take over of the Corporation by the State Government of West Bengal to be explored. In case there is no response from the State Government within three months,

disinvestment option to be pursued...

Accordingly, the matter was taken up with the State Government of West Bengal. The State Government did not respond positively to the suggestion. Therefore, the only option available was to disinvest the Corporation.”

However, I would make a last ditch effort to save this Organisation so that it is restored to its pristine glory. The State Government of West Bengal has long been suffering from financial bankruptcy. Till date the State Government of West Bengal has incurred a mind-boggling amount of Rs. 1,10,000 in debt burden. So, it is next to impossible for that kind of State Government to revive this sector on its own resources. It is said:

“Non-plan funds should be provided to the Corporation for payment of salary/wages. ”

That means salaries or wages have not been paid. In the statement it has been further stated:

“BRPSE recommendations have been made available. The Ministry will approach the Cabinet again for deciding the future of CIWTC.”

From the statement it has not been clear as to what recommendations the BRPSE had made. It is not clear whether the BRPSE had recommended closure of this Organisation. It has been envisaged to raise funds through divestment and sale proceeds in order to turn it around. Is it an assistance? It cannot be an assistance. First of all, the Ministry should delve into the crux of the problem. It is true that this Organisation has been incurring loss since 1967. But what are the reasons? It is because over the years inland water transport system has been subject to severe negligence and indifference. For the convenience of the hon. Minister I would refer to the observations made in the Tenth Plan Approach Paper on inland water transport[r46]. It mentions that repairing facilities available at CIWTC, Kolkata should be fully utilised.

The second thing is that the CAG report clearly observed that without attending the core issue of infrastructural facilities of IWT, the CIWTC failed to achieve the target as was stipulated in the revival package. During the NDA period, the revival package envisaged to deflect the employment strength and to close the Rajabagan Dockyard which is essentially a very significant fulcrum of IWT services.

MADAM CHAIRMAN : Please conclude.

SHRI ADHIR CHOWDHURY : Madam, can you imagine that still the Rajabagan Dockyard holds the assets, namely, Dockyard of 33 acres of land with 600 metre of river front? The salient features of this Dockyard are jetties, shipways, five dry docks, unique workshop facility for shipbuilding and repairing including shipbuilding berth to construct 100 metre long vessel. ... (*Interruptions*)

MADAM CHAIRMAN: Now, please conclude. Put your question.

SHRI ADHIR CHOWDHURY : I know that the same yardstick is applied to all. Madam, as far as CIWTC is concerned, it was taken over by the Government of India in the year 1967 because during the war that took place between India and Pakistan, most of the vehicles belonging to IWT were impounded. Naturally, this organisation started incurring losses since that period. The CIWTC was envisaged for two services. One, for river services, and the other, for Rajabagan Dockyard. You will be astonished to note that even Goa Shipyard and the Garden Reach Shipbuilding, under the Ministry of Defence, very recently appreciated the potentiality, viability and importance of this national requirement.

Madam, the river service plays a greater role in Indian economy. It is not confined to West Bengal, etc. The States like West Bengal, Assam, North Eastern Region, Bihar, UP – and all eastern India including North Eastern India –will have been benefited by the service of IWT sector. But the fact is that this sector has not been properly attended to. That is why, this sector has been incurring losses.

Madam, under the National Waterways –I & II, river services possesses hundred vehicles of IWT mode to carry cargo from Sagar to Allahabad. This Sagar to Allahabad is under National Waterways –I. Kolkata to Sadiya is under National Waterways –II. We have three National Waterways.

Madam, Rajabagan Dockyard used to undertake statutory docking survey repair on four yearly intervals. I can just show you ... (*Interruptions*)

MADAM CHAIRMAN : Please conclude. If you have any question, then put it.

... (*Interruptions*)

MADAM CHAIRMAN : I can understand it.

SHRI ADHIR CHOWDHURY : Madam, you will certainly appreciate that as far as modal sharing is concerned, now the inland water transport system shares only 0.15 per cent whereas 100 billion metric tonnes of cargo market is available. The hon. Minister is in charge of the Road and Transport sector which is now constructing the asset of our country worth Rs. 65,000 crore. Even the Civil Aviation, which was proposed earlier for divestment, now has been injecting fresh fund to the tune of Rs. 10,249 crore [[mks47](#)].

Fleet acquisition has been approved. Thirdly, insofar as the Railway Sector is concerned, even the dedicated freight corridor has been proposed. To that, a Task Force has been set up with the involvement of fund to the tune of Rs.42,000 crore. This sector has an inherent potentiality to cater to the various services. Insofar as the Water Transport System is concerned, for your information and for the information of the hon. Minister, I would just quote one figure which may help him to realise the importance of this sector... (*Interruptions*)

MADAM CHAIRMAN : The hon. Minister has all the statistics with him. If you have your question, please put. It is high time that you concluded now.... (*Interruptions*)

SHRI ANIL BASU (ARAMBAGH): That is only a programme of action. ... (*Interruptions*) That is most unfortunate. He is going in for disinvestment only. How is it acceptable? He is not taking care of it. He wants to throw it away.... (*Interruptions*)

MADAM CHAIRMAN: You need not interfere now. This is not the way to do things.

... (*Interruptions*)

MADAM CHAIRMAN: Nothing will go on record.

(*Interruptions*) ... *

SHRI ADHIR CHOWDHURY : Insofar as the capital cost is concerned, it is only five to ten per cent equivalent to the road sector. So far as fuel efficiency is concerned, it is fuel efficient and environmental friendly let alone the tourism potentiality inherent in this sector.

You will be astonished to note that to carry one metric tonne of cargo, if it is carried by the road sector, one litre of fuel can move 24 metric tonne kilometre. In respect of Railways, it is 85 metric tonne kilometre. But for water transport, it is

* Not Recorded

estimated that 105 metric tonne kilometre can be moved. So, it is cost effective. It is fuel efficient. It is eco-friendly. It is less accident-prone. It has a potentiality of generating tourism which may ultimately help the employment potentiality especially in Eastern India. West Bengal now holds the largest chunk of employment potential in the country. There are 70 lakh unemployed youth in West Bengal.

14.12 hrs.

(Mr. Deputy-Speaker *in the Chair*)

Hon. Deputy-Speaker, Sir, we are discussing a very serious aspect with regard to the Inland Water Transport System in India. In this connection, I would like to quote the Asian Development Bank Report which says:

“The annual cargo moved by Inland Waterways Transport in 2000 was about 1.5 million tonne kilometre out of total cargo market of 1000 billion tonne kilometre, that is, a modal share of only 0.15 per cent. This Tiny modal share is because of several reasons... ”

The reasons should be noted.

“The infrastructural facilities for Inland Water Transport (IWT) are poor; most of the waterways suffer from navigational hazard like shallow waters, narrow width of channels during dry season, siltation, bank erosion and inadequate navigational aids to permit 24 hours a day operation. There is also a lack of supporting infrastructure like adequate and properly equipped terminals and warehouses. Another constraint in using inland waterways as a viable transport mode is the lack of adequate vessels. The existing availability of vessels for inland waterways transport in the public and private sectors put together is less than 400 vessels including tankers, bulk carriers, barges and other vessels with an average capacity of 600 T.”

MR. DEPUTY-SPEAKER: You have taken more than 15 minutes. Please conclude now.

SHRI ADHIR CHOWDHURY : The hon. Minister has taken up an ambitious project in Tamil Nadu called the Sethusamudram Project. It is a pride of our country. The 145 years dream of Tamil Nadu people has now come true. But what is the reality? The reality is that the Central Inland Water Transport Corporation is of 170 years old. The reality is now going to be transformed into a dream. The sectoral imbalance is very much palpable. Some vested interests may misconstrue it as a regional discrimination[R48].

It is because in so far as Sethusamudram is concerned, there, the Government is investing... (*Interruptions*)

SHRI A. KRISHNASWAMY Sir, it is not a matter of Tamil Nadu State only. It is a matter of national pride... (*Interruptions*)

MR. DEPUTY-SPEAKER: No, please.

... (*Interruptions*)

SHRI ADHIR CHOWDHURY : I am not contradicting... (*Interruptions*) It is a matter of national pride and I have already mentioned it.

MR. DEPUTY-SPEAKER: Please conclude.

SHRI ADHIR CHOWDHURY: As far as Sethusamudram project is concerned, there Rs. 2,249 crore is going to be invested but here to earn the sale proceeds, this Government is going to divest this sector only against Rs. 69 or Rs. 70 crore or mostly Rs. 90 crore. For recreation of the same passage it will cost Rs. 1,000 crore. That is why I would urge upon this Government and hon. Minister to pay a visit to assess on his own and make a comprehensive plan to revive this sector and to restore its pristine glory.

MR. DEPUTY-SPEAKER: I would like to request the hon. Members to only put the question. I will allow only if you ask the question.

Shri Shailendra Kumar.

श्री शैलेन्द्र कुमार उपाध्यक्ष महोदय, हमारे सम्मानित सदस्य श्री अधीर चौधरी ने केन्द्रीय अंतर्देशीय जल परिवहन निगम के प्रस्तावित बंद के परिणामस्वरूप कर्मचारियों की छंटनी से उत्पन्न स्थिति तथा इस संबंध में सरकार द्वारा उठाए गए कदमों पर ध्यान आकर्षित किया है। इसके लिए मैं उनका बहुत आभारी हूँ।

उपाध्यक्ष महोदय, आपने देखा होगा कि छंटनी के बाद जो कर्मचारी अपने घर वापस जाता है।...(व्यवधान)

MR. DEPUTY-SPEAKER: Please put the question.

श्री शैलेन्द्र कुमार : उपाध्यक्ष महोदय, मैं मंत्री जी से सीधा प्रश्न करना चाहता हूँ।...(व्यवधान)

MR. DEPUTY-SPEAKER: Our Minister is so intelligent that he understands each and everything.

श्री शैलेन्द्र कुमार : उपाध्यक्ष महोदय, आप जानते हैं कि छंटनी के बाद जो कर्मचारी अपने घर जाता है या उसका कोई रोजगार नहीं रहता है, तो उसका परिवार भुखमरी के कगार पर आ जाता है। दूसरी बात यह है कि माननीय मंत्री जी कोई ऐसा पैकेज दें कि इससे निगम को पुनः चालू किया जा सके। मेरे ख्याल से इस निगम को पुनः चलाने से कारगो यात्री सेवा को भी बढ़ावा मिलेगा। साथ ही साथ पर्यटन को भी बढ़ावा मिलेगा। इससे दर्घटनाएं भी कम होंगी, ईंधन की भी बचत होगी।

दूसरी बात यह है कि सागर से इलाहाबाद वाया पटना के लिए और कलकत्ता से सादिया के लिए सेवा शुरू करने की बात कही गयी थी। मैं आपके माध्यम से माननीय मंत्री जी से निवेदन करना चाहता हूँ कि छंटनीशुदा कर्मचारियों के लिए स्वैच्छिक सेवानिवृत्ति योजना लागू करके उनको पर्याप्त धन दिया जाए या उनकी आर्थिक मदद की जाए ताकि वे अपना कोई रोजगार शुरू कर सकें और अपने परिवार का भरण-पोषण कर सकें।

MR. DEPUTY-SPEAKER: Thank you. Now, I would request Shri Lakshman Sethji. Please put only the question and not speech.

SHRI LAKSHMAN SETH Mr. Deputy-Speaker, Sir, I think the connectivity among road, water, rail and air is very much necessary for the growth of the economy. So, a multi-model transport system is very much necessary for the growth of the economy. That is why the Ministry of Shipping, Road, Transport and Highways has given more emphasis on road transport and inland water transport. The Government of India, Ministry of Shipping, they have drafted a national policy on maritime. I think it will be placed before the Cabinet for approval very shortly. It will also be placed to the Consultative Committee and various other committees for their observation. Finally, I think the Minister will finalise policy on the maritime[[bts49](#)].

[[k50](#)]

In the proposed Maritime Policy, Inland Water Transport System has been given new emphasis. That is why, the Ministry is thinking of declaring many rivers and canals as National Waterways.

MR. DEPUTY-SPEAKER: Please put the question.

SHRI LAKSHMAN SETH : Sir, I am putting my question.

There is a National Waterway from Allahabad to Haldia and it is likely to be extended up to Sundarban. The Minister has also assured to take up the matter to declare it as a National Waterway. But my question to the Minister is this. If the Government gives emphasis to Inland Water Transport System, who will be the service provider? If the Central Inland Water Transport Corporation is dismantled, who will be the service provider? In place of a public sector service provider, a private party will be brought in. This is against the National Common Minimum Programme. So, I would request the hon. Minister to revive the Central Inland Water Transport Corporation so that it can play a key role as a service provider in inland water transport.

MR. DEPUTY-SPEAKER: I have requested you many times to put only questions. Please put only questions.

SHRI LAKSHMAN SETH : The hon. Minister has stated that his Ministry has requested the State Government ... (*Interruptions*)

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE OF THE DEPARTMENT OF OCEAN DEVELOPMENT (SHRI KAPIL SIBAL): Mr. Deputy-Speaker, Sir, I just want to mention that pointing a finger at the hon. Deputy-Speaker is unparliamentary.

MR. DEPUTY-SPEAKER: No, this is not unparliamentary.

SHRI KAPIL SIBAL: It is part of the English traditions which we have been following. I just bring it to the attention of the hon. Member.

SHRI LAKSHMAN SETH : Sir, I could not follow what the Hon. Minister has said.

SHRI KAPIL SIBAL: You are pointing your finger at the hon. Deputy-Speaker.

SHRI LAKSHMAN SETH : I am sorry. I beg apology if I am wrong.

MR. DEPUTY-SPEAKER: Please conclude now.

SHRI LAKSHMAN SETH : Sir, the hon. Minister has stated that he has asked the Government of West Bengal to take over the Central Inland Water Transport Corporation. The CIWTC may be located in Kolkata, but it is rendering service throughout the nation. How will the State Government take over the responsibility of the CIWTC? So, I would request the hon. Minister not to dismantle the CIWTC, but revive it so that it can play the role of a service provider in inland water transport.

MR. DEPUTY-SPEAKER: Now I would request the hon. Minister to reply.

SHRI ANIL BASU : Mr. Deputy-Speaker, Sir, this is a very important issue and the Minister himself has admitted that he is going in for disinvestment of CIWTC. That will be most unfortunate. ... *(Interruptions)*

MR. DEPUTY-SPEAKER: You have not given any notice. It will not go on record. Please take your seat.

*(Interruptions) ... **

MR. DEPUTY-SPEAKER: Now I would request the hon. Minister to reply.

SHRI T.R. BAALU : Mr. Deputy-Speaker, Sir, I am thankful to Shri Adhir Chowdhury, for raising this matter. I am also thankful Shri Shailendra Kumar and Shri Lakshman Seth who have taken part in this discussion and who have given ample opportunity to have a review and rethinking on this matter. At the same time, I would like to inform that the Government is not keeping quiet. The Central Inland Water Transport Corporation, ever since its inception in 1967, has been incurring losses, from day one it has been incurring losses. ... *(Interruptions)*

MR. DEPUTY-SPEAKER: Please do not disturb the Minister. Whatever is spoken by anybody without my permission will not go on record. Please ask the Chair first and then start speaking.

*(Interruptions) ... **

SHRI ANIL BASU : Sir, no capital is infused into CIWTC. That is why it is incurring losses. ... *(Interruptions)*

MR. DEPUTY-SPEAKER: Please take your seat now.

SHRI T.R. BAALU: From day one, this particular organisation has been incurring losses for the past 38 years. If it is a private organisation and if it is incurring losses consecutively, year after year, for 38 years, will anybody keep quiet? It is a public sector undertaking. ... *(Interruptions)*

MR. DEPUTY-SPEAKER: No, this is not allowed. What are you doing?

... (Interruptions)

MR. DEPUTY-SPEAKER: First you should ask the Chair and then you should speak[\[k51\]](#).

SHRI T.R. BAALU: Anybody who has got certain responsibility will not keep quiet.

MR. DEPUTY-SPEAKER: You also should not address that side. You address the Chair.

SHRI T.R. BAALU: I am answering, Sir. In 2001, we have infused certain funds. The Government has not kept quiet. It has come forward to infuse Rs. 76.55 crore as a budgetary support in the form of a revival package. It has advised the organization to dispose of Rajabagan Dockyard, and its assets so that the sale proceeds of about Rs. 95 Crore could be used to settle the dues. But it has not shown any sign of positive progress. So, once again the Government came forward

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to infuse Rs. 39.67 crore. Then, what happened? The Government has also written off Rs. 425.20 crore in the year 2002. By the year 2002, the Deep Sea Ship Repair Division was closed. The other two Divisions, the River Service Division and the Rajabagan Dockyard are still existing. I have gone to the extent of saving these two Divisions with the help of the Cabinet. The Cabinet has advised me to go back to the BRPSE, get their advice and recommendations and then come before the Cabinet. They have given recommendations. One of the

recommendations is that Rajabagan Dockyard should be handed over either to Goa Shipyard or Gardenreach Shipbuilders and Engineers, Kolkata. Both Shipyards are under the domain of the Defence Ministry.

The second recommendation is that the surplus assets should be sold at the value of Rs. 35 crore. At the same time (3rd recommendation), labour strength has to be reduced from 1080 to 200. VRS is to be given. By using sale proceeds of Rs.35 crore, VRS can be tackled (4th recommendation). If the amount is not sufficient, the Government will have to infuse Rs. 17 crore.

The fifth recommendation is conversion of a loan of Rs. 120 crore into equity. The sixth recommendation is regarding waiver of Rs. 160 crore interest on 31.3.05. The seventh was that after the implementation of these recommendations, disinvest CIWTC minus Rajabagan Dockyard. At the same time, salaries and wages should be paid. These are the recommendations by the BRPSE.

We are not keeping quiet. The Government and the particular Organization's management are having interaction with the Defence Department to see that the Rajabagan Dockyard is to be handed over to the Defence Department – either to the Goa Shipyard or the Gardenreach Ship Builders and Engineers Limited. These are under the roof of the Defence Department[[t52](#)].

Talks [[e53](#)]are going on. I can only say that the manpower along with the particular unit could be parted to the Ministry of Defence. At the same time, the River Services Division, after having some restructuring, has to be disinvested. That is the point of view of the Government. As far as the Government is concerned, we are not interested in retrenching anybody. At the same time, if anybody comes to us for VRS, definitely, we have to extend the facility. To extend the facility, the Government would provide funds. That is all. ... (*Interruptions*)

SHRI ADHIR CHOWDHURY : Hon. Minister, is this the solution? ... (*Interruptions*)

The National Council of Applied Economic Research, New Delhi, has been appointed by the Inland Waters Authority of India for study of economic gains of cargo movement through IWT mode in National Waterways - I and II. The ship sailing between Haldia and Patna has been taken up as a case study. The scope of study also includes comparative model costs of IWT vis-à-vis road and rail costs and SWOT analysis.

The Indian Institute of Management, Kolkata, has been appointed by the IWAI to take up a study on this subject. What is the report of that study?

In answer to question No. 26, in the Standing Committee, it has been admitted by your Department that there is a need to strengthen R&D facilities, especially in the design of vessels, night navigation facilities and identification of economically viable routes. Good progress has been made since last year in installing night navigation facilities in all three National Waterways. For night navigation, the special lights have been installed but we do not know what is the outcome. We do not know the contents of the Report of the Task Force. ... (*Interruptions*)

MR. DEPUTY-SPEAKER: Please sit down. The hon. Minister has already given the reply.

... (*Interruptions*)

SHRI ADHIR CHOWDHURY : Your Department has committed. ... (*Interruptions*)

Please listen to me, Mr. Minister. ... (*Interruptions*)

MR. DEPUTY-SPEAKER: Nothing would be recorded now.

(*Interruptions*) ... *

MR. DEPUTY-SPEAKER: Hon. Member, nothing is being recorded. Please sit down.

(*Interruptions*) ... *

उपाध्यक्ष महोदय : कुछ रिकार्ड नहीं हो रहा है, आप क्यों कह रहे हैं ?

...(व्यवधान)... *

MR. DEPUTY-SPEAKER: Nothing would be recorded.

(*Interruptions*) ... *

MR. DEPUTY-SPEAKER: The hon. Minister has already replied. Please take your seat.

... (*Interruptions*)

MR. DEPUTY-SPEAKER: We have to take up Special Mentions. Please take your seat. Nothing will go on record.

(*Interruptions*) ... *

SHRI T.R. BAALU: Sir, the Calling Attention is on the Central Inland Water Transport Corporation but the hon. Member is talking about the Inland Waterways Authority of India. That is not the subject under discussion. ... (*Interruptions*)

SHRI ANIL BASU : Sir, during the last 38 years, nothing has been done on behalf of the Government. ... (*Interruptions*)

MR. DEPUTY-SPEAKER: He has given the reply. Please take your seat.

... (*Interruptions*)

MR. DEPUTY-SPEAKER: Shri Anil Basu, please sit down. Nothing will go on record.

*(Interruptions) ... **

उपाध्यक्ष महोदय : रिकार्ड में कुछ नहीं जा रहा है, आप क्यों बोल रहे हैं ?

...*(ब्यवधान)*... *

* Not Recorded

SHRI T.R. BAALU: I have already assured that if the labour force wants to have VRS, we would provide the funds. We cannot keep the options open. At the same time, there would not be any retrenchment. That is what I would assure. ... *(Interruptions*[\[e54\]](#)*)*

MR. DEPUTY-SPEAKER: Nothing is going to be recorded.

*(Interruptions) ... **

MR. DEPUTY-SPEAKER: No, please. Please sit down.

... *(Interruptions)*

MR. DEPUTY-SPEAKER: Now we will have Special Mentions.

... *(Interruptions)*

MR. DEPUTY-SPEAKER: Now please sit down. The hon. Minister has given the reply. Now we will have Special Mentions. Shri Suresh Chandel to speak.

... *(Interruptions)*

MR. DEPUTY-SPEAKER: Nothing will be recorded except the speech of Shri Suresh Chandel.

*(Interruptions) ... **

MR. DEPUTY-SPEAKER: Shri Anil Basu, please sit down.

... *(Interruptions)*

MR. DEPUTY-SPEAKER: Please sit down. Now, I have called Shri Suresh Chandel. Now please sit down.

... *(Interruptions)*

MR. DEPUTY-SPEAKER: Please listen to me. I am saying, please listen to me. Now please sit down. You are unnecessarily wasting the time of the House. If you do not stop, then I will have to adjourn the House.

... (Interruptions)

* Not Recorded

MR. DEPUTY-SPEAKER: Now I would request Shri Suresh Chandel to speak.

... (Interruptions)

MR. DEPUTY-SPEAKER: Nothing will go on record.

(Interruptions) ... *

MR. DEPUTY-SPEAKER: The hon. Minister cannot be compelled to give a reply. Now please sit down. I have called Shri Suresh Chandel.

श्री सुरेश चन्देल उपाध्यक्ष जी, मैं आपका माध्यम से सदन का ध्यान एक बहुत ही संवेदनशील विषय की ओर आकर्षित करना चाहता हूँ।... (व्यवधान)

उपाध्यक्ष महोदय : आप क्या चाहते हैं?

... (व्यवधान)