

C O N T E N T S

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OFFICERS OF LOK SABHA

THE SPEAKER

Shrimati Sumitra Mahajan

THE DEPUTY SPEAKER

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Shri Hukmdeo Narayan Yadav

Prof. K.V. Thomas

Shri Anandrao Adsul

Shri Prahlad Joshi

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Shri Ramen Deka

Shri Konakalla Narayana Rao

Shri Hukum Singh

SECRETARY GENERAL

Shri Anoop Mishra

LOK SABHA DEBATES

LOK SABHA

Tuesday, December 2, 2014/Agrahayana 11, 1936 (Saka)

The Lok Sabha met at Eleven of the Clock

[HON. SPEAKER *in the Chair*]

REFERENCE BY THE SPEAKER
**Reported loss of lives of 14 personnel of CRPF in an ambush by naxals
in Sukma district of Chhatishgarh on 1st Dec., 2014**

माननीय अध्यक्ष : माननीय सदस्यगण, 1 दिसम्बर, 2014 को छत्तीसगढ़ के सुकमा जिले में नक्सलियों द्वारा घात लगाकर किये गये हमले में केन्द्रीय रिजर्व पुलिस बल के दो अधिकारियों सहित 14 जवानों के शहीद होने की खबर मिली है।

सभा इस कायरतापूर्ण आतंकवादी हमले से प्रभावित परिवारों और घायलों के दुःख और पीड़ा पर गहन शोक व्यक्त करती है। अब सभा दिवंगतों के सम्मान में कुछ क्षण के लिए मौन खड़ी रहेगी।

11.0½ hrs.

The Members then stood in silence for short while.

...(व्यवधान)

माननीय अध्यक्ष : एक मिनट आप मेरी बात सुनिये।

...(व्यवधान)

माननीय अध्यक्ष : सस्पेंशन ऑफ क्वेश्चन ऑवर को मैं अलाऊ नहीं कर रही हूँ। माननीय खड़गे जी आप बोलिये।

...(व्यवधान)

माननीय अध्यक्ष : मैं आपको शून्य काल में बोलने का अवसर दूँगी।

...(व्यवधान)

श्री मल्लिकार्जुन खड़गे (गुलबर्गा) : महोदया, यह जो यूनियन मिनिस्टर.....(व्यवधान)

माननीय अध्यक्ष : आपको एडजर्नमोशन के कौन से विषय पर हैं? There are so many notices of Adjournment Motion.

... *(Interruptions)*

माननीय अध्यक्ष : आप एक मिनट रुकिये।

श्री मल्लिकार्जुन खड़गे : इसमें दो एडजर्नमेंट मोशन हैं, लेकिन हमने जो अर्जेंट इश्यू पर दिया है, that is highly objectionable language used by BJP ministers flaring up attention as reported in today's *Indian Express* newspaper dated 2nd December, 2014. यह बहुत ही महत्वपूर्ण मुद्दा है। यह एक गंभीर मामला है। ... (व्यवधान) इससे टेंशन ऑलरेडी हो रही है। ... (व्यवधान) इससे पहले भी कम्युनल राइट्स हो चुके हैं। ... (व्यवधान) इसके लिए उनको माफी मांगनी चाहिए। ... (व्यवधान)

HON. SPEAKER: Hon. Members, I have received notices of Adjournment Motion from Shri Rajeev Satav, Shri K.H. Muniyappa, Shri K.C. Venugopal, Shri Deepender Singh Hooda and so many others.

The matters though important enough do not warrant interruption of business of the day. The matters can be raised through other opportunities.

I have, therefore, disallowed all the notices of Adjournment Motion.

... (Interruptions)

माननीय अध्यक्ष : आप इसे बाद में उठा सकते हैं।

... (व्यवधान)

शहरी विकास मंत्री, आवास और शहरी गरीबी उपशमन मंत्री तथा संसदीय कार्य मंत्री (श्री एम. वैकैय्या नायडू) : आप लोगों ने बहुत से नोटिसेज दिए हैं। ... (व्यवधान) स्पीकर महोदया उनका अध्ययन करने के बाद अपनी रूलिंग देंगी। मेरा कहना है कि अखबार में कुछ छपा है, उसे लेकर हाउस को एडजर्न कराया जाए, यह कोई पद्धति नहीं है। ... (व्यवधान) कभी भी ऐसा नहीं हुआ। ... (व्यवधान) ... (व्यवधान) हम सभी विषयों पर चर्चा करने के लिए तैयार हैं। ... (व्यवधान) आप निश्चित रहिए। ... (व्यवधान)

HON. SPEAKER: You can not raise it at any time. I will allow you afterwards.

... (Interruptions)



SHRI M. VENKAIAH NAIDU: There are other important issues. Try to understand that. After the Question Hour, the Speaker will take a view on whatever notice given by the Leader of the Congress Party. We are ready to discuss any issue. ... (*Interruptions*)

HON. SPEAKER: I have said: "You give a notice. I will allow you to raise it but not Adjournment Motion."

... (*Interruptions*)

11.06 hrs.

At this stage, Shri Jyotiraditya M. Scindia and some other hon. Members came and stood on the floor near the Table.

11.06 ½ hrs.

ORAL ANSWERS TO QUESTIONS

HON. SPEAKER: Q. No. 121 - Shri K. C. Venogopal – Not Present
Shri D. K. Suresh. – Not Present

Shri Ganesh Singh

... (*Interruptions*)

माननीय अध्यक्ष : गणेश सिंह जी, कृपया आप प्रश्न पूछिए।

(Q.121)

श्री गणेश सिंह : अध्यक्ष महोदया जी, मैं आपके माध्यम से माननीय मंत्री महोदय जी से जानना चाहता हूँ कि खेल प्रतिभाओं की खोज के लिए जो कार्यक्रम चलाए जाते हैं, उनमें इंफ्रास्ट्रक्चर और प्रशिक्षण की जरूरत है। ... (व्यवधान) ऐसा बहुत ही कम देखने को मिलता है। ... (व्यवधान) मैं अपने संसदीय क्षेत्र सतना, मध्यप्रदेश में लगातार पिछले 5 सालों से 'सांसद ट्रॉफी' प्रतियोगिता का आयोजन करा रहा हूँ और विभिन्न तरह के खेलों का आयोजन भी कराता हूँ। ... (व्यवधान) लेकिन प्रतिभाओं को प्रशिक्षण देने के लिए इंफ्रास्ट्रक्चर की बहुत बड़ी कमी है। ... (व्यवधान) मैं माननीय मंत्री जी से यह जानना चाहता हूँ कि क्या भारत सरकार कोई ऐसा प्रशिक्षण केन्द्र हमारे सतना, लोक सभा क्षेत्र में खोलने जा रही है? ... (व्यवधान) मैं उनसे निवेदन करता हूँ कि वे प्रतिभाओं की खोज में हमारी मदद करें। ... (व्यवधान)

SHRI SARBANANDA SONOWAL: Madam Speaker, the hon. Member has been taking so much of initiative to promote sports in his constituency. ... (*Interruptions*) I am thankful to him and assure him that we can set up a sub-centre of SAI. This matter will be looked into. ... (*Interruptions*)

11.07 hrs.

At this stage, Shri Kalyan Banerjee and some other hon. Members came and stood on the floor near the Table.

... (व्यवधान)

माननीय अध्यक्ष : श्री सुल्तान अहमद ।

... (व्यवधान)

SHRI C.R. CHAUDHARY : Hon. Speaker, thank you very much for giving me an opportunity. ...(व्यवधान) मैं माननीय मंत्री जी से आपके मार्फत कुछ बातें जानना चाहता हूँ कि देश के ग्रामीण क्षेत्रों में स्पोर्ट्स एंड गेम्स को बढ़ावा देने के लिए काफी काम करने की अभी भी आवश्यकता है। ...(व्यवधान) मैं मंत्री जी को धन्यवाद देना चाहूँगा कि उन्होंने बहुत इलैबरेट जवाब दिया है। ...(व्यवधान) आपने डिस्कशन में भी इसके बारे में अच्छा बताया है। ...(व्यवधान) मेरा आपसे निवेदन है कि जो बच्चे नेशनल लेवल पर गोल्ड मैडलिस्ट हैं, ...(व्यवधान) Those boys and girls who secured a medal at the national level in the secondary and senior secondary should be given scholarships. ...(व्यवधान) उनको छात्रवृत्ति दी जानी चाहिए, because they are from humble and poor background. ...(व्यवधान) यहां से इनिशिएशन होगा और बच्चे आगे बढ़ेंगे। ...(व्यवधान) मैं आपको उदाहरण देना चाहता हूँ कि राजस्थान में, मेरे संसदीय क्षेत्र के नागौर जिले में मुंडवा एक स्थान है, जहां बहुत गरीब बैंकग्राउंड की लड़कियां पढ़ रही हैं।...(व्यवधान) जो कबड्डी, हॉकी, जिमनास्टिक और एथेलेटिक्स में, नेशनल गोल्ड मैडलिस्ट्स हैं लेकिन उनको कोई स्कॉलरशीप नहीं दी जा रही है।...(व्यवधान) We can collect money through charity and give scholarships to them....(व्यवधान) क्या सरकार या विभाग की ऐसी कोई योजना है जिससे स्पोर्ट्स एंड गेम्स में गोल्ड मैडल प्राप्त करने वाले बच्चों को छात्रवृत्ति मिल सके? ...(व्यवधान) यह मेरा आपसे प्रश्न है।...(व्यवधान)

SHRI SARBANANDA SONOWAL: Madam Speaker, for a meritorious sports person, this Ministry is always taking a positive initiative to encourage them. Definitely this matter will be looked into. ... (*Interruptions*)

HON. SPEAKER: Shrimati Hemamalini.

...(व्यवधान)

(Q.122)

श्री निशिकान्त दुबे : अध्यक्ष महोदया जी, सरकार ने अपने उत्तर में कहा है कि उन्होंने 10343 नोटिसेज दिए हैं। ... (व्यवधान) फॉरेन कंट्रिब्यूशन रेगुलेशन एक्ट बहुत ही महत्वपूर्ण है। ... (व्यवधान) मेरे पास आई.बी. की एक रिपोर्ट है। ... (व्यवधान) आई.बी. की रिपोर्ट यू.पी.ए. की सरकार के समय में ही बनी थी। ... (व्यवधान) 3 जून, 2014 को आई.बी. ने यह रिपोर्ट दी है। ... (व्यवधान) उसमें उसने कहा है कि इस देश में जो एन.जी.ओ. लगे हुए हैं। ... (व्यवधान) वे देश की जी.डी.पी. का कम से कम 15-20 प्रतिशत नुकसान कर रहे हैं। ... (व्यवधान) यह बहुत सीरियस मामला है। वे 15 से 20 प्रतिशत जीडीपी का नुकसान कर रहे हैं। इस देश में चाहे जहां भी इन्फ्रास्ट्रक्चर के प्रोजेक्ट चल रहे हैं, चाहे न्यूक्लियर प्रोजेक्ट चल रहे हैं, चाहे मेगा इंडस्ट्रियल प्रोजेक्ट चल रहे हैं, चाहे नार्थ ईस्ट का डैवलपमेंट का प्रोजेक्ट चल रहा है या भारत सरकार जो पॉलिसी बना रही है, 25 पेज की आईबी की पूरी रिपोर्ट है, यदि आप कहेंगी तो मैं इसे हाउस के फ्लोर पर रख दूंगा। ... (व्यवधान) मेरा आपके माध्यम से मंत्री महोदय से यही प्रश्न है कि आईबी की रिपोर्ट में स्पैसिफिक केसेज और स्पैसिफिक व्यक्ति के बारे में जिक्र किया गया है। इसमें कई एनजीओ हैं जो एफसीआरए को ऑडिट नहीं दे रहे हैं, वे रजिस्टर्ड नहीं हैं। ... (व्यवधान) जैसे न्यूक्लियर में 65 एनजीओ हैं जो न्यूक्लियर प्लांट नहीं लगने में लगे हुए हैं। ... (व्यवधान) उनमें से केवल 17 ऐसे हैं जिनमें एफसीआरए का रजिस्ट्रेशन है। मैं आपके माध्यम से जानना चाहता हूँ कि इस आईबी की रिपोर्ट के आधार पर कितने लोगों पर मंत्री महोदय ने देशद्रोह का मुकदमा दर्ज किया है?

श्री किरन रिजीजू : अध्यक्ष महोदया, माननीय सदस्य ने सही कहा है कि समय-समय पर आईबी की ओर से जांच के माध्यम से यह खबर आई है कि कुछ संस्थाएं ऐसी हैं जो विदेशी धन लेकर भारत के कुछ एनजीओ के माध्यम से ऐसा अभियान चला रही हैं जिससे हमारे देश के क्रिटिकल इंस्टालेशन जैसे न्यूक्लियर पावर प्लांट, थर्मल पावर प्लांट और माइनिंग, इसके अलावा भी काफी गतिविधियां हैं जिनमें विदेशी धन का उपयोग हुआ है और देश की प्रगति में उसका असर पड़ने का कारण है। ग्रीन पीस का जो मामला आया है, माननीय सदस्य ने अभी कहा है, भारत सरकार की ओर से उसे फ्रीज कर लिया गया है। ... (व्यवधान) अभी यहां ऐसी गतिविधियां करना मना है, वे कोई और फॉरेन कंट्रीब्यूशन नहीं ले सकते। इसके अलावा भी हमारे संज्ञान में कुछ और चीजें हैं। अगर देश के खिलाफ कोई काम होगा तो उस एनजीओ के खिलाफ भी हमारी कार्यवाही होगी। ... (व्यवधान)

श्री निशिकान्त दुबे : अध्यक्ष महोदया, इस देश में जो एनजीओ हैं, वे केवल इन्फ्रास्ट्रक्चर प्रोजेक्ट को ही नहीं रोक रहे हैं, इस देश के एनजीओ कन्वर्शन में लगे हुए हैं, टैररिस्ट एक्टिविटी में लगे हुए हैं,

नक्सलिज़्म में लगे हुए हैं। और तो और मैं रूल कमेटी का मैम्बर होने के नाते आपसे एक रिक्वेस्ट भी करूंगा कि रूल 377 के अंतर्गत मामले ले होते हैं, सैक्शन 377 में गे राइट्स के बारे में सुप्रीम कोर्ट की जजमेंट आई है। सुप्रीम कोर्ट की जजमेंट के बारे में, गे राइट्स के बारे में इस देश में आंदोलन होते हैं। इसका मतलब यह है कि कल्चरल इनवेजन हो रहा है।...(व्यवधान) सीएजी की रिपोर्ट कहती है, एफसीआरए एक्ट, 1976 और एफसीआरए एक्ट, 2010 में ऑडिट कहता है -- 'Audit is of the view that the Ministry may bring suitable amendment in the Act to issue instructions regarding maintenance on FCRA Act.' मेरा कहना है कि इस देश में टैररिज़्म, नक्सलिज़्म, कल्चरल टैररिज़्म, कल्चरल इनवेजन या सुप्रीम कोर्ट के जजमेंट के खिलाफ लोग लगे हुए हैं। पाकिस्तान के ऐम्बैस्डर जम्मू कश्मीर के आतंकवादियों से मिलते हैं। मैं जानना चाहता हूं कि क्या होम मिनिस्ट्री यह सोच रही है कि एफसीआरए एक्ट, 2010 में एक आमूलचूल परिवर्तन किया जाए और एक नया एक्ट लाया जाए? सरकार इस बारे में क्या रुख अपना रही है?

श्री किरेन रिजीजू : मैडम, इसे व्यापक रूप से देखने की आवश्यकता है। माननीय सदस्य ने जो कहा है, मैं मानता हूं कि काफी केसेज सामने आए हैं। मैं जिक्र करना चाहता हूं कि जैसे सीबीआई के हाथ में एनजीओज़ रिलेटेड अभी 23 केसेज हैं जो उन्होंने गलतियां की हैं और छ. में कनविकशन किया गया है। पुलिस के हाथ नौ केसेज आए हैं। इसके अलावा माननीय सदस्य ने बाकी जिन गतिविधियों के बारे में कहा है, सरकार के संज्ञान में कुछ-कुछ हैं, लेकिन जहां तक एफसीआरए एक्ट में बदलाव का सवाल है, वह एक डॉयनामिक है। हमने इस प्रोसैस को काफी चुस्त-दुरुस्त करने की कोशिश की है। इसमें रजिस्ट्रेशन काफी सख्ता है। ऑनलाइन रजिस्ट्रेशन होने के बाद वे जो रिटर्न फाइल करते हैं, उसके बारे में भी हमने बहुत सख्ती से कदम उठाया है और आगे भी हम माननीय सदस्य को वचन देते हैं कि हमारी ओर से और सरकार की ओर से उनके खिलाफ पूरी कार्रवाई होगी ... (व्यवधान)

माननीय अध्यक्ष : श्री अधीर रंजन चौधरी - उपस्थित नहीं।

श्री वीरेन्द्र सिंह - उपस्थित नहीं।



योगी आदित्यनाथ ।

योगी आदित्यनाथ : मैं माननीय मंत्री जी से जानना चाहता हूं कि एफसीआरए के निर्देशों का उल्लंघन करने वाले एनजीओ जिन्होंने अब तक अपना पूरा लेखा-जोखा जमा नहीं किया है और उनके बारे में जानकारी है कि वे समाज विरोधी और राष्ट्र विरोधी गतिविधियों में लिप्त हैं, ... (व्यवधान) ऐसे कितने संगठनों के खिलाफ अब तक कार्रवाई हुई है। मैं मंत्री जी से जानना चाहूंगा कि ऐसे संगठन जो समाज

विरोधी और राष्ट्र विरोधी गतिविधियों में लिप्त हैं उन पर कार्रवाई करने के लिए सरकार आगे क्या कदम उठाने जा रही है? ...(व्यवधान)

श्री किरेन रिजीजू : महोदया, जैसा मैंने बताया कि हमने कार्रवाई शुरू की है और दस हजार से ज्यादा लोगों को नोटिस भी दिया है। इसके अलावा हमलोग आऊटरिच कार्यक्रम भी कर रहे हैं। गृह मंत्रालय की ओर से लोगों को जानकारी भी दे रहे हैं ...(व्यवधान) कि अगर आप समय पर रिटर्न फाइल नहीं करेंगे तो आपके खिलाफ कार्रवाई भी होगी और पेनल्टी भी लगेगी। मेरे पास उनका पूरा ब्योरा है, उसको मैं माननीय सदस्य को दे दूंगा, क्योंकि पूरा बताने से ज्यादा समय लगेगा, कितना एमाऊंट हमने कलेक्ट किया है और कितना एमाऊंट लेना अभी बाकी है हम इसका ब्योरा अलग से दे सकते हैं। ...(व्यवधान)

HON. SPEAKER: The House stands adjourned to meet again at 11.30 hours

11.18 hrs

*The Lok Sabha then adjourned till Thirty Minutes past Eleven
of the Clock*

11.30 hrs.

The Lok Sabha re-assembled at Thirty Minutes past Eleven of the Clock.

(Hon. Speaker *in the Chair*)

श्री तारिक अनवर (कटिहार): अध्यक्ष महोदया, आप उनसे माफी मंगवाइये। ... (ब्यवधान)

11.31 hrs

At this stage, Shri Jyotiraditya M. Scindia, Shri Sultan Ahmed and some other hon. Members came and stood on the floor near the Table.

... (*Interruptions*)

11.32 hrs.

ORAL ANSWERS TO QUESTIONS-Contd....

माननीय अध्यक्ष : प्रश्न 123 - श्री भोला सिंह ।

(Q.123)

श्री भोला सिंह : अध्यक्ष महोदया, सरकार ने इस प्रश्न के जवाब में कहा है कि वर्ष 2010 में 63 देशों के साथ 77 समझौते हुए हैं। ये समझौते सूचना प्रौद्योगिकी के क्षेत्र में, फसल प्रबंधन और मंडी के नियंत्रण के क्षेत्र में हुए हैं। ... (व्यवधान) हम आपके माध्यम से सरकार से जानना चाहते हैं कि 63 देशों के साथ जो 77 समझौते हुए हैं, उन समझौतों को कार्यान्वयन करने में उन देशों ने अभी तक क्या सहयोग किया है और इसके पूंजी निवेश में केन्द्रीय सरकार द्वारा कितना खर्च करने का अनुमान है?

श्री मोहनभाई कल्याणजीभाई कुंदरिया : अध्यक्ष महोदया, माननीय सदस्य ने जो प्रश्न पूछा है, उस संबंध में हमारा कहना है कि 63 देशों के साथ 77 करार किये हैं।... (व्यवधान) दोनों देशों में जो समझौता हुआ है, उसका मुख्य उद्देश्य कृषि बढ़ाना और किसानों की स्थिति में सुधार लाना है। ... (व्यवधान) वह समझौता विकास, समता निर्माण, मूल्यवर्धन, आधुनिक औजारों और मशीनों के माध्यम से तांत्रिक बागवानी, फूलों की रोपणी, सामग्री उत्पादन को अग्रिम करने के लिए हुआ है। ... (व्यवधान) दोनों देशों को उस समझौते से लाभ हुआ है। ... (व्यवधान)

श्री भोला सिंह : अध्यक्ष महोदया, मैंने जो सवाल पूछा है, उसका जवाब मंत्री जी नहीं दिया। हमने पूछा है कि जिसके साथ समझौता हुआ है, उस समझौते के कार्यान्वयन में कितने पैसे खर्च होंगे और केन्द्र सरकार का इसके कार्यान्वयन में कितना अनुमानित व्यय होगा? मंत्री जी ने मूल प्रश्न का जो जवाब दिया है, उसी को यहां दोहरा रहे हैं।

श्री मोहनभाई कल्याणजीभाई कुंदरिया : माननीय अध्यक्ष महोदया, उस समझौते के तहत दोनों देशों के साथ मीटिंग होती है। ... (व्यवधान) दोनों देशों के कृषि अधिकारी आमने-सामने बैठकर कृषि में पैदावार कैसे बढ़ सकती है, उस पर बातचीत करते हैं। ... (व्यवधान) इसके अलावा दूसरा कोई खर्च नहीं किया है। ... (व्यवधान) आने-जाने में जो खर्च हुआ है, केवल वह ही हुआ है। ... (व्यवधान)

माननीय अध्यक्ष : सभी माननीय सदस्य अपनी-अपनी जगह पर वापस जाइये। मैंने आपकी बात समझ ली है, इसलिए आप सब अपनी-अपनी जगह पर जाइये।

... (व्यवधान)

माननीय अध्यक्ष : आप एक ही बात बार-बार मत कीजिए। मैं बोल रही हूँ।

... (व्यवधान)

माननीय अध्यक्ष : आप मुझ पर विश्वास कीजिए।

... (व्यवधान)

माननीय अध्यक्ष : मैं उस विषय का ही कुछ इलाज कर रही हूँ। I have asked him. This is not the way, please.

... (व्यवधान)

11.34 hrs

At this stage, Shri Jyotiraditya M. Scindia, Shri Sultan Ahmed and some other hon. Members went back to their seats.

... (व्यवधान)


माननीय अध्यक्ष : आप कोई और गलती मत कीजिए। कृपया कर आप सब अपनी-अपनी जगह जाइये।

... (व्यवधान)

माननीय अध्यक्ष : आप थोड़ा मुझ पर भी विश्वास कीजिए। Please go to your seat.

... (व्यवधान)

माननीय अध्यक्ष : सौगत राय जी, आप चेयर पर विश्वास कीजिए।

शहरी विकास मंत्री, आवास और शहरी गरीबी उपशमन मंत्री तथा संसदीय कार्य मंत्री (श्री एम. वेंकैया नायडू) : माननीय अध्यक्ष जी, सदन में कुछ सदस्यों ने जिस विषय के बारे में आपत्ति व्यक्त की है, वह इश्यू सचमुच गंभीर है। मैं इसे स्वीकार करता हूँ। उन्होंने एक्जेक्टली क्या बोला, हमें  म नहीं है। अखबार में जो छपा है उसे देखने के बाद... (व्यवधान)

माननीय अध्यक्ष : आप बात तो सुनिए। This is not the way.

... (व्यवधान)

माननीय अध्यक्ष : भूपेन्द्र जी, आप बात को समझ तो लीजिए।

... (व्यवधान)

माननीय अध्यक्ष : ऐसे बात नहीं होती है।

...(व्यवधान)

माननीय अध्यक्ष : धर्म सिंह जी, आप बैठ जाइए। अभी उनकी बात पूरी नहीं हुई है। उनको अपनी बात पूरी तो करने दीजिए।

...(व्यवधान)

श्री एम. वैकैय्या नायडू : टीवी में आ रहा है और कुछ अखबारों में भी आया है। आप लोगों ने जो इश्यू उठाया है, जब हमारी समझ में पूरा विषय आया...(व्यवधान)

श्री अधीर रंजन चौधरी (बहरामपुर) : जब हम बोले उसके बाद समझ में आया।...(व्यवधान)

माननीय अध्यक्ष : ऐसे क्या बात होती है?

...(व्यवधान)

श्री एम. वैकैय्या नायडू : आप बहुत ज्ञानी हैं आपको पहले ही मालूम होता है, मैं क्या करूँ ... (व्यवधान)। अधीर जी, मेरा कहना है कि हम सदन में हैं, कभी कोई विषय ऐसा आता है तो उसे उठाने के लिए पद्धति है। आप लोगों ने उस पद्धति में नोटिस दिया। स्पीकर मैडम प्रश्न काल के बाद आपको बोलने का समय देंगी, तब आपको बताएंगे। आप लोगों ने कहा अभी बताया जाए जिसे बताने के लिए मैं तैयार हूँ। मेरा कहना है कि हमने माननीय मंत्री जी से बात की है। माननीय मंत्री जी इस विषय में खेद व्यक्त करने के लिए तैयार हैं। आप मौका दीजिए, वह खेद व्यक्त करेंगी।

माननीय अध्यक्ष : यह वास्तविकता है, करना ही चाहिए।

...(व्यवधान)

खाद्य प्रसंस्करण उद्योग मंत्रालय में राज्य मंत्री (साध्वी निरंजन ज्योति) : माननीय अध्यक्ष जी, मेरा इरादा सदन के बाहर के वक्तव्य से किसी को दुख पहुंचाने का नहीं था और न है। लेकिन जो बात मेरे मुख से निकली है, मैं दिल से खेद प्रकट करती हूँ और स्वीकार करती हूँ।

माननीय अध्यक्ष : खेद प्रकट किया गया है। वास्तव में हर एक को बोलते समय ध्यान रखना चाहिए।

11.38 hrs.

ORAL ANSWERS TO QUESTIONS-Contd...

माननीय अध्यक्ष : भोला सिंह जी आप सप्लीमेंटरी प्रश्न पूछिए।

डॉ. भोला सिंह : माननीय अध्यक्ष जी, मैंने सरकार से पूछा था कि 63 देशों के साथ 77 समझौते किए हैं उसके कार्यान्वयन में कितना अनुमानित खर्च है?

माननीय अध्यक्ष : उन्होंने जवाब दिया है आप इसके आगे का प्रश्न पूछें।

डॉ. भोला सिंह : कृषि अर्थव्यवस्था की प्राणवायु है। अगर कृषि सुधरेगी तो बाजार सुधरेगा, सीमा सुधरी और महिलाओं की मांग में सिंदूर आए।

माननीय अध्यक्ष : प्रश्न पूछिए।

डॉ. भोला सिंह : कृषि से हमारे देश में 50 प्रतिशत आय आती है। जो समझौता हुआ उसकी समीक्षा की गई है। मैं जानना चाहता हूँ कि कृषि और कृषक के जीवन में कार्यान्वयन की क्या स्थिति है? देश में मौसम विज्ञान द्वारा अग्रिम जानकारी के लिए कितनी जगह उपकरण लगाए गए हैं?

श्री मोहनभाई कल्याणजीभाई कुंदरिया : माननीय अध्यक्ष जी, जो समझौता हुआ है, उनके बाद से भारत में खाद्य उत्पादन में बढ़ोत्तरी हुई है। 2009-10 में 281.1 मिलियन टन खाद्य उत्पादन था। 2013-14 में 264.8 मिलियन टन हुआ है। समझौते के बाद कृषि उत्पादन में बढ़ावा हुआ है।

श्रीमती अंजू बाला : माननीय अध्यक्ष जी, क्या यह सत्य है कि इन करारों से किसानों को फसलों की खेती में ज्यादा लाभ नहीं मिला? क्या यह लाभ मात्र फूलों और सब्जियों तक ही सीमित है। कृपया आंकड़ें बताएं जिससे यह पता चले कि फूलों की खेतीबाड़ी में इन समझौतों से लाभ मिला है।

श्री मोहनभाई कल्याणजीभाई कुंदरिया : माननीय अध्यक्ष जी जो समझौता हुआ है उससे खेती और किसानों को लाभ हुआ है। वर्ष 2003 में भारत में चावल का उत्पादन 88.53 मिलियन टन था। 2013-14 में 106.54 मिलियन टन हुआ। गेहूँ का उत्पादन वर्ष 2003-04 में 72.16 मिलियन टन से बढ़कर 95.91 मिलियन टन हो गया। अनाज का उत्पादन वर्ष 2003-04 में 198.28 मिलियन टन से बढ़कर 245.556 मिलियन टन हो गया है। कुल खाद्य उत्पादन वर्ष 2003-04 में 213.19 मिलियन टन से बढ़कर 2013-14 में 264.77 मिलियन टन हो गया है। हर एक चीज में करार के बाद उत्पादन में बढ़ावा हुआ है।

SHRI JAYADEV GALLA : Madam, there is no doubt that international cooperation is required to boost our agricultural production and productivity. This



is only one part. The second part is implementation of recommendations made after a thorough and pragmatic international study to boost our agriculture.

Madam, the Chandrababu Naidu Task Force on Micro Irrigation submitted its report in 2004 after a thorough and detailed study of the Israel model of optimum utilisation of water under micro irrigation. The task force had identified 70 million hectares of potential area to bring under micro irrigation, but so far we have not achieved even five million hectares of potential even after ten years of implementation of the report. So, I would like to know from the hon. Minister the reasons behind this. What steps would his Ministry take to achieve the target? I would also like to know whether any special emphasis has been made in the 12th Plan on micro irrigation.

श्री मोहनभाई कल्याणजीभाई कुंदरिया : माननीय अध्यक्ष महोदया, माइक्रो इरिगेशन के मामले में भारत में दो राज्य हरियाणा और गुजरात है जहाँ इसकी बढ़ोत्तरी हुई है। गुजरात मॉडल में कृषि का आधार बहुत बढ़ा है, इसलिए सिंचाई पद्धति में चेंज करके टपक पद्धति, स्प्रिंकलर पद्धति या फुहारा पद्धति हो, जिसमें पानी कम चाहिए और उससे कृषि ज्यादा मिलेगा, ऐसा करने के लिए सरकार सोच रही है। पूरे देश में ऐसी योजना लागू करने के बारे में सरकार सोच रही है।

श्री बदरुद्दीन अजमल : माननीय अध्यक्ष महोदया, मैं माननीय मंत्री जी से आपके माध्यम से पूछना चाहता हूँ कि जब वर्ष 2013 में माननीय शरद पवार जी कृषि मंत्री थे तो उन्होंने रिपोर्ट दी कि देश में जो कृषि उत्पादन होता है, उसका 14 प्रतिशत बर्बाद हो जाता है। इस मामले में मंत्री जी क्या कोई ऐसा उपाय कर रहे हैं क्योंकि पूरी दुनिया में हमारे यहाँ सबसे ज्यादा लोग भूखमरी से मरते हैं। देश में 14 प्रतिशत खाद्य वस्तुएँ बर्बाद हो रही हैं जो बहुत ही चिन्ता का विषय है। क्या मंत्री जी इस मामले में कोई कदम उठाने जा रहे हैं?

श्री मोहनभाई कल्याणजीभाई कुंदरिया : माननीय अध्यक्ष महोदय, माननीय सदस्य ने जो प्रश्न पूछा है, उससे संबंधित हमारे पास अभी डिटेल्स नहीं है। मैं बाद में उनको बुलाकर और बात करके, इसके संबंध में आपको अवगत कराऊँगा।

PROF. K.V. THOMAS : Madam, 67 years back when we got Independence, it was from ship to mouth as we had to import all the food grains. Now our production is to the tune of 252 million tonnes, which is a record production, while

the storage is to the tune of about 150 million tonnes or 180 million tonnes. So, the main challenges before the Government are safety, preservation, preventing the leakages and to have better storage mechanisms. What are the steps the Government is taking to improve the storage mechanisms? Our production is high and our procurement is also high. What are the steps the Government taking to have better procurement and better storage?

श्री मोहनभाई कल्याणजीभाई कुंदरिया : माननीय अध्यक्ष महोदया, माननीय सदस्य जो भंडारण की बात कह रहे हैं, वह हमारे विभाग में नहीं आता है, वह खाद्य विभाग में आता है। संबंधित विभाग से मैं बोलूंगा कि यह कैसे हो सकता है।

श्री प्रहलाद सिंह पटेल : माननीय अध्यक्ष महोदया, वास्तव में किसानों के सामने जो समस्या है, वह जलवायु को लेकर है। सूचनाओं के आदान-प्रदान में हमें मदद चाहिए। क्या अंतर्राष्ट्रीय स्तर पर कोई ऐसे समझौते हैं, जिनसे हमें वे सूचनाएं मिल सकें? आज भारत की कृषि का अधिकांश हिस्सा जलवायु पर निर्भर है। इसलिए उन सूचनाओं के आधार पर किसी देश से किसी तकनीक के बारे में क्या भारत सरकार ने कोई समझौता किया है?

श्री मोहनभाई कल्याणजीभाई कुंदरिया : अध्यक्ष महोदया, जो समझौता हुआ है, महाराष्ट्र के आम के लिए है। इसी तरह से हरेक राज्य के लिए अलग-अलग चीज के लिए समझौता हुआ है। हरियाणा के लिए फूल और मधुमक्खी के बारे में, गुजरात के लिए सब्जी, आम एवं खजूर के बारे में समझौता हुआ है। अन्य देशों से अलग-अलग राज्य के लिए अलग-अलग समझौता होता है और उसके आधार पर किसानों को मार्गदर्शन देकर ज्यादा उत्पादन के लिए प्रयत्न कर रहे हैं।

माननीय अध्यक्ष : मंत्री जी आप प्रश्न एक बार फिर समझ लीजिए।

श्री प्रहलाद सिंह पटेल : मैडम, मैं अपना प्रश्न रिपीट करता हूं। हिन्दुस्तान की 70 प्रतिशत कृषि जलवायु के आधार पर चलती है। मॉनसून या बाकी सूचनाएं हमारे पास समय पर आएँ या समय से पहले उनका अनुमान लग सके, इस तरह की तकनीक क्या किसी भी देश से हमने समझौते के अंतर्गत प्राप्त की है?

श्री मोहनभाई कल्याणजीभाई कुंदरिया: जलवायु के बारे में कोई समझौता नहीं हुआ है।

HON. SPEAKER: That is all. Thank you .

(Q. 124)

SHRI ASADUDDIN OWAISI : Madam, it is a fact that the Muslims, Dalits and Adivasis constitute 38.8 per cent of the total population of our country. But the fact also is that the Muslims, Dalits and Adivasis constitute 53 per cent as undertrials. These statistics reflect a serious and dangerous institutional bias among the law enforcement agencies, and the funny part is that their conviction rate is more or less the same. This clearly shows that all these fake cases are being registered against the Muslims, Dalits and Adivasis.

Now, if you see the statistics ... (*Interruptions*) Madam, I am putting forward my question based on the answer that has been given by the Government. Now, the statistics are, for example, that 20 per cent of the Muslims are undertrials, and their conviction is not even 17 per cent.

My Question to the hon. Minister is that very cleverly in his answer he has said that law and order is a State subject. Is it not true that the Central Government gives more than Rs. 800 crore under the MPF modernization scheme, and one of the components of MPF is to sensitize the police force and to bring in an attitudinal change in them? Why is it that after spending crores and crores of rupees on police modernization you have not been able to bring an attitudinal change when it comes to the Muslims, Dalits and Adivasis? What are the factors ... (*Interruptions*)

HON. SPEAKER: You will get a chance to ask the second supplementary also.

SHRI ASADUDDIN OWAISI : Madam, I am concluding my first supplementary. What are the factors, which the Government feel that you have these highest number of the Muslims, Dalits and Adivasis as undertrials in the prison?

श्री हरिभाई चौधरी: अध्यक्ष महोदया, माननीय सदस्य ने जो बात कही है, वह सही नहीं है, जो मामले चलते हैं, उनमें हम किसी प्रकार का भेदभाव या बायस नहीं रखते हैं। जो कैदी गुनाह करता है, उसके खिलाफ कार्रवाई होती है। अभी तक हमारे पास जितने आंकड़े हैं, उसके अनुसार 1,92,202 लोग हिन्दू हैं, 57,936

मुस्लिम हैं, 11,606 सिक्ख हैं। कोई दलित है, मुस्लिम है, ऐसी कोई बात हम मंत्रालय में रखते नहीं हैं। पुलिस राज्यों का विषय होने के बावजूद केन्द्र सरकार सभी चीजों के लिए एडवाइज भी करती है। माननीय सदस्य ने जो पूछा है कि मुस्लिम और दलित के प्रति भेदभाव होता है, मैं बताना चाहता हूँ कि सरकार कोई भेदभाव नहीं रखती है, जो गुनाहगार है, वह गुनाहगार है चाहे वह किसी भी वर्ग का हो।

SHRI ASADUDDIN OWAISI : Madam, you have to come to my rescue. The hon. Minister is denying the data, which has been given. Is he ... (*Interruptions*)

माननीय अध्यक्ष : डाटा आपने मांगा था, तभी दिया गया है। But he is saying no.

... (व्यवधान)

SHRI ASADUDDIN OWAISI : Madam, please ... (*Interruptions*)

HON. SPEAKER: You have asked about the religion of the undertrials in your Question.

SHRI ASADUDDIN OWAISI : Madam, please come to my rescue. Please listen to what I have to say. The data, which has been given ... (*Interruptions*)

HON. SPEAKER: The Question is with me.

SHRI ASADUDDIN OWAISI : Exactly. The data clearly says ... (*Interruptions*)

HON. SPEAKER: You have asked for it, and that is why it is given.

... (*Interruptions*)

SHRI ASADUDDIN OWAISI : Madam, can I put forward and explain as to why I oppose the Minister's answer?

HON. SPEAKER: Yes, you have the opportunity to ask the second supplementary. I have no objection to it.

SHRI ASADUDDIN OWAISI : Madam, before I come to my second supplementary, you have to come to my rescue. The Minister does not give a proper answer, based on his own data, which has been given here. He says that we do not do भेदभाव। आप मुझे यह बतला दीजिए कि मुस्लिम आबादी 13 फीसद है तो 20 फीसद लोग जेल में क्यों हैं?... (व्यवधान) यह आपका डाटा है, मेरा डाटा नहीं है।... (व्यवधान) मैडम, इनका डाटा है।... (व्यवधान) मैडम, आपको मुझे प्रोटेक्ट करना पड़ेगा।... (व्यवधान) हम डाटा की बात कर रहे हैं।... (व्यवधान) Madam, please allow me to put my Question. ... (*Interruptions*)

माननीय अध्यक्ष : आप लोग बैठ जाइए, मंत्री जी उत्तर दे देंगे।

...(व्यवधान)

माननीय अध्यक्ष : अनुराग जी, आप बैठिए।

मंत्री जी बोलिए।

...(व्यवधान)

माननीय अध्यक्ष : अब मंत्री जी के अलावा कोई बात रिकॉर्ड में नहीं जाएगी।

...(व्यवधान) *

माननीय अध्यक्ष: आप सब अपने आपको सब कुछ मत समझिए।

... (*Interruptions*)

SHRI ASADUDDIN OWAISI : Madam, please allow me to put my second supplementary. ... (*Interruptions*)

HON. SPEAKER: You are not putting your second supplementary.

SHRI ASADUDDIN OWAISI : I would like to know from the Government whether they will go for an Inquiry Commission to find out why the number of Muslims and Dalits who are in the jails is higher while their conviction rate is less. What are the factors? Will he go for an Inquiry Commission on this?

श्री हरिभाई चौधरी: अध्यक्ष महोदया, माननीय सदस्य की बात सही नहीं है। मेरे पास आंकड़े हैं। जिस राज्य में मुसलमान ज्यादा हैं, वहां मुस्लिम कैदियों की संख्या ज्यादा है। जैसे उत्तर प्रदेश में सबसे ज्यादा मुसलमान हैं...(व्यवधान)

SHRI ASADUDDIN OWAISI : What is the percentage of their population? ... (*Interruptions*)

HON. SPEAKER: Please cooperate. Owaisi ji, this will not do. Nothing will go on record. This is not the way.

(*Interruptions*) ... *

श्री हरिभाई चौधरी: आपकी बात सही नहीं है, मैं आंकड़े देकर बताना चाहता हूं...(व्यवधान)

HON. SPEAKER: Nothing will go on record, except the answer being given by the Minister.

* Not recorded.

*(Interruptions) ... **

HON. SPEAKER: Nothing will go on record, except what Shri Baijayant Jay Panda is asking and the reply to be given by the Minister.

*(Interruptions) ... **

SHRI BAIJAYANT JAY PANDA : Madam, my supplementary pertains to all prisoners of all religions and all castes. As per the answer submitted by the hon. Minister, the total number of convicted prisoners of all categories is 1,29,608. It is shocking that the number of under-trial prisoners is more than double of the number of convicted prisoners. The number of under-trial prisoners throughout the country is 2,78,503. The hon. Minister has also given reference to a Supreme Court's order of September 5, which wants to expedite their trials and has ordered the Magistrates, Chief Judicial Magistrates and Sessions' Judges to visit the jails every week and conduct hearings. This may be a one-time solution.

HON. SPEAKER: Rightly.

SHRI BAIJAYANT JAY PANDA : But there has to be a permanent solution to speed up their trials because their constitutional rights are being denied by being kept in jails for many months.

A dozen years ago, in the previous NDA Government, the Central Government made funding available to the States to set up fast track courts to expedite many of these cases. Recently, the hon. Prime Minister has also said that certain category of cases such as those against elected representatives must be speeded up to which the hon. Supreme Court has said that all categories of cases must be speeded up.

Since the Minister has said that this was the State's responsibility, my question to the hon. Minister is will he emulate the previous NDA Government and make funds available to States to set up fast track courts with more judges so that the cases of ordinary citizens who are languishing in jails, who are under-trials, can be expedited?

* Not recorded.

HON. SPEAKER: That should be the question.

श्री हरिभाई चौधरी : हमारा मंत्रालय और केन्द्र सरकार इसमें कोई भेदभाव नहीं रखती है, कोई बायस नहीं रखती है। जो गुनाहगार है, वह गुनाहगार ही माना जाता है। जिस प्रदेश में ज्यादा मुसलमान हैं, वहां मुस्लिम कैदियों की संख्या भी ज्यादा है और जहां कम मुसलमान रहते हैं, वहां मुस्लिम कैदियों की संख्या भी कम रहती है। आपके कहने से ही सब कुछ सही नहीं माना जाएगा। ... (*Interruptions*)

SHRI MOHAMMAD SALIM : On what basis, is he saying that? ... (*Interruptions*)

HON. SPEAKER: This is not the way.

... (*Interruptions*)

श्री हरिभाई चौधरी: अध्यक्ष महोदया, सुप्रीम कोर्ट के आदेश के अनुसार 430 (सी-ए) को एड करके सभी राज्यों को हमारे मंत्रालय ने लिखा है। उन्होंने दो महीने अक्टूबर और नवम्बर में इस बारे में अभियान भी चलाया था, उसके आंकड़े दिसम्बर में आएंगे। जितने भी अंडरट्रायल कैदी हैं, 2013 में 13,95,900 अंडरट्रायल कैदियों को छुड़वा दिया है। यह ऑनगोइंग प्रोसेस है, लेकिन होता यह है कि जितने कैदी छोड़ते हैं, उतना गुनाह और बढ़ जाता है सुप्रीम कोर्ट के आदेश के अनुसार सभी राज्यों को कहा है कि जिला स्तर पर डीएसपी, जिला जज और डीएम को कहा गया है कि तीनों बैठकर एक सप्ताह में एक दिन जेल का दौरा करें!...(व्यवधान)

माननीय अध्यक्ष : आप पहले जवाब तो सुन लें। यह सही तरीका नहीं है।

श्री हरिभाई चौधरी: हमने एडवाइजरी इश्यू कर दी है। ... (व्यवधान)

माननीय अध्यक्ष : ऐसा नहीं होता है, आप उत्तर तो सुन लें। मैं उसके बाद आपको पूरक प्रश्न पूछने का मौका दूंगी।

श्री हरिभाई चौधरी: हमारे पास जो आंकड़े हैं वे मंत्रालय से आए हैं। आपकी बात में सच्चाई नहीं है।

माननीय अध्यक्ष : मंत्री जी, आप चेयर को सम्बोधित करें, वह सबकी तरफ जाएगा।

श्री हरिभाई चौधरी : मैं यह कहना चाहता हूँ कि 436-ए में हर जिला मजिस्ट्रेट, डीएम और डीएसपी को कहा है। जेल में जाकर, एक वीक में, एक मीटिंग करके, उधर ही जो गुनाहगार नहीं लगते हैं, उन अंडर-ट्रायल लोगों को छोड़ने का आदेश दे दिया है।

SHRIMATI BIJOYA CHAKRAVARTY : In spite of lots of reformative efforts done by the Government, the conditions of the under-trials are not good.



Recently, we have visited many jails. Even in the Tihar Jail also, there are 600 under-trials. There is a recent judgment of the Supreme Court that those under-trials who have served half of the term in the jail or are supposed to be convicted, they may be released. There are many old persons, infirm and many patients. I want to know whether there is any proposal with the Government for the release of under-trials according to the hon. Supreme Court judgment or according to the conditions of the under-trials.

श्री हरिभाई चौधरी : अध्यक्ष महोदय, एक महिला कमेटी त्रिवेन्द्रम, बंगलौर, मुम्बई और दिल्ली, इन चार जेलों में गयी थी। अंडर-ट्रायलों में महिलाओं की संख्या 4 प्रतिशत है। इन चारों जेलों में अच्छी सुविधा थी और महिलाओं के लिए विशेष सुविधा उनमें है। अगर सदस्य महोदय कोई बात कहना चाहते हैं तो उनकी सुविधा के लिए दो कमेटियां भी बनाई गयी हैं। हम जेलों में महिलाओं के लिए अच्छी सुरक्षा और व्यवस्था करते हैं।

DR. SHASHI THAROOR : I am very much concerned about a couple of points which the Minister does not seem to have addressed. We have something like 3000 under-trials behind bars for five years, that is the people who are in jails for more than five years. In 2013, the number of under-trials has increased by 9.3 per cent from previous year 2012. The Minister mentions the Supreme Court judgment but the Criminal Procedure Code of 1973 in section 436 A already lays down the maximum period for which an under-trial can be detained, which is half the total maximum sentence possible. Now, the court is bound to release such people but they do not actually release them and this provision has not been properly implemented because of lack of management of information on the part of the Government. There needs to be a periodic review of the actual numbers and my question is whether the Government would consider for establishing a mechanism to maintain an updated data-base of all prisoners everywhere, with a periodic review committee to review the conditions and duration of all under-trials on a case to case basis, and make it mandatory to compensate all such under-trials who have served more than half of their sentence? It is a violation of Cr.PC.

श्री हरिभाई चौधरी : अध्यक्ष महोदया, आज तक एन.सी.आर.बी. द्वारा साल में एक बार आंकड़े इकट्ठा करते थे, लेकिन इस बार हम ई-प्रीजन की योजना लाए हैं, इसलिए थोड़े समय के बाद, हर जेल में हर रोज के आंकड़ें हमारे पास आ जाएंगे। अभी उन्होंने बताया कि 436ए में हम अंडर-ट्रायल को छोड़ते नहीं हैं लेकिन हमारा दो महीने का ड्राइव है और उसके फीगर्स दिसम्बर के आखिर में आ जाएंगे। हमने काफी संख्या में अंडर-ट्रायल को छोड़ दिया है।

प्रो. सौगत राय : मैडम, माननीय मंत्री जी ने बताया कि सन् 2013 में बहुत लोगों को 436ए में छोड़ दिया है। लेकिन उन्होंने एक टिप्पणी की कि जितनों को छोड़ते हैं उतने अपराधी बढ़ जाते हैं। ये बड़ी खतरनाक टिप्पणी है। हम लोग ये नहीं चाहते हैं कि लोग जेल के अंदर जाएं, तो क्या मैं माननीय मंत्री जी से पूछ सकता हूं कि आपकी सारे देश में अपराध कम करने की उनकी कोई योजना है या नहीं? होम-मिनिस्ट्री की सामाजिक वातावरण बनाने की कोई योजना है या नहीं?

श्री हरिभाई चौधरी : अध्यक्ष महोदय, लॉ एंड आर्डर की बात स्टेट के ऊपर आती है, हम तो खाली एडवाइजरी कर सकते हैं और उसका फौलो-अप कराते हैं।

(Q.125)

श्री अश्विनी कुमार : आदरणीय स्पीकर महोदय, आपके माध्यम से मैं सरकार से जानना चाहता हूँ कि क्या सुप्रीम कोर्ट ने कहा है कि जम्मू-कश्मीर के रिप्रेजेंटेशन एक्ट और विलेज पंचायत एक्ट में अमेंडमेंट किया जाए और 1947 में जो रिफ्यूजीज स्टेट में आये, उन्हें पंचायत में वोट का अधिकार दिया जाए।

12.00 hrs.

क्या सुप्रीम कोर्ट ने यह भी कहा है कि रिफ्यूजीज के बच्चों को एजुकेशनल इंस्टीट्यूट्स में दाखिले के लिए एग्जीक्यूटिव ऑर्डर लाया जाए और उसके लिए किसी लेजिस्लेशन की जरूरत नहीं है। इस बारे में सरकार ने क्या कार्रवाई की है?

श्री किरन रिजीजू : मैडम, इसमें जो आर्टिकल 6 जम्मू कश्मीर संविधान में है, जो पहले रिफ्यूजीज 1947 में आए थे, उनको वहां परमानेंट रेसीडेंट्स का दर्जा नहीं दिया गया है। उसकी वजह से उनको कोई एनटाइटलमेंट नहीं मिलता है। जम्मू कश्मीर के संविधान में जब तक बदलाव नहीं लाया जाएगा तब तक उनको कोई फ़ैसिलिटीज नहीं दी जा सकती। कोर्ट भी उसमें कह नहीं सकेगा क्योंकि यह लेजिस्लेचर का मामला है।

12.01 hrs**PAPERS LAID ON THE TABLE**

HON. SPEAKER: Now Papers to be laid.

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT, FORESTS AND CLIMATE CHANGE (SHRI PRAKASH JAVADEKAR): I beg to lay on the Table:-

- (1) A copy of the Notification No. G.S.R. 497(E) (Hindi and English versions) published in Gazette of India dated 11th July, 2014 appointing the United India Insurance Company Limited as a fund manager under the Environment Relief Fund Scheme, 2008 for a period upto 31st December, 2014 issued under Section 7A of the Public Liability Insurance Act, 1991.

(Placed in Library, See No. LT 910/16/14)

- (2) (i) A copy of the Annual Report (Hindi and English versions) of the Central Zoo Authority, New Delhi, for the year 2011-2012, alongwith Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Central Zoo Authority, New Delhi, for the year 2011-2012.
- (3) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (2) above.

(Placed in Library, See No. LT 911/16/14)

THE MINISTER OF STATE IN THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI G.M. SIDDESHWARA): I beg to lay on the Table: -

- (1) A copy of the Annual Report (Hindi and English versions) of the Automotive Research Association of India, Pune, for the year 2013-2014, alongwith Audited Accounts.

- (2) Statement regarding review (Hindi and English Versions) by the Government of the working of Automative Research Association of India, Pune, for the year 2013-2014.

(Placed in Library, See No. LT 912/16/14)

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI KIREN RIJJU): I beg to lay on the Table: -

- (1) A copy of the Ministry of Home Affairs, National Investigation Agency, Cyber Forensic Examiner and Crime Scene Assistant Recruitment Rules, 2014 (Hindi and English versions) published in Notification No. G.S.R. 700(E) in Gazette of India dated 29th September, 2014 under Section 26 of the National Investigation Agency Act, 2008.

(Placed in Library, See No. LT 913/16/14)

- (2) A copy of the Governors (Allowances and Privileges) Amendment Rules, 2014 (Hindi and English versions) published in Notification No. G.S.R. 788(E) in Gazette of India dated 11th November, 2014 under sub-section (3) of Section 13 of the Governors (Emoluments Allowances and Privileges) Act, 1982.

(Placed in Library, See No. LT 914/16/14)

- (3) A copy of the Notification No. S.O. 2803(E) (Hindi and English versions) published in Gazette of India dated 31st October, 2014, proposing to add the Kamatapur Liberation Oraganisation and all its formation and front □rganization□ as a terrorist □rganization in the first schedule to the Unlawful Activities (Prevention) Act, 1967, issued under sub-section (5) of Section 35 of the said Act.

(Placed in Library, See No. LT 915/16/14)

- (4) A copy of the Notification No. 11034/12/2011-IS.VI (Hindi and English versions) published in Gazette of India dated 22nd October, 2014, regarding discontinuation of the Review Committee constituted for the review of the applications rejected under Section 36(1) read with Section 36(4) of the Unlawful Activities (Prevention) Act, 1967, issued under sub-section (2) of Section 37 of the said Act.

(Placed in Library, See No. LT 916/16/14)

(5) A copy each of the following Notifications (Hindi and English versions) under Section 124 of the Daman and Diu, Panchayat Regulation, 2012:-

(i) Notification No. PRI/DD/2013-14/152 published in U.T. Administration of Daman & Diu Gazette dated 19th February, 2014, containing order regarding election of Members of a Gram Panchayat or a District Panchayat.

(ii) Notification No. 5/30/PRI/RESIG.CHAIRMAN/ VPBD/2013/001 published in U.T. Administration of Daman & Diu Gazette dated 25th April, 2014, containing order regarding election of Sarpanch of a Gram Panchayat.

(Placed in Library, See No. LT 917/16/14)

(6) (i) A copy of the Annual Report (Hindi and English versions) of the National Institute of Disaster Management, New Delhi, for the year 2012-2013, alongwith Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of National Institute of Disaster Management, New Delhi, for the year 2012-2013.

(7) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (6) above.

(Placed in Library, See No. LT 918/16/14)

कृषि मंत्रालय में राज्य मंत्री (डॉ. संजीव बालियान) : माननीय अध्यक्ष जी, मैं निम्नलिखित पत्र सभा पटल पर रखता हूँ :-

- (1) नाशक कीट और नाशक जीव अधिनियम, 1914 की धारा 4 (घ) के अंतर्गत पादप संघरोध (भारत में आयात का विनियमन) (पांचवा संशोधन) आदेश, 2014, जो 11 नवम्बर, 2014 के भारत के राजपत्र की अधिसूचना संख्या का.आ.2879 (अ) में प्रकाशित हुआ था।



(Placed in Library, See No. LT 919/16/14)

(2) कीटनाशी अधिनियम, 1968 की धारा 38 के साथ पठित धारा 27 की उपधारा (2) के अंतर्गत जारी निम्नलिखित अधिसूचनाओं की एक-एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) :-

(एक) का.आ.2485 (अ) जो 24 सितम्बर, 2014 के भारत के राजपत्र में प्रकाशित हुआ था तथा जो अधिकतम अवशिष्ट सीमाओं के नियतन हेतु आवश्यक आंकड़ों के अभाव में सिरमेट के रजिस्ट्रीकरण का प्रमाण-पत्र निरस्त किए जाने के बारे में है।

(दो) का.आ. 2486 (अ) जो 24 सितम्बर, 2014 के भारत के राजपत्र में प्रकाशित हुआ था तथा जो फसलों का ऐसे कीटनाशकों के लेबल और लीफलेट्स से हटाए जाने के बारे में है जिनके लिए अधिकतम अवशिष्ट सीमाएं नियत नहीं की गई हैं।

(Placed in Library, See No. LT 920/16/14)

उपभोक्ता मामले, खाद्य और सार्वजनिक वितरण मंत्रालय में राज्य मंत्री (श्री रावसाहेब पाटील दानवे) :
माननीय अध्यक्ष महोदया, मैं कंपनी अधिनियम, 1956 की धारा 619 क की उपधारा (1) के अंतर्गत निम्नलिखित पत्रों की एक-एक प्रति (हिन्दी तथा अंग्रेजी संस्करण):-

(1) हिन्दुस्तान वेजिटेबल ऑयल्स कॉरपोरेशन लिमिटेड, नई दिल्ली के वर्ष 2013-2014 के कार्यकरण की सरकार द्वारा समीक्षा।

(2) हिन्दुस्तान वेजिटेबल ऑयल्स कॉरपोरेशन लिमिटेड, नई दिल्ली का वर्ष 2013-2014 का वार्षिक प्रतिवेदन, लेखापरीक्षित लेखे तथा उन पर नियंत्रक-महालेखापरीक्षक की टिप्पणियां।

(Placed in Library, See No. LT 921/16/14)

12.03 hrs

**MESSAGES FROM RAJYA SABHA
AND
BILLS AS PASSED BY RAJYA SABHA**

SECRETARY-GENERAL: Madam, I have to report the following messages received from the Secretary-General of Rajya Sabha:

(i) “In accordance with the provisions of Rule 111 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to enclose a copy of the Merchant Shipping (Amendment) Bill, 2014 which has been passed by the Rajya Sabha at its sitting held on the 1st December, 2014.”

(ii) “In accordance with the provisions of Rule 111 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to enclose a copy of the Merchant Shipping (Second Amendment) Bill, 2014 which has been passed by the Rajya Sabha at its sitting held on the 1st December, 2014.”

(iii) “In accordance with the provisions of Rule 127 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to inform the Lok Sabha that the Rajya Sabha at its sitting held on the 1st December, 2014 agreed without any amendment to the Indian Institutes of Information Technology Bill, 2014 which was passed by the Lok Sabha at its sitting held on the 26th November, 2014.”

2. Madam, I lay on the Table the Merchant Shipping (Amendment) Bill, 2014 and the Merchant Shipping (Second Amendment) Bill, 2014, as passed by Rajya Sabha on the 1st December, 2014.

12.03 ¼ hrs.

**BUSINESS ADVISORY COMMITTEE
7th Report**

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI RAJIV PRATAP RUDY): I beg to present the Seventh Report of the Business Advisory Committee.

12.03 ½ hrs.

**STANDING COMMITTEE ON EXTERNAL AFFAIRS
Statement**

DR. SHASHI THAROOR (THIRUVANANTHAPURAM): I beg to lay on the Table the statement (Hindi and English versions) showing Further Action taken by the Government on the observations/recommendations contained in the Twenty-fourth Report (15th Lok Sabha) on the Action Taken by the Government on the observations/recommendations contained in the Nineteenth Report on Demands for Grants for the year 2013-14 of the Ministry of Overseas Indian Affairs.

12.04 hrs.

STATEMENT BY MINISTER

Status of implementation of the recommendations contained in the 37th Report of the Standing Committee on Agriculture on 'Cultivation of Genetically Modified Food Crops-Prospects and Effects', pertaining to the Department of Agriculture and Cooperation, Ministry of Agriculture.*

कृषि मंत्रालय में राज्य मंत्री (डॉ. संजीव बालियान) : माननीय अध्यक्ष जी, मैं राधा मोहन सिंह जी की ओर से कृषि और सहकारिता विभाग, कृषि मंत्रालय से संबंधित 'आनुवंशिक रूप से आवर्धित खाद्य फसलों की खेती-संभावनाएं और प्रभाव' के बारे में कृषि संबंधी स्थायी समिति के 37वें प्रतिवेदन में अंतर्विष्ट सिफारिशों के कार्यान्वयन की स्थिति के बारे में वक्तव्य देता हूँ।

* Laid on the Table and also placed in Library, See No. LT 922/16/14.

12.04 ¼ hrs.

**ELECTION TO COMMITTEE
Central Advisory Board of Archaeology (CABA)**

THE MINISTER OF STATE OF THE MINISTRY OF CULTURE, MINISTER OF STATE OF THE MINISTRY OF TOURISM AND MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (DR. MAHESH SHARMA): I beg to move:

“That in pursuance of the provision in paragraph XVIII of the Government of India, Archaeological Survey of India, Resolution No. F.9/1/2013-EE (CABA) dated 17th February, 2014 the members of this House do proceed to elect two members from amongst themselves, to serve as members of the Central Advisory Board of Archaeology (CABA), subject to the provisions of the said Resolution.”

HON. SPEAKER: The question is:

“That in pursuance of the provision in paragraph XVIII of the Government of India, Archaeological Survey of India, Resolution No. F.9/1/2013-EE (CABA) dated 17th February, 2014 the members of this House do proceed to elect two members from amongst themselves, to serve as members of the Central Advisory Board of Archaeology (CABA), subject to the provisions of the said Resolution.”

The motion was adopted.

12.04 ½ hrs.

**SCHOOL OF PLANNING AND
ARCHITECTURE BILL, 2014 ***

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI SMRITI ZUBIN IRANI): I beg to move for leave to introduce a Bill to establish and declare Schools of Planning and Architecture as Institutions of national importance in order to promote education and research in architectural studies including planning of human settlements.

HON. SPEAKER: The question is:

“That leave be granted to introduce a Bill to establish and declare Schools of Planning and Architecture as Institutions of national importance in order to promote education and research in architectural studies including planning of human settlements.”

The motion was adopted.

SHRIMATI SMRITI ZUBIN IRANI: I introduce the Bill.



* Published in the Gazette of India, Extraordinary, Part-II, Section-2, dated 02.12.2014.

12.05 hrs.

PAPERS LAID ON THE TABLE – Contd.

माननीय अध्यक्ष : सप्लीमेंटरी लिस्ट ऑफ बिजनेस मेरे से रह गया है। श्री राजीव प्रताप रूडी।

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI RAJIV PRATAP RUDY): On behalf of Shri Arun Jaitley, I beg to lay on the Table a copy of the Notification No.24/2014-Central Excise (Hindi and English versions) published in Gazette of India dated 2nd December, 2014 together with an explanatory memorandum making certain amendments in the Notification No.12/2012 – Central Excise dated 17th March, 2012 so as to increase the basic excise duty on (i) Unbranded petrol from Rs.2.70 per litre to Rs.4.95 per litre; (ii) Branded petrol from Rs.3.85 per litre to Rs.6.10 per litre; (iii) Unbranded diesel from Rs.2.96 per litre to Rs.3.96 per litre; and (iv) Branded diesel from Rs.5.25 per litre to Rs.6.25 per litre under subsection (2) of Section 38 of the Central Excise Act 1944.

(Placed in Library, See No. LT 923/16/14)

SHRI N.K. PREMACHANDRAN (KOLLAM): Madam, it imposes Excise Duty on the people of the country.

HON. SPEAKER: This is a statement only. We will discuss it.

डॉ. रमेश पोखरियाल निशंक (हरिद्वार): माननीय अध्यक्ष जी, आपने शून्य काल में मुझे हिमालयी राज्यों की समस्या विशेषकर उत्तराखंड राज्य की बागवानी, उद्यानिकी समस्याओं पर बोलने का अवसर दिया, इसके लिए मैं आपका आभार प्रकट करता हूँ। हिमालय क्षेत्र दुर्लभ जड़ी-बूटियों, बेमौसमी सब्जी तथा प्राकृतिक फलों के उत्पादन का एक ऐसा केन्द्र है, जो सारी दुनिया के लिए बहुत दुर्लभ है। यह क्षेत्र पूरे देश और दुनिया के स्वास्थ्य को सुरक्षित रख सकता है और मानव को मानवता की दिशा में आगे बढ़ा सकता है। लेकिन नीतियों और संसाधनों के अभाव में इस क्षेत्र की बहुमूल्य निधि का ठीक से उपयोग नहीं हो पा रहा है। इसके कारण जहां यह क्षेत्र पिछड़ रहा है, वहीं तेजी से यहां से पलायन भी एक बड़ी समस्या बन गया है, जो देश के लिए संकट बनता जा रहा है। इस कारण भारत की जनता को संजीवनी बूटियों के रस से उत्पादित सब्जियों को खाने का मौका नहीं मिल रहा है, वहीं इसके अभाव में तमाम प्रकार की बीमारियां भी उत्पन्न हो रही हैं।

इसलिए मैं आपसे अनुरोध करता हूँ कि नीतियों के समाधान के लिए हिमालयी वानिकी, उद्यानिकी मिशन का गठन किया जाए, ताकि इस क्षेत्र में संजीवनी बूटियों और संजीवनी सब्जियों का उत्पादन हो सके और रासायनिक खादों से उत्पादित सब्जियों के सेवन से जो बीमारियां पैदा होती हैं, जिनके कारण आज आम आदमी खोखला हो गया है। आज 15 वर्ष का बच्चा भी मधुमेह की बीमारी से ग्रस्त है तो 25 वर्ष का नौजवान भी हृदय रोग से ग्रसित है। मैं कहना चाहता हूँ कि पुष्पों की खेती हो, जो छः-छः महीने तक तोड़ने के बाद भी जिंदा रहते हैं और जिनकी सुगंध बहुत सारी बीमारियों को दूर कर सकती है, ऐसी बेमौसमी सब्जियों का उत्पादन हो, जिनमें तमाम तरह के विटामिन्स होते हैं और जो वहां की जड़ी-बूटियों के रस से उत्पादित हैं, ऐसी जड़ी-बूटियों का उत्पादन किया जाए, जो वहां के पर्यावरण को ठीक करेगा तथा जल, जंगल, जमीन और जन को सुरक्षित रखेगा। सब्जी पट्टी एवं फल पट्टियों के निर्माण के साथ-साथ यहां भंडारण की नितांत आवश्यकता है। उत्पादन और वितरण की प्रभावी व्यवस्था हो। अगर यहां की जवानी और पानी का बेहतर समन्वय हो सकेगा तो यह पूरा क्षेत्र देश की प्रगति में मील का पत्थर साबित हो सकता है।

माननीय अध्यक्ष : जीरो ऑवर में इतना लम्बा भाषण नहीं देते।

डॉ. रमेश पोखरियाल निशंक : इसलिए वानिका और उद्यानिकी मिशन जरूर गठित किया जाए, यही मैं आपके माध्यम से सरकार से अनुरोध करना चाहता हूँ।

12.07 hrs.

SUBMISSIONS BY MEMBERS

(i)Re: Reported destruction of a Church in East Delhi due to fire prompting allegation of foul play by Church authorities

SHRI P. KARUNAKARAN (KASARGOD): Hon. Speaker, I would like to place before this House a very serious and sensitive issue. It is shocking to see that a Christian church was burnt yesterday morning and that also very near to Delhi. We the MPs have visited the place when we heard the news. It is very sad to say that this attack occurred in the morning but the senior police officers had gone only in the evening when we again went there. ... *(Interruptions)*

माननीय अध्यक्ष : ऐसे नहीं होता है, हम बुला रहे हैं, हर चीज पर चिल्लाने का क्या मतलब है। जिस-जिस ने नोटिस दिया है, उन्हीं में से एक को अभी चांस दिया है, बाकी को बाद में देंगे।

SHRI P. KARUNAKARAN : Madam, I would like to say that there are about 1,500 devotees who are going to this church everyday. When we had gone there we have seen that this church was fully damaged. The photos and instruments have all got fully damaged. There is no doubt that it was a preplanned attempt. We cannot believe that it was an accident caused by a short circuit and all that. It is done by some other persons we do not know.

We have a secular character in our country. We have churches, mosques and temples and everyone has the right to go and worship there. I think there is an intention behind it to make it a sensitive issue and also a communal issue. ... *(Interruptions)*

HON. SPEAKER: Hon. Members, you can associate with him. This is not the way. Shri Jose K. Mani, he has given notice. You can associate with him. यह तरीका नहीं है।

SHRI P. KARUNAKARAN : Madam, let me conclude.

I would request the Government to come forward with a statement. ...
(Interruptions)

HON. SPEAKER: Hon. Members Shri N.K. Premachandran, Shri Mullappally Ramachandran, Shri Md. Badaruddoza Khan, Shri M.B. Rajesh, Adv. Joice George, Shri P.K. Biju, Shri Innocent, Dr. A. Sampath, Shri Shashi Tharoor, Shri Jose K. Mani, and Shri M.K. Raghavan are allowed to associate themselves with Shri P. Karunakaran on this issue.

SHRI K. ASHOK KUMAR (KRISHNAGIRI): Hon. Speaker, I would like to raise the subject of subsidy on water soluble fertilizers.

Advanced micro-irrigation system is now highly practiced in southern states especially in Tamil Nadu on a large scale. ... (Interruptions)

THE MINISTER OF URBAN DEVELOPMENT, MINISTER OF HOUSING AND URBAN POVERTY ALLEVIATION AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI M. VENKAIAH NAIDU): The matter raised by Shri Karunakaran is very serious. The incident is condemnable without any reservation. I will inform my senior colleague Shri Rajnath Singh who has gone to Chhattisgarh about the House Proceedings. Once he comes back, he will make a thorough inquiry into what has happened and then inform the House. ...
(Interruptions)

माननीय अध्यक्ष : अब बात हो गयी है।

—
... (व्यवधान)

HON. SPEAKER: Shri K. Ashok Kumar, have you completed your question?

SHRI K. ASHOK KUMAR (KRISHNAGIRI): Fertilization in drip irrigation and sprinkler irrigation is very essential to supply the micro and macro-nutrients to horticultural crops. It gives more yields when compared to traditional methods. In Tamil Nadu, in last three years our Amma Government has given 100 per cent

subsidy to small farmers having less than 5 acres of land and 75 per cent subsidy to farmers having more than 5 acres of land and doing the drip irrigation.

Hence, I request the Government to give subsidy on water soluble fertilizers at 50 per cent cost to all farmers of India through the Department of Fertilizers and fertilizer dealers.

12.10 hrs.

SUBMISSIONS BY MEMBERS-Contd...

(ii)Re: Attack by Naxals in Sukma district of Chhattishgarh leading to death of 14 CRPF personnel

श्री ताम्रध्वज साहू (दुर्ग) : महोदया, हमारे छत्तीसगढ़ राज्य के सुकमा में कल नक्सलियों द्वारा की गई घटना में सी.आर.पी.एफ. के 14 जवानों की मौत हुई है। वहाँ पर खुफिया तंत्र पूर्णतया विफल हो गया है और सरकार पंगु हो गयी है। 14 जवान घायल हुए हैं, 500 से ज्यादा नक्सलियों ने उनको घेरकर फायरिंग की। यह सर्च आपरेशन दस दिनों से जारी था। छत्तीसगढ़ में लगातार घटनायें घट रही हैं। हर बार सरकार कहती है कि चूक हो गयी। खुफिया तंत्र की नाकामी का यह सबसे बड़ा उदाहरण है। अभी खुफिया रिपोर्ट भी थी, फिर उसके बाद चूक होने का प्रश्न ही नहीं उठता है। इसके पहले भी अभी 122 जवान सर्च में थे। 1 तारीख से नक्सली वहाँ सात दिन का नक्सली सप्ताह मना रहे हैं। इसकी जानकारी सरकार को थी। खुफिया एजेन्सी तब क्या कर रही थी? जानकारी होने के बाद भी वे कोई कारगर कदम नहीं उठा पाए।

कुछ दिन पहले सी.आर.पी.एफ. के एक हेलीकॉप्टर पर हमला हुआ। उसके बावजूद सरकार ने कोई सावधानी नहीं बरती।...(व्यवधान)

माननीय अध्यक्ष : आपकी बात हो गयी है।

...(व्यवधान)

श्री ताम्रध्वज साहू : पहले 74 जवानों की मौत तालमेटला में हुई। 34 लोगों की, हमारे नन्द कुमार पटेल और अन्य लोगों की सुकमा, दरमा घाटी में हत्या की गई, 16 लोग रिसगांव में मौत के आगोश में आए।

माननीय अध्यक्ष : ये पहले की बातें हैं, आप आज इन्हें क्यों उठा रहे हैं?

श्री ताम्रध्वज साहू : 21 लोग एर्राबोर की घटना में मारे गये और तारकेगुड़ा में 12 लोगों की मौत हुई।

महोदया, सरकार के रिकार्ड के अनुसार अभी तक 2500 आम नागरिकों की मौत हो चुकी है। वैसे 10 हजार से ज्यादा लोगों की मौत वहाँ हुई है। 1500 जवानों की मौत अभी तक वहाँ हुई है।

माननीय अध्यक्ष : अब आपकी बात हो गई है।

प्रहलाद जी, आप इसमें सहयोगी बन सकते हैं।

...(व्यवधान)

श्री प्रहलाद सिंह पटेल (दमोह) : महोदया, मुझे बोलना है।...(व्यवधान)

श्री ताम्रध्वज साहू : यह सरकार सत्ता में रहने लायक नहीं है।...(व्यवधान)

माननीय अध्यक्ष : हर कोई नहीं बोलेगा।

...(व्यवधान)

माननीय अध्यक्ष : श्री बाबूलाल चौधरी जी आप बोलिए।

...(व्यवधान)

श्री ताम्रध्वज साहू : इस सरकार को तत्काल बर्खास्त किया जाना चाहिए। खुफिया तंत्र की विफलता के कारण यह घटना हुई है।...(व्यवधान)

माननीय अध्यक्ष : अब आपकी बात हो गई है।

...(व्यवधान)

श्री ताम्रध्वज साहू : महोदया, शनिवार से सी.आर.पी.एफ.....(व्यवधान)

माननीय अध्यक्ष : श्री मुल्लापल्ली रामचन्द्रन अपने आपको श्री ताम्रध्वज साहू जी के विषय के साथ सम्बद्ध करते हैं।

THE MINISTER OF URBAN DEVELOPMENT, MINISTER OF HOUSING AND URBAN POVERTY ALLEVIATION AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI M. VENKAIAH NAIDU : Venugopal Ji, your member is on his feet. Let him complete, then I will respond.

माननीय अध्यक्ष : आप उन्हें भी बोलने नहीं दे रहे हैं। मैंने उन्हें बोलने के लिए अलाऊ किया है। आपको हर एक को जोर से चिल्लाना ही है। वे रिस्पांस दे रहे हैं।

श्री एम. वैकैय्या नायडू : उन्होंने मंत्री को जवाब देने के लिए कहा है। आपको जवाब नहीं चाहिए तो मैं बैठने के लिए तैयार हूँ। आपके व्यक्ति ने कहा कि मंत्री जी इस पर बोलें। आपको नहीं चाहिए तो मुझे कोई आपत्ति नहीं है।

श्री मुलायम सिंह यादव : महोदया, आप इस पर चर्चा करवा दीजिए।

श्री बाबूलाल चौधरी (फतेहपुर सीकरी) : महोदया, आपने मुझे शून्य काल के अन्तर्गत बोलने का मौका दिया, इसके लिए मैं आपका बहुत-बहुत आभारी हूँ। इलाहाबाद हाई कोर्ट बेंच की स्थापना को लेकर जसवंत सिंह आयोग की रिपोर्ट लागू की जाये।...(व्यवधान) पश्चिमी उत्तर प्रदेश में जनता आन्दोलित है।...(व्यवधान)

माननीय अध्यक्ष : मंत्री जी, बोलने के लिए खड़े हुए थे, लेकिन उस समय आप शोर कर रहे थे।

...(व्यवधान)

माननीय अध्यक्ष : बाबूलाल चौधरी जी, आप एक मिनट रुकिये।

मंत्री जी, आप बोलिए।



श्री एम. वैकैय्या नायडू : अध्यक्ष जी, हमें एक-दूसरे की रिस्पेक्ट करनी है। जब आपको बोलने का मौका मिले तो आपको विषय पर सदन में अपनी बात कहनी है। जब अध्यक्ष जी ने मुझे बोलने की अनुमति दी है, तो मैं उत्तर देना चाहता हूं। नियम के अंतर्गत मुझे उत्तर देने की जरूरत नहीं थी, लेकिन फिर भी मैंने सोचा कि इतना गंभीर मामला है।

This is not a partisan issue. This is not a one-party issue. ... (*Interruptions*)
 This is a very serious thing. A series of events have been happening in the recent days. We have taken note of it. The hon. Home Minister has left for Chhattisgarh in the morning. He has reached Raipur. I have got a message. From there, he will be going to that area also. He will be holding discussions and coming back. Probably, he will make a statement in the House tomorrow. ... (*Interruptions*)
 This issue is concerning not only Chhattisgarh; it is a national challenge thrown at our system and democracy. Such things are happening continuously. ... (*Interruptions*) We are taking a serious note and the Government will respond tomorrow.

श्री बाबूलाल चौधरी (फतेहपुर सीकरी) : अध्यक्ष जी, आपने मुझे शून्यकाल में बोलने का मौका दिया, इसके लिए मैं आपका बहुत-बहुत आभारी हूँ। इलाहाबाद उच्च न्यायालय की एक खंडपीठ की स्थापना को लेकर पश्चिमी उत्तर प्रदेश की जनता, वकील सभी लोग 30-35 साल से आंदोलित हैं। उत्तर प्रदेश सरकार ने वर्ष 1981 में एक पत्र लिख कर भारत सरकार से अनुरोध किया था। उसके बाद वर्ष 1986 में भारत सरकार ने जसवंत सिंह आयोग का गठन किया। उस गठन के आधार पर आगरा को सर्वोच्च स्थान मानते हुए उच्च न्यायालय की स्थापना की मांग की गई। वर्ष 1986 में माननीय अटल बिहारी वाजपेयी जी ने राज्यसभा में एक प्रश्न पूछा था। उसमें भारत सरकार ने आश्वासन दिया था कि इसे जल्दी आगरा में लागू किया जाएगा, लेकिन आज तक उच्च न्यायालय के खंड पीठ की स्थापना नहीं हुई है। आयोग ने आगरा को सर्वोच्च स्थान मानते हुए सिफारिश की है, मेरा आपसे अनुरोध है कि जसवंत सिंह आयोग की रिपोर्ट को लागू किया जाए, जिससे पश्चिमी उत्तर प्रदेश की जनता को राहत मिल सके, क्योंकि, पांच-छह सौ किलोमीटर दूर वादकारियों को जाना पड़ता है जिससे बहुत समय और पैसे की बरबादी होती है। मेरा आपसे अनुरोध है कि जसवंत सिंह आयोग की रिपोर्ट को तुरंत लागू किया जाए तथा आगरा में ही खण्डपीठ की स्थापना की जाए।

श्री अर्जुन राम मेघवाल (बीकानेर): अध्यक्ष जी, मैं अपने संसदीय क्षेत्र बीकानेर से संबंधित भारत सरकार का लिग्नाइट आधारित बिजली उत्पादन का एक प्रमुख निगम नेयवेली लिग्नाइट कारपोरेशन लिमिटेड के बारे में एक विषय उठाना चाहता हूँ। बिजली उत्पादन करने का थर्मल पॉवर प्लांट राजस्थान के बीकानेर में कार्यरत है। राजस्थान के बीकानेर में लिग्नाइट कोल के भंडार हैं इसके आधार पर बीठनोक, हाडला और बरसिंगसर खान विस्तार में 250-250 मेगावाट के थर्मल पॉवर प्लांट स्थापित करने की प्रक्रिया प्रारंभ हो चुकी है। वन और पर्यावरण मंत्रालय से स्वीकृति भी मिल चुकी है। भूमि भी अवाप्त हो चुकी है। लेकिन बरसिंगसर परियोजना में पिछले 3 सालों से इंजीनियर्स की भर्ती नहीं की गई तथा पूरा टैक्निकल और मैनेजीरियल स्टाफ तमिलनाडु स्थित नेयवेली लिग्नाइट कारपोरेशन मुख्यालय से ही बरसिंगसर में आता है। इससे उनका स्थानीय जुड़ाव नहीं होता है। मैंने प्लांट का विजिट किया था, तो पाया कि कोयला भी लोकल है और सारे संसाधन भी लोकल हैं। लोगों का कहना है कि जब भर्ती होती है तो स्थानीय लोगों को प्राथमिकता दी जानी चाहिए। मैं आपके माध्यम से कोयला मंत्री से मांग करता हूँ कि इंजीनियरिंग, टैक्निकल और मैनेजीरियल स्टाफ में स्थानीय लोगों की ज्यादा से ज्यादा भर्ती हो, जिससे वहां रोजगार उत्पन्न हो और हमारे पास कोयले का जो संसाधन उपलब्ध है, उसमें बिजली के अधिक से अधिक संयंत्र लग सकें।

श्री हुकुम सिंह (कैराना) : अध्यक्ष जी, मैं एक बहुत ही महत्वपूर्ण प्रश्न उठाना चाहता हूँ जो देश के लाखों किसानों से जुड़ा हुआ है, विशेष रूप से उत्तर प्रदेश और उत्तर प्रदेश में भी पश्चिमी उत्तर प्रदेश। आज सारी चीजों के दाम बढ़े हैं खाद के दाम बढ़े, श्रम के दाम बढ़े, दवाइयों के दाम बढ़े, लेकिन गन्ने का एक पैसे का दाम नहीं बढ़ा।... (व्यवधान)

श्री मुलायम सिंह यादव (आज़मगढ़) : क्या चीनी के दाम बढ़े हैं?... (व्यवधान)

श्री हुकुम सिंह : बहुत-से लोगों को तो चीनी की याद आएगी, लेकिन मुझे गन्ने की याद आ रही है। चीनी की याद मिल वालों को आएगी और उद्योगपतियों को आएगी, लेकिन मुझे किसानों की याद आ रही है। आज अपने आपको किसान नेता घोषित करने वाले चीनी के लिए रो रहे हैं, गन्ने के लिए नहीं रो रहे हैं।

माननीय अध्यक्ष जी, सबसे बड़ी बात यह है कि आज मेरे लोक सभा क्षेत्र के तीन मिल बंद हैं। अगर किसी जिले के तीन मिल बंद होंगे तो उन किसानों का क्या होगा? अभी आपके सामने कुछ हस्तक्षेप हुआ।... (व्यवधान) क्या प्रदेश सरकार का यह दायित्व नहीं था कि मिल मालिकों को बुलाकर, उन्हें बिठा कर, अगर उनकी कोई कठिनाई थी तो उसे दूर करते?... (व्यवधान) क्या हमने उद्योगपतियों को यह

अधिकार दे दिया कि जब उनकी इच्छा होगी वे मिल चलाएंगे और जब इच्छा नहीं होगी तो वे मिल बंद कर देंगे?

मान्यवर, यह अपराध है। वे तीनों मिल वाले या तो मिल चलाएं या फिर इस अपराध में जेल में जाएं। इसमें कोई और तीसरा रास्ता नहीं है। सरकार उनसे संगठन करके साजिश कर रही है।... (व्यवधान)

मान्यवर, एक मिल का नाम है शाकंभरी, दूसरी मिल का नाम है बिडवी, तीसरी मिल कांकेडेशी में है। ये तीनों मिल आखिर बंद क्यों हैं? ये क्यों नहीं चल रहे हैं?... (व्यवधान)

मान्यवर, यह मैं आपसे बहुत विनम्रता के साथ आग्रह करना चाहता हूँ कि सरकार केवल पुलिस बल पर नहीं चलती है, सरकार का काम केवल आदेश देना नहीं है। आज प्रदेश सरकार की जिम्मेदारी थी कि उन मिलों को चलवाए और किसानों को राहत दिलवाएं। यह मेरा बहुत विनम्रता के साथ आपसे आग्रह है।... (व्यवधान)

माननीय अध्यक्ष : श्री हुकुम सिंह द्वारा उठाए गए विषय से श्री पी. पी. चौधरी स्वयं को सम्बद्ध करते हैं।

... (व्यवधान)

माननीय अध्यक्ष : मुलायम सिंह जी, सबने बात कह दी। यह समस्या है। इसे देख लेंगे।

... (व्यवधान)

SHRI M.B. RAJESH (PALAKKAD): Madam Speaker, today is the 30th anniversary of the Bhopal disaster which left thousands killed and more than five lakh injured. Even after 30 years, thousands of survivors continue to lead a life ...
(Interruptions)

माननीय अध्यक्ष : आप बैठिए। कोई रिकॉर्ड में नहीं जा रहा है।

... (व्यवधान) *

HON. SPEAKER: I have called Shri M.B. Rajesh to speak. Please allow him to speak.

... (Interruptions)

SHRI M.B. RAJESH : Even after 30 years, the survivors and victims of that Bhopal tragedy continue to lead a life of pain and trauma. The Indian State, including the Judiciary, has failed to do justice to the survivors and victims of Bhopal tragedy. ... (Interruptions)

* Not recorded.

A study has found that spontaneous abortion had risen threefold after the disaster. Birth defects and cancer rates have also increased. Children, even in the third generation are physically and mentally challenged. Tests of groundwater and waste dumps have shown the presence of mercury and other toxic substances. Chemical contamination has made water in the tubewells around the plant unfit for drinking. The plant which has tons of toxic waste is yet to be cleaned up. The dispute is who will pay for it and who is responsible for it. All these are nothing but utter lack of sensitivity and concern for the plight of survivors, most of whom are poor. ... (*Interruptions*)

I would like to urge upon the Government to show some amount of sensitivity and enhance the compensation for the survivors and do justice to survivors; otherwise, I would just want to remind the Government that history will not forgive us.

HON. SPEAKER: Shri P.K. Biju, Shri Innocent, Dr. A. Sampath, Shri P.

Karunakaran, Adv. Joice George and Shri Md. Badruddoza Khan are permitted to associate with the issue raised by Shri M.B. Rajesh.

DR. THOKCHOM MEINYA (INNER MANIPUR): Thank you, Madam.

I would like to raise a matter of urgent public importance. This is about the infamous, draconian, and colonial Act, that is, Armed Forces Special Powers Act, 1958. This Act is national in character and regional in application. At present, this Act is under promulgation in the special category States of Jammu and Kashmir and the North-Eastern States. Under this Act, the Army is given such uncontrolled and unaccounted power to do whatever they want including search, arrest, rape the women, and even killing and what not. This is too much. I have been always pleading for the repeal of this Act. Now, I am supported by the fact that in 2004 there was a statement by the then Prime Minister that steps would be taken to replace this Act by a more humane law. Following this, the Justice Jeevan Reddy Committee was formed in 2005, which recommended for the repeal of the Act. Again, the report of the Second Administrative Reforms Commission, headed



by the former Union Minister Shri Veerappa Moily also recommended for the repeal of the Act. In the report of the Working Group on Confidence Building Measures in Jammu & Kashmir, in 2007, headed by His Excellency the Vice-President, Shri Hamid Ansari also recommended for the repeal of the Act.

Recently, in the Nirbhaya case, the Justice Verma Committee has also recommended and I quote:

“There is an imminent need to review the continuance of the AFSPA and the AFSPA-like legal protocols in internal conflict areas as soon as possible.”

Madam, the time has now come to re-visit this Act and to repeal this Act. Let us not delay it. I can assure this House that by repealing this Act, the people of the so-called Special Category States of Jammu and Kashmir and the North-Eastern States, especially my State of Manipur, shall ever remain grateful to you.

Finally, I urge upon the Union Government to repeal this Act. Thank you very much.

माननीय अध्यक्ष : आप एसोसिएट कर सकते हैं।

SHRI BHARTRUHARI MAHTAB (CUTTACK): I associate with this and support this.

HON. SPEAKER: Shri Mullappally Ramchandran is allowed to associate with this issue.

श्री भैरों प्रसाद मिश्र (बांदा) : अध्यक्ष महोदया, मैं देश की राजधानी दिल्ली में स्थित आखिल भारतीय आयुर्विज्ञान संस्थान और डॉ. राम मनोहर लोहिया अस्पताल साहित सफदरजंग अस्पताल एवं पण्डित गोविन्द वल्लभ पन्त अस्पताल एवं ऐसे बहुत से सरकारी अस्पताल जो दिल्ली में हैं, उनकी तरफ आपका ध्यान आकर्षित करना चाहता हूँ। वहाँ गंभीर बीमारियों से ग्रस्त रेफर किए हुए मरीज सभी प्रदेशों से, विशेषकर मेरे संसदीय क्षेत्र और उत्तर प्रदेश से बड़ी मात्रा में आते हैं। उनको शीघ्रतिशीघ्र इलाज या ऑपरेशन की जरूरत होती है। यहाँ पहले तो उनका रजिस्ट्रेशन नहीं होता है, वहाँ उनको काफी समय लगता है, फिर आवश्यक जांच के लिए लम्बे अन्तराल का, यहाँ तक कि एक-एक महीने का समय दिया जाता है। ऑपरेशन के लिए

6 माह से लेकर 1 वर्ष तक का समय दिया जाता है। इस अन्तराल में तमाम मरीज काल के ग्रास में अकाल मृत्यु को प्राप्त हो रहे हैं।

महोदया, राज्यों में इलाज कोई व्यवस्था नहीं है। विशेषकर उत्तर प्रदेश में जिला अस्पताल से लेकर राजकीय अस्पतालों से सीधे एम्स के लिए रेफर कर दिया जाता है। यहाँ पर उनके इलाज की जब ऐसी दुर्व्यवस्था होती है, तब उनको बहुत ही परेशानी का सामना करना पड़ता है।

महोदया, मेरा आपके माध्यम से भारत सरकार से अनुरोध है कि प्रदेशों में स्थित अस्पतालों का उच्चिकरण करते हुए सभी सुविधाओं से लैस बनाकर गम्भीर बीमारी से ग्रस्त मरीजों को दिल्ली रेफर करने के बजाय प्रदेश में ही इलाज की सम्पूर्ण व्यवस्था की जाए और जिला स्तर के अस्पतालों को भी ठीक किया जाए। इसके साथ ही जो मरीज दिल्ली के अस्पतालों में प्रदेशों से आते हैं, उनकी परेशानियों को देखते हुए तत्काल रजिस्ट्रेशन और एक साथ सभी जांच कराने की व्यवस्था की जाए। ... (व्यवधान)

माननीय अध्यक्ष : आपकी बात हो गयी। अब आप बैठ जाइए।

... (व्यवधान)

माननीय अध्यक्ष : श्री शरद त्रिपाठी को श्री भैरों प्रसाद मिश्र द्वारा उठाए गए विषय के साथ संबद्ध करने की अनुमति प्रदान की जाती है।

DR. A. SAMPATH (ATTINGAL): Thank you, Madam Speaker.

The month of December has come and the people have started sending their greetings to say 'Merry Christmas' and 'Happy New Year', without knowing whether the coming year will be happy or unhappy.

But I would like to invite the attention of the Government, through you, Madam, to the serious shortage of postal stamps in the whole country. We are experiencing severe shortage of stamps. I hope that each and every Member of this august House would like to associate with me in this matter. We are experiencing shortage of postal stamps of smaller denomination, especially Re.1, Rs.2 and Rs.4. If only we get these stamps, the people can send their greetings, letters and gifts during the Christmas season and on the New Year eve.

All these stamps are being printed at the Security Press of Nashik. They are over-burdened with the job; the Postal Department is also over-burdened with work. I would like to make a simple request to the Government.

The Urban Development Ministry, Government of India is going to shut down many of the Security Presses, including the Security Press in the district of Thrissur in Koratty. The hon. Member representing that constituency is sitting behind me. The Government of India may give a direction so that the Security Presses are not closed down.

HON. SPEAKER: Shri P.K. Biju, Shri Innocent, Shri M.B. Rajesh and Shri P. Karunakaran are allowed to associate with this issue.

श्री पी.पी.चौधरी (पाली) : अध्यक्ष महोदया, मैं आपके माध्यम से सरकार का ध्यान जोधपुर में हवाई सेवा की सुविधा की ओर दिलाना चाहता हूँ। जोधपुर पश्चिमी राजस्थान का सबसे बड़ा जिला है उससे पाली, बाडमेर, जैसलमेर, नागौर, जालौर, सिरोंई और बीकानेर लगते हैं। पर्यटन की दृष्टि से देश-विदेश से लाखों पर्यटक राजस्थान के रेगिस्तान, जोधपुर का हैरिटेज और इसके आस-पास के जिलों के हैरिटेज को देखने के लिए आते हैं। यहां अन्तर्राष्ट्रीय स्तर का व्यापार होता है - हैंडीक्राफ्ट, ग्वार गम, सिमेंट, लाइम स्टोन, पवन एनर्जी, सोलर एनर्जी, बाडमेर में रिफाइनरी और बीकानेर में थर्मल पावर प्लांट, शैक्षणिक संस्थानों में आई.टी.टी., ऑल इंडिया इंस्टिट्यूट ऑफ मेडिकल साइंसेज, नेशनल लॉ यूनिवर्सिटी, इंस्टिट्यूट ऑफ फैशन टेक्नोलॉजी हैं। पश्चिमी राजस्थान से लाखों की संख्या में प्रवासी बाहर हैं। लेकिन, हवाई सेवा के मामले में, जोधपुर से दिल्ली, जोधपुर से मुंबई, जोधपुर से अन्य स्थानों पर आने-जाने की सुविधा नगण्य हैं। इसका असर इन सभी क्षेत्रों पर पड़ता है, चाहे पर्यटन का मामला हो, व्यापार का मामला हो, शैक्षणिक मामला हो या प्रवासियों का मामला हो, इन सबसे जुड़े यात्रियों को असुविधा होती है। लगभग आठ संसद सदस्य जोधपुर हवाई अड्डा का इस्तेमाल करते हैं।

मैं आपके माध्यम से सरकार का ध्यान आकर्षित करना चाहता हूँ कि सरकार हवाई सेवा के विस्तार पर ध्यान दे।

माननीय अध्यक्ष : श्री गजेन्द्र सिंह शेखावत को श्री पी.पी. चौधरी द्वारा उठाए गए विषय के साथ संबद्ध करने की अनुमति प्रदान की जाती है।

SHRI P. SRINIVASA REDDY (KHAMMAM): Respected Madam Speaker, thank you very much for giving me this opportunity to raise an important issue with regard to extending benefits to dalit Christians. The demand for dalit status for the dalit Christians is a long pending issue. Dalits are not defended by any religious

label and include a number of castes or sections whose ancestors have converted to various religions such as Christianity.

The socioeconomic and educational conditions of dalits in India, particularly in Telangana State, have not changed significantly and they still suffer from caste stigma and are socially oppressed and economically and educationally very backward. The dalit Christians are exposed to all sorts of misery and exclusion from the use of the ordinary facilities. The Government is not extending all the benefits to dalit Christians at par with dalits. Conversion to Christianity has not given any extra benefit to dalits. By keeping faith in Christianity their social status has not changed. Moreover, they are losing facilities which other dalits are getting.

I, therefore, urge upon the Government, through this august House, to recognize the plight of dalit Christians and extend all the benefits to them as there is no significant change in their socioeconomic and educational conditions.

डॉ. विरेन्द्र कुमार (टीकमगढ़) : धन्यवाद, अध्यक्ष महोदया। मध्यप्रदेश के बुंदेलखंड में स्थित खजुराहो एयरपोर्ट एक अन्तर्राष्ट्रीय महत्व का एयरपोर्ट है। समूचे बुंदेलखंड के गांवों में महाराजा छत्रसाल की गाथा आज भी सुनी जाती है। 80 वर्ष की उम्र में, जीवन की अंतिम संध्या तक, तत्कालीन मुगल सल्तनत से संघर्ष करते हुए उन्होंने कभी हार नहीं मानी। उनके गौरव गाथाओं की चर्चा आज भी छत्रपुर के चौक बाजार में गद्दी, महुसाहनिया में उनके बैरकों की छावनियां, महुआ का महोत्सव स्थली और पन्ना में, लोग आज भी उनकी वीरता की चर्चा करते हैं। बुंदेलखंड की जनता के द्वारा काफी समय से यह मांग की जा रही है कि खजुराहो के एयरपोर्ट का नाम महाराजा छत्रसाल के नाम पर रखा जाए। मैं आपके माध्यम से केन्द्र सरकार से मांग करता हूँ कि खजुराहो एयरपोर्ट का नाम शीघ्र-अतिशीघ्र बदल कर महाराजा छत्रसाल एयरपोर्ट करने की कार्रवाई की जाए।

माननीय अध्यक्ष : श्री प्रह्लाद सिंह पटेल और श्री भैरों प्रसाद मिश्र को श्री विरेन्द्र कुमार द्वारा उठाए गए विषय के साथ संबद्ध करने की अनुमति प्रदान की जाती है।

श्री भानु प्रताप सिंह वर्मा (जालौन) : अध्यक्ष महोदया, आपने मुझे महत्वपूर्ण विषय पर बोलने के लिए समय दिया इसके लिए मैं आपको धन्यवाद देता हूँ।

अध्यक्ष महोदया, मेरे संसदीय क्षेत्र जालौन में, जनपद जालौन, उरई, सुर्खी, नयावतपुर और पालश्रेणी होते हुए एक रोड कानपुर देहात सिकंदरा पर, जो कानपुर से लेकर इटावा को जोड़ता है, उसके बीच में यमुना नदी है। यमुना नदी के ऊपर एक पुल बनाया जा रहा है। अभी तीन महीने से उस पर कार्य बन्द कर दिया गया है। वह कार्य पुनः चालू किया जाए। इसके लिए मैं केन्द्र सरकार से मांग करता हूँ कि वह प्रदेश सरकार को निर्देश करे कि वहां जो कार्य बंद है, उसे तुरंत पूर्ण कराया जाए जिससे कानपुर देहात की जनता और आसपास के लोग उसका लाभ ले सकें। धन्यवाद।

SHRIMATI KIRRON KHER (CHANDIGARH): Madam Speaker, I rise to bring to your notice and to the notice of the House the water problems of my Lok Sabha Constituency.

Chandigarh is one of the most densely populated areas of the country. The population of this Union Territory has been growing at 40 per cent per decade. The water needs of my Constituency are also only increasing. By 2025, the population of Chandigarh is projected to grow by nearly 25 lakhs. It is estimated that by 2025, the water demand will be 800 million litres per day, an increase of 58 per cent over 2011 demand of 494.25 million litres per day. The demand-supply gap in 2025 is expected to be over 330 million litres per day.

Presently, Chandigarh gets about 29 cusecs of water from the Bhakhra main line as per the Water Sharing Agreement of 1983. This is simply not enough. हमारी जो रीसेटलमेंट कालोनीज़ हैं जैसे धनास और अन्य, वहां वृद्ध स्त्रियों को भी तीन-तीन, चार-चार मंजिल पानी की बाल्टी टैंकरों से उठाकर ले जानी पड़ती है। पानी की बहुत किल्लत है। मेन सैक्टर्स में भी पानी दिन में दो बार आता है। सुबह चढ़ाएं, शाम चढ़ाएं, बहुत परेशानी है। The Administration is trying to have rain harvesting to increase the ground water level. लेकिन हमें भाखड़ा मेन लाइन से और पानी की सख्त जरूरत है।

I would request the Government of India, particularly the Ministry of Home Affairs and the Ministry of Water Resource to speak to the Governments of Punjab and Haryana to ensure that a dedicated pipeline from the Bhakhra main line is provided for Chandigarh. This has been a long standing demand and

without this, the state of India's first planned city will deteriorate in the coming years.

SHRI RAM MOHAN NAIDU KINJARAPU (SRIKAKULAM): Madam, I would like to bring to your kind notice one of the problems that people in my constituency are facing. In Uddanam area, around 120 villages across six Mandals, namely, Itchapuram, Kanchili, Kaviti, Mandasa, Sompeta and Vajrapukotthuru, there are people who are affected by chronic kidney diseases. Madam, I know health is a State subject.

HON. SPEAKER: All States subjects are being raised here.

SHRI RAM MOHAN NAIDU KINJARAPU : I would like the Central Government to provide some kind of research. We have the Indian Council of Medical Research. Even though in the last decade over 1500 deaths have occurred because of kidney related problem, we still cannot find out why it is happening. Therefore, I would request the Central Government to provide some kind of research in this area.

Secondly, the patients have to travel long distances to avail dialysis facility which is in Visakhapatnam. So, I would request the Ministry of Railways in this regard. There is a railway station in Sompeta and if they can halt two expresses, namely, the DMV Express and Yashwantpur Expresses there, it would be good for the people.

श्री धनंजय महाडीक (कोल्हापुर): महोदया, मैं आपको धन्यवाद देता हूँ कि आपने मुझे एक महत्वपूर्ण विषय पर बोलने का मौका दिया। राष्ट्रीय पेयजल योजना के तहत देश के सभी गांवों में पानी की सुविधा दी जाती है। यह एक बहुत ही अच्छी योजना है। इस योजना के अंतर्गत छोटे से छोटे गांव, बस्ती तक पानी की टंकी और पाइप लाइन से पानी दिया जाता है। लेकिन इस योजना में एक खामी है या इसमें कुछ सुधार करने की जरूरत है। इसमें पानी का मीटर नहीं दिया जाता। अगर वाटर मीटर दिए जाएं तो इसमें बहुत सुधार हो सकता है। वाटर मीटर न होने की वजह से पानी का यूज बढ़ता है, बिजली का यूज बढ़ता है। नतीजा यह होता है कि ड्रेनेज और सीवरेज की परेशानी भी होती है। मैं आपके माध्यम से सरकार से अनुरोध करता हूँ कि वाटर मीटर के लिए जैसे आप टंकी और पाइप लाइन के लिए करोड़ों रुपये खर्च करते हैं, बजट में

थोड़ा सा और प्रोविजन करके अगर वाटर मीटर दिए जाएं तो पानी की वेस्टेज कम हो सकती है, बिजली की बचत हो सकती है। मैं आपके माध्यम से यह सुझाव देना चाहता हूँ। धन्यवाद।

श्री फगन सिंह कुलस्ते (मंडला) : मेरे लोक सभा क्षेत्र में कल्याण कसारा रेलमार्ग पर वासी उपनगरीय स्टेशन है। वहां मुंबई से 80 किलोमीटर स्थित है। वहां की आबादी पिछले 15-20 सालों में बहुत बढ़ी है, वहां की आबादी कम से कम 50 हजार है, आसपास के 25-30 गांव की आबादी 30 से 35 हजार की है। वहां पर पूरब से पश्चिम में जाने के लिए और पश्चिम से पूरब में आने के लिए रेलवे क्रॉसिंग पर कोई गेट नहीं है। वर्ष 1974 में गेट बना था, जो वर्ष 1994 में बंद हो गया, तब से लेकर आज तक लोगों को बहुत परेशानी का सामना करना पड़ रहा है।

मेरी आपके माध्यम से रेल मंत्रालय से विनती है कि बारिश के समय लोगों को जो कठिनाई हो रही है, बारिश के समय में जो आरओबी है उस आरओबी पांच से छह फीट तक पानी रुकता है। हम लोगों ने आरटीआई के तहत रेल प्रशासन से इनफॉर्मेशन ली तो रेल प्रशासन ने जवाब दिया है कि आरओबी वह नाले और बारिश का पानी जाने के लिए रखा हुआ है इसलिए वहां से लोग नहीं जा सकते हैं। कोई भी रास्ता पूरब से पश्चिम की ओर जाने के लिए नहीं है, आपके माध्यम से सरकार से विनती है कि जल्द से जल्द यहां पर आरओबी बनाया जाए और जब तक आरओबी नहीं बनता है, मंजूर नहीं होता है, उसका काम शुरू नहीं होता है तब तक जो इतने सालों से गेट नं. 62 बंद पड़ा हुआ है उसको अतिशीघ्र खोला जाए।

श्री छोटेलाल (राबट्सगंज) : अध्यक्ष महोदया, मुझे अतिमहत्वपूर्ण विषय पर शून्य काल में बोलने का मौका मिला है। हमारे संसदीय क्षेत्र राबट्सगंज सोनभद्र में किसान सिंचाई की समस्याओं से काफी परेशान रहते हैं। जबकि देश का किसान अन्न पैदा करता है तथा देश के विकास में सहयोग करता है। हमारे संसदीय क्षेत्र राबट्सगंज सोनभद्र में सात नदियां गुजरती हैं, फिर भी हमारे क्षेत्र के किसान सिंचाई से वंचित रहते हैं। हमारे क्षेत्र की प्रमुख नदियां, सोन नदी, चन्द्रप्रभा, कर्मनासा इत्यादि नदियां किसानों के खेतों से ऊपर-ऊपर गुजरती हैं, फिर भी क्षेत्र के किसान सिंचाई से वंचित रहते हैं। सोन नदी में 6 लिफ्ट लगा है, जिसमें चार खराब पड़ा है एवं छह लिफ्ट का पूर्ण रूप से खाका तैयार है मगर अभी तक राज्य सरकार द्वारा उसको लगाया नहीं गया है, न तो खराब बन रहा है यदि खराब तथा छह नए लिफ्ट लगाकर धनरौलबंधी में पानी को गिराने से पूरे संसदीय क्षेत्र एवं बिहार तक सिंचाई की समस्याओं का निदान हो सकता है। छोटी लिफ्ट लगाकर नगवां बंधा से करही खलियारीबंधी तक पानी पहुंचाया जाए ताकि वहां के किसानों को सिंचाई का समुचित लाभ मिल सके। मैं पहले भी सदन के माध्यम से इस समस्या को उठा चुका हूँ। अतः सदन के

माध्यम से मांग करता हूँ कि उक्त परियोजनाओं को चालू कराकर किसानों की समस्याओं का समाधान किया जाए। महती कृपा होगी।

SHRIMATI K. MARAGATHAM (KANCHEEPURAM): Madam, Speaker, thank you for allowing me to speak during the 'Zero Hour' today. I am ever grateful to my leader, people's chief, beloved and hon. Puratchi Thalaivi Amma because of whom I am in this Parliament.

My Parliamentary Constituency Kancheepuram is well known for its thriving handloom industry. It is also known as Silk City as it makes the best silk sarees in the entire world.

The economy is mainly dependent on handloom industry since the main profession of the people living in and around Kancheepuram is weaving silk sarees. Nearly 75 per cent of the population in Kancheepuram is dependent on silk sarees and they are an integral part of the Indian weddings and celebrations.

The Government of Tamil Nadu, under the guidance of hon. Puratchi Thalaivi Amma, is giving various subsidies and has launched various welfare schemes for the silk weavers, namely, awarding scholarships under the MGR Handloom Weavers Welfare Trust; Co-operative Handloom Weavers' Family Pension Scheme and Old Age Pension Scheme; Co-operative Handloom Weavers' Savings and Security Scheme; Development Schemes like free power supply to handloom and powerloom weavers and Scheme of free supply of uniforms to school children.

Various measures have been initiated by hon. Puratchi Thalaivi Amma. The Central Silk Board has allocated a sum of Rs. 1642 lakhs.

The Tamil Nadu Government has sanctioned Rs. 1261.57 lakhs to implement various schemes. An amount of Rs. 2904.21 lakhs has been allocated by the Central Silk Board and the Government of Tamil Nadu for the year 2013-14.

The Central Government in its Budget has announced a Textile park in Tamil Nadu. In view of the importance of the handloom sector, particularly silk, I



urge upon the Central Government and the hon. Minister for Textiles for bringing a Textile Park in Kancheepuram which will only add to the glory of Kancheepuram.

श्रीमती हेमामालिनी (मथुरा) : अध्यक्ष महोदया, आपने हमें जीरोँ ऑवर में बोलने का समय दिया, उसके लिए बहुत-बहुत धन्यवाद। मुझे बहुत खुशी और गर्व है कि मैं एक ऐसे पुण्य स्थल कृष्ण की नगरी मथुरा-वृंदावन क्षेत्र से सांसद बनकर आयी हूँ, जहां पर लाखों-करोड़ों भक्तजन आते हैं। जो लोग कृष्ण की भक्ति करते हैं, वे भाव-विभोर होकर ब्रजमंडल की परिक्रमा करते हैं, मंदिरों में प्रदक्षिणा करते हैं। उस यमुना नदी में नहाते हैं, आचमन करते हैं, जहां पर भगवान कृष्ण ने बहुत सारी बाल लीलाएं रचायी थीं। भक्तजन जानते और न जानते हुए भी उस यमुना नदी में नहाते हैं, जो आज प्रदूषित हो चुकी है। सदियों से बहती हुई यमुना नदी आज नदी न होकर सिर्फ एक गंदा नाला बन चुकी है, क्योंकि उसमें सीवेज का पानी बहता रहता है। मंदिरों में भी लोग उसी पानी से मूर्तियों को स्नान कराते हैं। यह दृश्य देखकर बहुत दुख होता है। इस कारण सारे ब्रजवासी, साधु-संत बहुत दुखी हैं। अगर पहले की सरकारों ने इस पर ध्यान दिया होता, तो आज यमुना की यह स्थिति नहीं होती।

There are some facts which I want to bring to the notice of this august House.

The Hathini Kund Barrage in Haryana stops River Yamuna's free flow and creates a dry bed. This only serves transport sewage from Delhi to Agra Canal which becomes drinking water for Mathura, Vrindavan and Gokul after insufficient treatment. A recent report by the Energy and Resources Institute says that 23 per cent of children living along the river banks suffer from lead poisoning.

The remedial measures in this regard are as follows. If the Hathini Kund Barrage releases fresh water into the Yamuna, this situation may not be controlled. The rules laid down by the MoEF says that a minimum of 15 per cent water should be released before the hydro electric projects get sanctioned. If these are followed, then River Yamuna will become a flowing river again. Sewage treatment alone is not enough. Prevention of sewage inflow is important and for this, a parallel canal can be constructed alongside the river for the sewage which can be used for

agriculture. This will prevent pollution of the river and also save the underground water in Delhi from contamination.

मैं सरकार से यही प्रार्थना करती हूँ कि हथिनीकुंड के अगर दो गेट भी खोल दिये जायें, तो मथुरा में स्वच्छ पानी मिल सकता है। मुझे बहुत खुशी है कि माननीय प्रधान मंत्री जी भी इस विषय पर बहुत व्याकुल हैं और उन्होंने इस संबंध में बहुत सारा काम भी शुरू किया है। मेरा भी विश्वास है और पूरे ब्रजवासी भी यही उम्मीद करते हैं कि जल्द से जल्द इस पर काम शुरू होना चाहिए। राधे-राधे।

SHRI N.K. PREMACHANDRAN (KOLLAM): Madam Speaker, I would like to raise a very serious matter concerning the fishermen in the country.

The recommendation of Dr. Meenakumari Committee is against the interest of fisher folk in the country. To achieve optimum returns from the waters beyond 500 metres depth, the Committee recommends that 1178 deep sea fishing vessels are to be deployed in the Exclusive Economic Zone including the existing vessels and an additional 270 vessels.

The Committee also recommends that 200 metres to 500 metres of depth has to be kept as a buffer zone so that no fishing will be possible. If these recommendations are accepted, it will be adversely affecting fishermen in the country.

Also, the suggestion is that Indian crew is not qualified enough to man operations in these waters and foreign hands should be deployed. The panel ignored the fact that Indian fishermen are already operating in waters beyond 500 metres. The recommendations of the Committee are against the spirit of the Murari Committee also.

My submission is, the present Report is only helpful to lease out the marine territory of India to foreign ships and foreign crews. So, my humble submission to the Government, through you, is the recommendations of the Committee have to be rejected in toto. That is my submission. Thank you very much.

HON. SPEAKER: Shri K.C. Venugopal is allowed to associate with the matter raised by Shri N.K. Premachandran



SHRI R. DHRUVANARAYANA (CHAMARAJANAGAR): Thank you very much for giving me an opportunity to raise an important issue regarding the problems faced by cotton growing farmers.

Cotton is a major crop in India. It accounts for 37 per cent of world's production. India has record production of cotton this year. The production is 40.55 million bales this year as compared to last year's production of 30.5 million bales. Now, the problem is there has been significant fall in the price of cotton, especially in my State, Karnataka. Last year, Karnataka's farmers got Rs.5,600 per quintal, but this year the farmers are getting only Rs. 3,600 per quintal. The Central Government, for this year, has fixed the Minimum Support Price at Rs. 3,750 per quintal for medium staple cotton and Rs.4,050 per quintal for long staple cotton. So, the MSP is not scientifically done.

So, my humble request to you is to instruct the Government to kindly enhance the Minimum Support Price for cotton and start the procurement through Cotton Corporation of India as early as possible. Thank you.

HON. SPEAKER: S/Shri D.K. Suresh and S.P. Muddahanume Gowda are allowed to associate themselves with the matter raised by Shri R. Dhruvanarayana.

श्री अशोक महादेवराव नेते (गढ़चिरोली-चिमुर्): माननीय अध्यक्ष जी, मैं आपके माध्यम से सरकार का ध्यान महाराष्ट्र विदर्भ में सूखे के कारण किसानों की बुरी दशा की तरफ दिलाना चाहता हूँ।

माननीय अध्यक्ष : आप नियम 193 की चर्चा में यह इश्यू उठा सकते हैं।

श्री अशोक महादेवराव नेते : ठीक है, मैंने इस चर्चा में अपना नाम दिया हुआ है।

SHRI S.P. MUDDAHANUME GOWDA (TUMKUR): Madam Speaker, thank you.


I am raising the matter pertaining to providing houses to houseless and needy people in the country. The Indira Awas Yojana is a programme under which the Union Government wants to provide houses to the needy people in the country. If you look at the conditions in the villages, still thousands of people are residing

in thatched huts. They are in need of *pucca* houses. Providing housing is a priority for any Government, including the State Governments.

I would like to request the Union Government to see that more houses under Indira Awas Yojana are provided to the State Governments in order to enable them to allocate more houses to the needy people. In fact, we receive hundreds of applications whenever we visit the villages. Hence, I urge upon the Union Government to provide more houses under the Indira Awas Yojana.

श्री भगवंत मान (संगरूर): माननीय अध्यक्ष जी, आपने मुझे किसानों के गंभीर विषय पर बोलने की अनुमति दी, इसके लिए मैं आपको धन्यवाद देता हूँ। पंजाब राज्य का किसान पूरे देश को अनाज देता है। पूरे देश का पेट पालने वाला किसान आज खुद भूखे पेट रहने के लिए मजबूर है क्योंकि सरकार ने इस सीजन की धान की फसल खरीद तो ली है लेकिन पैसों का भुगतान नहीं किया है। किसान के जख्मों पर नमक डालने वाली बात यह हुई कि अब गेहूँ की फसल को बोने और पालने के लिए यूरिया की कमी हो गई है। यूरिया भी नहीं मिल रहा है और पिछली फसल के पैसे भी नहीं मिले हैं। किसानों को ब्लैक मार्किट में यूरिया बहुत महंगा खरीदना पड़ रहा है और इस कारण कमीशन एजेंटों और किसानों के बीच आपस में लड़ाई-झगड़े हो रहे हैं। इससे आत्महत्याओं में भी बहुत इजाफ़ा हो रहा है।

मैं आपके माध्यम से सरकार से आग्रह करता हूँ कि तुरंत किसानों के पैसों का भुगतान किया जाए, यूरिया की अवेलेबिलिटी सस्ते दाम पर कराई जाए ताकि किसान सुखद जीवन जी सकें और कर्ज से मुक्त हो सकें।

श्री भगत सिंह कोश्यारी (नैनीताल - उधम सिंह नगर): माननीय अध्यक्ष महोदया, उत्तराखण्ड में इस समय जो सरकार है, वहाँ एकदम से हत्याएँ बढ़ गयी हैं। 28 तारीख को एक सात वर्ष की बच्ची के साथ बलात्कार और उसकी हत्या की घटना के बाद जब जनता प्रदर्शन कर रही थी तो उसमें जानबूझकर भारतीय जनता पार्टी के कार्यकर्ताओं के साथ मारपीट की गयी और पत्रकारों को भी इतनी बुरी तरह से पीटा गया कि  दर्जन पत्रकार अभी भी अस्पताल में भर्ती हैं। मेरा आपसे निवेदन है कि इस कृत्य के लिए और वहाँ के लोगों को न्याय दिलाने के लिए इस घटना की सी.बी.आई. या न्यायिक जाँच करायी जाए। सरकार ने जो बर्बरतापूर्ण कार्य किया है, उसके लिए जनता को न्याय मिल सके।

श्री अजय टम्टा (अल्मोड़ा) : माननीय अध्यक्ष जी, आपने एक महत्वपूर्ण विषय पर बोलने का अवसर दिया, इसके लिए बहुत-बहुत धन्यवाद। जिस प्रकार से श्री कोश्यारी जी ने अपनी बात को रखा, उसी बात को मैं कहना चाहता हूँ क्योंकि यह एक बहुत ही गंभीर विषय है। पिछले दिनों एक मासूम बच्ची का बलात्कार कर

उसकी हत्या कर दी गयी, इसके कारण पूरे उत्तराखण्ड राज्य में जनता जगह-जगह पर धरना-प्रदर्शन कर रही थी। 28 तारीख को पूरे कुमाऊँ क्षेत्र में धरना-प्रदर्शन कर रही जनता और पत्रकारों पर लाठी चार्ज किया गया, इसमें लगभग एक दर्जन पत्रकार घायल हुए हैं और अस्पताल में भर्ती हैं। मेरा अनुरोध है कि आपकी ओर से, सदन से दिशा-निर्देश जारी हो ताकि वहाँ की जनता और पत्रकारों को न्याय मिल सके।

श्री दुष्यंत चौटाला (हिसार) : माननीय अध्यक्ष महोदया, आज मेरे संसदीय क्षेत्र हिसार में दो-ढाई महीने से हजारों किसान धरने पर बैठे हैं। उनके साथ लगभग 40 गाँवों के ग्रामवासी भी धरने पर बैठे हैं। उनकी समस्या यही है कि जिस तरीके से हरियाणा सरकार ने पिछले 10 वर्षों में निरंतर 660 क्यूसेक पानी दिल्ली को दिया और अभी पिछले दिनों माननीय दिल्ली उच्च न्यायालय का एक दिशा-निर्देश आया, उसके तहत लगभग 300 क्यूसेक से अधिक पानी और दिल्ली के द्वारका क्षेत्र के लिए देना पड़ेगा। वर्तमान में 40 गाँवों में पीने के पानी की किल्लत है। आज 500-1000 रुपए में लोगों को पीने के पानी का टैंकर खरीदना पड़ रहा है। मैं सरकार से मांग करूँगा कि वहाँ पर जिला प्रशासन को आदेश दें कि उन किसानों से बातचीत की जाए। इसके साथ ही मैं जल संसाधन मंत्री जी से अपील करूँगा कि उन किसानों के लिए पीने के पानी की समस्या को हल करें।

श्री प्रहलाद सिंह पटेल (दमोह) : माननीय अध्यक्ष महोदया, मैं आपका आभारी हूँ कि आपने बैलेट के बावजूद भी सदस्यों को बोलने का मौका दिया है। मैं मध्य प्रदेश उच्च न्यायालय ने बुंदेलखंड पैकेज के भ्रष्टाचार के विरुद्ध जांच का आदेश दिया है। मैंने पहले भी सदन में यह बात उठायी है। मुझे दो बातें सरकार से कहनी हैं। यहाँ माननीय संसदीय कार्य मंत्री जी बैठे हैं। बुंदेलखंड पैकेज योजना पिछली सरकार में योजना आयोग ने दिया था। उसकी मॉनिटरिंग के लिए कोई भी विभाग या मंत्रालय तय नहीं हुआ है, उस कारण से जो अकूत भ्रष्टाचार हुआ है, उसकी ओर मैं सरकार का ध्यान आकृष्ट करना चाहता हूँ। पेयजल के मामले में बुंदेलखंड जैसे गरीब क्षेत्र के साथ जो छलावा हुआ है, सरकार उसकी मॉनिटरिंग का प्रबन्ध करे। किसी विभाग या मंत्रालय द्वारा यह सुनिश्चित किया जाए कि इसके भ्रष्टाचार की जाँच कौन करेगा। मध्य प्रदेश उच्च न्यायालय ने इस भ्रष्टाचार पर सील लगा दी है कि उसमें भयानक भ्रष्टाचार हुआ है।

माननीय अध्यक्ष : श्री प्रहलाद सिंह पटेल द्वारा उठाये गये विषय से श्री आलो संजर को संबद्ध करने की अनुमति प्रदान की जाती है।

श्री नाना पटोले (भंडारा-गोंदिया) : माननीय अध्यक्ष महोदया, महाराष्ट्र में पिछले तीन वर्षों में केन्द्र पुरस्कृत योजना एच.आर. के माध्यम से 0 से 6 वर्षों के बच्चों और गर्भवती महिलाओं को पोषाहार दिया जाता है।

उसमें जो टी.एच.आर. आता है, वह खाने के योग्य नहीं होता है। उसके संबंध में माननीय सुप्रीम कोर्ट ने भी एक कमेटी बनायी है। उस कमेटी के आधार पर कहा गया है कि वह निकृष्ट दर्जे का है। हाल ही में जो रिपोर्ट आयी है कि पूरे महाराष्ट्र में गर्भवती महिलाओं के मृत्यु के आंकड़े बढ़े हैं और कुपोषित बच्चों की संख्या भी बढ़ी है और उनके मृत्यु के आंकड़े भी बढ़ गये हैं। मैं आपके माध्यम से सरकार को बताना चाहता हूँ कि यह केन्द्र पुरस्कृत योजना है, उसके खाने योग्य न होने के बावजूद भी महाराष्ट्र में उसे 0 से 6 वर्ष के बच्चों और गर्भवती महिलाओं को दिया जा रहा है। इस संबंध में जो भी भ्रष्टाचार हो रहा है, उस पर ध्यान दिया जाना चाहिए, यह सरकार से मेरी मांग है।

13.00 hrs.

श्री शेर सिंह गुवाया (फ़िरोज़पुर) : मैडम, मेरा संसदीय क्षेत्र बॉर्डर एरिया है। रेलवे के संबंध में फ़िरोज़पुर के साथ लम्बे समय से इनजस्टिस हुआ है। फ़िरोज़पुर के लिए हमें कोई शताब्दी नहीं दी गयी। मैं धन्यवाद देता हूँ इस सरकार और मोदी साहब को, कि हमें इस बार तीन रेलगाड़ियां - अमृतसर के लिए, चण्डीगढ़ से फ़िरोज़पुर तक के लिए और भटिण्डा तक के लिए दी गयी हैं। फ़िरोज़पुर की ट्रेन अभी तक चली नहीं है। वहां कुछ लोग अपनी सियासी रोटियां सेंक रहे हैं। वहां कुछ लोग हड़ताल पर बैठे हैं। इसलिए इस ट्रेन को जल्दी चालू किया जाए। मेरा आपसे निवेदन है कि चण्डीगढ़ से फ़िरोज़पुर वाली ट्रेन फाजिल्का तक चलाई जाए और जो फ़िरोज़पुर शताब्दी है, उसको फ़िरोज़पुर तक किया जाए। इसी तरह से एक-दो गाड़ियां धार्मिक स्थानों के लिए चलाई जाएं, जैसे हज़ूर साहब जाने के लिए कोई ट्रेन नहीं चली है। वहां के लिए एक शताब्दी ट्रेन चलाई जाए।

HON. SPEAKER: The House stands adjourned to meet again at 2 p.m.

13.0 ½ hrs

*The Lok Sabha then adjourned for Lunch till
Fourteen of the Clock.*

14.02 hrs

*The Lok Sabha re-assembled after Lunch at Two Minutes past
Fourteen of the Clock.*

(Hon. Deputy Speaker in the Chair)

HON. DEPUTY SPEAKER: Now we will take up Matters under rule 377.

MATTERS UNDER RULE 377

(i) Need to provide a special package for removal of boulders from the riverbed of Geruwa and Ghagra rivers causing flooding of the adjoining areas in Bahraish Parliamentary Constituency, Uttar Pradesh

साध्वी सावित्री बाई फूले (बहराइच) : उपाध्यक्ष जी, मेरा संसदीय क्षेत्र बहराइच भारत व नेपाल की सीमा से सटा हुआ चार नदियों से घिरा हुआ जंगल से प्रभावित तराई क्षेत्र है। अनुसूचित जाति/अनुसूचित जनजाति व अन्य पिछड़े वर्ग के लोग यहां निवास करते हैं। जनपद बहराइच के ननपारा तहसील विकास खण्ड मिहीपुरवा कतरनिया घाट के अंतर्गत नेपाल राष्ट्र से निकली गेरुआ नदी भारत की घाघरा नदी में विलीन हो जाती है। गेरुआ नदी के पानी के बहाव में बरसात के मौसम में पहाड़ों से पत्थर बह करके नदी में आकर पट जाते हैं। पटने के कारण बाढ़ का पानी नदी की गहराई न होने के कारण क्षेत्र में फैल जाता है। इसकी वजह से हजारों लोगों को जानमाल का खतरा हो जाता है तथा लाखों एकड़ फसल पानी से नष्ट हो जाती है। यदि नदी में पटे पत्थरों को नदी से बाहर निकाल दिया जाए तो बाढ़ से प्रभावित जानमाल व फसल नष्ट होने से बच सकते हैं।

ऐसी स्थिति में भारत सरकार से अनुरोध है कि पत्थर निकालने हेतु विशेष पैकेज जनपद बहराइच को देकर पत्थर निकालने का कष्ट किया जाए।

HON. DEPUTY SPEAKER: Shri Daddan Mishra is permitted to associate with the issue raised by Sadhvi Savitri Bai Phule.

(ii) Need to declare Soron, a place of mythological importance associated with Lord Vishnu in District Kasganj, Uttar Pradesh as a tourist place and make adequate financial provision for its development

श्री राजवीर सिंह (राजू भैया)(एटा) : उपाध्यक्ष जी, मेरे निर्वाचन क्षेत्र एटा में दो जिले एटा और कासगंज आते हैं। जनपद कासगंज में सौरो नामक एक महत्वपूर्ण स्थान है, जिसे सूकर क्षेत्र के नाम से जाना जाता है। करोड़ों लोगों की मान्यता है कि भगवान विष्णु के अवतारों में से एक अवतार “भगवान वराह” का अवतार इसी सूकर क्षेत्र में हुआ था। यहां पर भगवान वराह का विशाल मंदिर है। प्रतिदिन यहां भारी संख्या में लोग दर्शन करने आते हैं। वहां वर्ष में एक बार एक सप्ताह का बड़ा भव्य मेला लगता है, जिसमें भगवान वराह के दर्शन करने और गंगाजल में स्नान करने के लिए प्रतिवर्ष लाखों श्रद्धालु आते हैं। इस स्थान को एक भव्य पर्यटन स्थल के रूप में विकसित किया जा सकता है।

अतः मैं आपके माध्यम से सरकार से मांग करता हूं कि विकास एवं करोड़ों लोगों की भावनाओं का आदर करते हुए इस क्षेत्र को पर्यटन स्थल के रूप में मान्यता देते हुए इसके सौन्दर्यीकरण एवं विकास हेतु अपेक्षित धनराशि स्वीकृत करने का कष्ट करें।

(iii) Need to set up an airport at Deoghar, Jharkhand

SHRI NISHIKANT DUBEY (GODDA): Hon. Deputy Speaker, Sir, Deoghar has been included in the list of prominent cities and has been declared as mega tourist destination by the Ministry of Tourism, Government of India. Deoghar is a unique and extremely revered site of one of the 51 Shaktipeeths and also of Dwadash Jyotirlinga in the country. This is a religious and cultural capital of Eastern India which catapults the holy place to an International acclaim and is visited by over 5 crore pilgrims every year. Besides this, Deoghar is also a major Coal hub and is connected to mega power projects of Government as well as Private players.

The MoU between Government of Jharkhand and Airports Authority of India has already been signed in February and the process of land acquisition is underway by Jharkhand authorities for setting up of airport at the holy city of Deoghar. In the outcome budget also, the allotment of funds has been made for the previous two outcome budgets and both the Government of Jharkhand as well as Government of India are contributing economically for the project.

It is prayed that airport at the holy city of Deoghar is set up on priority basis.

**(iv) Need to constitute an Integrated Central Coordination
Authority for expeditious disposal of various
developmental projects in Delhi**

श्री महेश गिरी (पूर्वी दिल्ली) : उपाध्यक्ष जी, मेरे क्षेत्र के विकास के कई कार्य अभी गतिशील हैं। पिछले 6 महीनों में मैंने पूर्वी दिल्ली क्षेत्र की कई सारी अटकी हुई परियोजनाओं को सुगम बनाया है। अन्तर्विभागीय समन्वय के अभाव में पूरी दिल्ली तरह-तरह की समस्याओं से जूझ रही है। दस-पन्द्रह साल पहले जिन परियोजनाओं का शिलान्यास हुआ था, वे अब मेरे प्रयासों से शरू हो रही हैं। देश की राजधानी होने के नाते दिल्ली सरकार और केन्द्र सरकार के बीच दिल्ली का दायित्व भी कुछ अनोखे ढंग से बंटा हुआ है जिसका दुष्परिणाम दिल्ली की जनता को भुगतना पड़ रहा है।

अतः सदन के माध्यम से मेरा सरकार से अनुरोध है कि दिल्ली की जनता की उपरोक्त परेशानियों को देखते हुए दिल्ली में “एकल केन्द्रीय समन्वय प्राधिकरण” बनाए जाने के लिए अविलम्ब आवश्यक कदम उठाए जाएं।

**(v) Need to apportion share of revenue generated through
timber procured from the forest areas in Mandla
Parliamentary Constituency, Madhya Pradesh
for the development of tribal areas falling
under the said constituency**

श्री फग्गन सिंह कुलस्ते (मंडला) : उपाध्यक्ष जी, मैं आपका ध्यान अपने संसदीय क्षेत्र मंडला (मध्य प्रदेश) की ओर दिलाना चाहता हूँ। मध्य प्रदेश के मंडला, डिंडोरी, शिवनी तथा नरसिंहपुर जिलों के वन की इमारती लकड़ियों से सरकार को अधिकतम राजस्व मिलता है। परन्तु वन और पर्यावरण विभाग द्वारा जो राजस्व लिया जाता है, शासन के नियमानुसार 20 प्रतिशत धनराशि उन्हीं क्षेत्रों के विकास के लिए खर्च की जानी चाहिए, परन्तु आज तक इन क्षेत्रों के करोड़ों रुपया अर्जित करने के बावजूद उपरोक्त आदिवासी क्षेत्रों की लगातार अनदेखी की जा रही है।

महोदय, मैं केन्द्रीय वन मंत्री से अनुरोध करता हूँ कि मध्य प्रदेश के मंडला, डिंडोरी, शिवनी तथा नरसिंहपुर जैसे आदिवासी क्षेत्रों से अर्जित धनराशि का हिस्सा आदिवासी जिलों के विकास पर खर्च किया जाए।

HON. DEPUTY SPEAKER: Shri Laxman Giluwa – not present.



(vi) Need to recruit adequate number of special teachers for differently-abled students in Uttar Pradesh and also regularize the services of special teachers working on contract basis in the State

श्री विनोद कुमार सोनकर (कौशाम्बी) : माननीय उपाध्यक्ष जी, उत्तर प्रदेश में 6 से 14 वर्ष तक के विकलांग छात्रों की संख्या लगभग 4.15 लाख से भी अधिक है, जिसके सापेक्ष निःशुल्क एवं अनिवार्य बाल शिक्षा अधिकार अधिनियम 2009 के दिशा-निर्देशों के अनुसार 30:1 के अनुपात में 14 हजार विशेष शिक्षकों की संख्या होनी चाहिए थी, किंतु वर्ष 2005 में संविदा पर 2721 विशेष शिक्षकों की नियुक्ति की गई जिनको आज तक स्थायी नहीं किया गया, जबकि इनके ही समकक्ष सामान्य बच्चों को पढ़ाने वाले शिक्षा मित्रों को विशेष प्रशिक्षण देकर स्थायी शिक्षक बनाया गया है। असामान्य बच्चों की समुचित शिक्षा के दृष्टिगत माननीय उच्च न्यायालय ने स्पष्ट आदेश दिया कि पर्याप्त विशेष शिक्षकों की भर्ती की जाए, किंतु उत्तर प्रदेश सरकार द्वारा अब तक कोई ठोस कदम नहीं उठाया गया, जिससे बच्चों की शिक्षा में कठिनाई हो रही है।

भारत सरकार के अधीन एन.सी.टी.ई. (राष्ट्रीय अध्यापक शिक्षा परिषद शिक्षा) के गजट दिनांक 23.08.2010 व 29.07.2011 के अनुसार D.Ed. (विशेष शिक्षा) व B.Ed. (विशेष शिक्षा) अर्ह अभ्यर्थियों को परिषदीय विद्यालय में सहायक शिक्षक हेतु मान्य किया गया है, जिसका अनुपालन दिल्ली सरकार, झारखंड सरकार, हरियाणा व पंजाब सरकार द्वारा किया जा रहा है, किंतु उत्तर प्रदेश सरकार द्वारा नहीं किया जा रहा है, जो D.Ed. व B.Ed. (विशेष शिक्षा) प्राप्त अभ्यर्थियों के साथ अन्याय है।

मैं आपके माध्यम से मानव संसाधन विकास मंत्रालय एवं सामाजिक न्याय एवं अधिकारिता मंत्रालय से मांग करता हूं कि उ.प्र. में असामान्य बच्चों के भविष्य को देखते हुए उनकी समुचित शिक्षा के लिए स्वयं संज्ञान लेकर बच्चों की संख्या के अनुपात में अविलम्ब विशेष शिक्षकों की भर्ती कराये तथा पहले से संविदा पर कार्यरत विशेष शिक्षकों को यदि अर्ह हैं तो स्थायी किया जाए। यदि नहीं हैं तो शिक्षा मित्रों की तरह इन्हें भी विशेष प्रशिक्षण देकर स्थायी नियुक्ति की जाए।

(vii) Need to check the increasing number of cancer patients in Greater Noida in Western Uttar Pradesh and set up a Super Speciality Hospital in Western Uttar Pradesh

SHRI HUKUM SINGH (KAIRANA): At least five villages around the Chhapraula Industrial Area in Greater Noida (Uttar Pradesh) – Sadopur, Achheja, Sadullapur, Bishnuli, and Khera Dharampura – about 30km from Delhi, have seen an abnormally high number of cancer cases surfacing in the last five years. Most of the cancers in these afflicted villages are related to gastrointestinal tract and liver. Blood cancer is also fairly common. An extraordinarily high number of cases of hepatitis, liver ailments, stomach problems and skin diseases have also surfaced in these villages. In Sadopur village alone, a generation has been wiped out by cancer and the next generation has been suffering from deadly diseases of gastrointestinal tract.

What is the exact cause of such high number of cases of cancer and fatal diseases of the gastrointestinal tract, has not been detected. But environmentalists, village people and others assume that the main culprit is the untreated industrial effluents of nearby factories which are discharging highly polluted chemical wastes and thereby contaminating ground water. It is estimated that during the past four-five years, at least 70 people of these five villages have lost their lives due to cancer, an estimated 90 people are currently undergoing cancer treatment and at least 60 people are suffering from Hepatitis-C or liver related diseases. Data regarding Dujana, Vaidpura, Milak Lachchi, Khedi Bhanota villages which are suspected to have similar cases, is not available.

Similar is the case with villages under Muzaffarnagar and Shamli Districts in Western U.P. hundreds of people have died and hundreds of people are suffering from Cancer and other fatal diseases. There is not a single hospital in entire Western Uttar Pradesh to treat cancer and other deadly diseases.

Keeping in view the health of the people of these five villages of Greater NOIDA and other similar villages in entire Western Uttar Pradesh, I urge upon the

Union Government to take immediate steps to find out the enormity of the situation and provide all necessary help to the people of these villages so that cancer and other deadly diseases which have surfaced there could be combated in an effective manner. The Union Government should take steps to set up a Super-speciality Hospital in Western Uttar Pradesh.

**(viii) Need to undertake a project to utilize the waters of
Bhimkund - a huge water body in Chhattarpur District,
Madhya Pradesh for drinking and irrigation purposes**

श्री प्रहलाद सिंह पटेल (दमोह) : उपाध्यक्ष महोदय, मेरे चुनाव क्षेत्र दमोह (मध्य प्रदेश) के अंतर्गत आने वाले बुन्देलखंड क्षेत्र के तीन जिलों दमोह, सागर एवं छतरपुर में पानी का काफी संकट है। बुन्देलखंड के पिछड़ने एवं जल संकट को ध्यान में रखकर योजना आयोग ने बुन्देलखंड पैकेज दिया था, लेकिन इस पैकेज की धनराशि को जल्दबाजी में बगैर दूरगामी योजना के खर्च कर दिया गया। छतरपुर जिले में भूमिगत जल एवं वर्षाजल की कमी के बावजूद प्राकृतिक स्रोत भीमकुण्ड में प्राकृतिक जलराशि के अथाह भंडार हैं, जहां डिस्कवरी चैनल की टीम ने इस जलराशि की थाह लेने की कोशिश की, लेकिन वह इसमें सफल नहीं हो सकी। इस प्राकृतिक स्थान से बुन्देलखंड की जनता एवं खेतों की प्यास बुझाई जा सकती है, लेकिन इस पर गंभीरता से कार्य नहीं हो सका है।

अतः सदन के माध्यम से मेरा सरकार से निवेदन है कि इस प्राकृतिक स्रोत भीमकुण्ड की जलराशि का केन्द्रीय जल आयोग आकलन करे तथा पायलट प्रोजैक्ट के रूप में बक्सवाह कस्बे सहित आस-पास के गांवों को पीने का पानी देकर बुन्देलखंड की पेयजल समस्या का स्थाई समाधान प्रदान करे।

HON. DEPUTY SPEAKER: Shri Om Birla – not present.

Shri M.K. Raghavan.

**(ix) Need to set up a Tertiary Cancer Care Centre at
Government Medical College, Kozhikode, Kerala**

SHRI M.K. RAGHAVAN (KOZHIKODE): The Government Medical College, Kozhikode is a premier Tertiary Cancer Centre. More than 45,000 patients visit here seeking treatment for cancer. Most of them belong to socially and economically backward classes. At present most of these patients are required to visit Thiruvananthapuram for advanced treatment.

Recently the Government of India has agreed in principle for setting up the Tertiary Cancer Care Centre (TCCC) at Government Medical College, Kozhikode. The Government of Kerala has also furnished all the required inputs and approval for the same.

It is requested that necessary funds and approval for the Tertiary Cancer Care Centre (TCCC) at Government Medical College, Kozhikode may be given so that it could prove beneficial to patients from the northern parts of Kerala.

(x) Need to allocate separate funds for providing better infrastructure for water-supply in Bengaluru, Karnataka

SHRI D.K. SURESH (BANGALORE RURAL): I would like to raise an important issue regarding drinking water crisis in Indian cities particularly in Bengaluru. It is a matter of great concern that people of Bengaluru are facing severe problem of water shortage. Population of Bengaluru is growing and its area is expanding beyond 800 square kilometre. Since Bengaluru is famous for its IT hub and pleasant weather, people not only from various parts of our country but also from every nook and corner of the world are living in the city. I am of the opinion that due to inadequate attention paid to develop better infrastructure for water supply, most of our Indian cities have poor water supply system. Another reason which is causing the problem is that most cities have a high percentage of non-revenue water (NRW). About 20 to 50 percent water loss in Indian cities is a big challenging factor as far as water shortage is concerned. State Governments and urban local bodies are responding to the growing incidence of these water wars by signing up expensive water supply projects to bring in more and more water into the cities from the hinterlands, sometimes from as far as 150 to 200 kms away. However, due to financial crunch it is very difficult for the State Government to provide infrastructure to expanding cities like Bengaluru.

Therefore, I urge upon the Union Government to allocate separate funds for Bengaluru to provide better infrastructure for water supply. I would also like to suggest that the Government should prepare a road map to ensure adequate water supply to people of urban, semi-urban and rural areas and take steps to put an end to water loss due to leakage of broken pipes and lack of infrastructure.

(xi) Need to provide a stoppage of Howrah Express at Tiruvannamalai railway station, Tamil Nadu and resume train service between Tirupaththur and Jolarpet besides augmenting passenger facilities at Tiruvannamalai railway station.

SHRIMATI R. VANAROJA (TIRUVANNAMALAI): Hon. Deputy-Speaker, Sir, in my Tiruvannamalai Constituency before broad gauge conversion, there was rail connectivity between Chennai and Tiruvannamalai. After the broad gauge conversion, all the train services were stopped. Tiruvannamalai is a district headquarters and a temple town. It is a spiritual centre. To visit Annamalaiyar temple of Tiruvannamalai and for circumambulation during full-moon days, Tamil New year, English New year and festival days like Karthigai Deepam, lakhs of pilgrims from Chennai and other parts of the State come to Tiruvannamalai. There is heavy vehicular traffic during these occasions and it becomes difficult to control the traffic. There should be adequate rail services to Tiruvannamalai. Howrah Express between Puducherry and Howrah does not stop at Tiruvannamalai. This train should stop, at least, for five minutes at Tiruvannamalai railway station. Pilgrims and passengers would be benefited by this. Ticket booking is done only during morning hours. I urge that it should be extended in the evening hours also. A parcel office should function at Tiruvannamalai railway station. Basic amenities like drinking water facilities, rest rooms, toilet facilities, etc. in the railway station should be improved. Chennai-Tirupaththur train service has been in operation for so many years. This train departs from Tirupaththur for Chennai at 4.30 a.m. and from Chennai it reaches Tirupaththur at 10 p.m. But for the last four months, this train halts at Jolarpet, Therefore the rail link between Jolarpet and Tirupaththur has been lost. People of this area have to depend on other modes of transport for onward journey to Tirupaththur.

I, therefore, urge the hon. Railway Minister through this august House that the train service must be resumed up to Tirupaththur as it was before.

Thank you.

(xii)Need to permit Madas Fertilizers Limited, Southern Petrochemicals Industries Corporation Limited and Mangalore Chemicals & Fertilizers Limited to continue production of urea by using naphtha as feedstock till the availability of natural gas

SHRI T.G. VENKATESH BABU (CHENNAI NORTH): Hon. Deputy-Speaker, Sir, Madras Fertilizers Limited (MFL-Chennai), Southern Petrochemicals Industries Corporation Limited (SPIC-Tuticorin) of Tamil Nadu and Mangalore Chemicals & Fertilizers Limited (MCFL-Mangalore) of Karnataka are manufacturing the urea fertilizer by using 1000 kilo litres of naphtha per day as feedstock. However, the Government of India, by notification, permitted them to produce urea with subsidy using naphtha as feedstock until 30 September 2014. Beyond that, they were advised to switch over to feedstock of natural gas for availing urea subsidy, or else subsidy would not be paid to them under New Pricing Policy III.

As per Government of India notification, they have invested around Rs. 300 crore for conversion into feedstock of natural gas. However, due to inability in laying the pipelines by GAIL and IOCL, the supply of natural gas could not be established at the above plant locations and they were forced to shut the urea plants. The shutdown will result in loss of production of around 1.5 million tonne of urea per annum. Both shut down and restart would also deteriorate plant and machinery and will cost additional burden of Rs. 15 crore. This will create loss of livelihood to about 15,000 employees directly and indirectly and also create large scale unemployment. More importantly it will also affect our agricultural production.

This is purely because of absence of pipeline connectivity and gas allocation. There is no alternative option left with them other than using naphtha for production of urea. There is also not much marginal price difference between LNG and naphtha on production of urea.

HON. DEPUTY-SPEAKER: Hon. Members, kindly read the approved text only.

SHRI T.G. VENKATESH BABU : Yes, Sir. I am reading the approved text only.

Keeping in mind, the gravity of the situation, the People's Chief Minister of Tamil Nadu, Dr. Amma Paratchi Thalaivi Amma wrote a letter to the hon. Prime Minister on 9-6-2014 and emphasized the need to arrive at an immediate solution in order to protect the interests of lakhs of farmers and workers.

I shall, therefore, urge upon the Union Government to allow Madras Fertilizers Limited, Southern Petrochemicals Industries Corporation Limited and Mangalore Chemicals & Fertilizers Limited to continue to produce urea by using Naptha as feedstock till such time the natural gas connectivity is established. Thank you.

(xiii) Need to provide funds for construction of new railway line from Deshapran to Nandigram in East Midnapore, West Bengal

SHRI SUVENDU ADHIKARI (TAMLUK): Deputy Speaker, Sir, I would like to bring it to the kind attention of the hon. Minister of Railways of the Union Government, through you, that a project for construction of a new railway line from Deshapran to Nandigram in East Midnapore, West Bengal was gracefully announced by the then Railway Minister, Miss Mamata Banerjee in 2009-10. But it is sad to note that no fund has been allocated yet from the concerned Ministry for this project of Rs.121.44 crore. We cannot deny that construction of new railway line is one of the important factors for the development of railway infrastructure. Sir, it goes without saying that the project will create job opportunities and it will be a blessing to unemployed youth in this high inflationary period. But I do not know why there has not been any fund allocation for this project though it is also one of the important projects to help the Indian economy to some extent.

Here we must consider it very seriously that time-bound completion of any project is very important. Otherwise, it will create extra burden on public exchequer because there will be escalation in project cost due to increase in material and other costs with passage of time and we have such examples where the total estimated project cost has been increased due to failure in time-bound completion of projects.

So, this is my humble request to the hon. Union Railway Minister, through you, to please allot the required fund immediately for the project so that the work can be started early and completed as early as possible. Thank you.

(xiv) Need to connect Keonjhar in Odisha with Jamshedpur-Badampahar and Rupsa-Bangariposi railway lines

श्रीमती सकुंतला लागुरी (क्योंझर): महोदय, चक्रधरपुर रेलवे मंडल अंतर्गत जमशेदपुर से बादाम पहाड़ रेलवे लाइन को क्योंझर से जोड़ने एवं रुपसा से बंगारी पोसी ब्रॉडगेज रेलवे लाइन को क्योंझर के देवझहर तक जोड़ने के लिए अभी तक कोई कार्य नहीं किया गया, जिसके कारण ये दोनों लाइनें घाटे में चल रही हैं। रेलवे बोर्ड ने इन रेलवे लाइनों को लाभदायक बनाने के लिए इसे वाणिज्यिक रूप से प्रयोग करने हेतु कोई प्रयास नहीं किए हैं, जबकि इन दोनों लाइनों को अगर क्योंझर जिले से जोड़ दिया जाए तो इसको लाभदायक बनाया जा सकता है। क्योंझर से दोनों लाइनों को मिला देने से माल ढोने के लिए दूरी कम हो जाएगी और इन दोनों ब्राडगेज लाइनों का उपयोग अच्छे ढंग से हो जाएगा, जो वर्तमान समय में नहीं हो पा रहा है। दोनों लाइनों पर अरबों रुपया लगा हुआ है, उसका रिटर्न भी मिलना शुरू हो जाएगा।

अतः सदन के माध्यम से मेरा अनुरोध है कि उक्त प्रस्ताव पर गहराई से विचार किया जाए और रेलवे राजस्व की बढ़ोत्तरी के लिए इस प्रस्ताव की जांच करवाकर उपरोक्त रेलवे लाइन को शीघ्र जोड़ा जाए।

(xv) Need to include Dhanger community of Maharashtra in the list of Scheduled Tribes

श्री श्रीरंग आप्पा बारणे (मावल): महोदय, महाराष्ट्र राज्य में धनगर समाज जनजाति के लोग आजादी के बाद से आरक्षण के लिए निरंतर संघर्ष करते आ रहे हैं, परन्तु अभी तक उन्हें आरक्षण नहीं मिला है।

भारतीय संविधान के अनुसार अनुसूचित जनजाति की सूची में 36 नम्बर पर ओरेन, धनगड का उल्लेख है। हिंदी भाषा के उच्चारण के अनुसार धनगर और धनगड एक ही शब्द हैं जो एक ही समाज के लिए उल्लेखित हैं। महाराष्ट्र में धनगर समाज है और धनगड नाम की कोई भी जनजाति अस्तित्व में नहीं है। महाराष्ट्र में धनगर समाज की जनसंख्या लगभग 11 प्रतिशत यानी 1.30 लाख लोग महाराष्ट्र में इस समाज के निवास करते हैं। यह समाज पूरी तरह एक संघ है। इतनी बड़ी संख्या में समाज होते हुए भी अशिक्षा और अज्ञानता के कारण इस समाज को आरक्षण नहीं मिला है।

महाराष्ट्र राज्य की यह जनजाति अत्यंत पिछड़ी है और समाज में उचित स्थान एवं पहचान बनाने के लिए वर्षों से संघर्षरत है। महाराष्ट्र सरकार ने इस जाति के लोगों के विकास के लिए कोई योजना नहीं बनाई है। यदि इस पिछड़ी जनजाति को भारत सरकार की ओर से आरक्षण मिल जाता है तो इन लोगों को मुख्यधारा में आने का अवसर मिलेगा और इनका विकास होगा।

अतः सदन के माध्यम से मेरा सरकार से अनुरोध है कि धनगर समाज को आरक्षण देकर इसको अनुसूचित जनजाति की सूची में समावेश किया जाए।

**(xvi) Need to provide compensation to farmers suffering
from loss of crops due to vagaries of nature**

SHRI KESINENI SRINIVAS (VIJAYAWADA): Natural calamities like cyclones/droughts often occur in certain parts of our country. Through the Communication and IT systems, which we had developed, we are able to minimize human loss but not agricultural produce, particularly in harvesting season. Farmer is put to loss for no fault of him. His investment, for example, on paddy per acre which amounts to Rs.15,000 to Rs.20,000 makes him bankrupt. Even fertilizer subsidy of Rs.73,000 crore spent by the Government does not come to the rescue of farmers.

There should be a change in the conventional form of visit of Central teams to assess the gravity of the havoc and later doling out meagre grants or financial assistance to the States, which do not address the financial loss of the farmer adequately.

It is time to think about the financial loss incurred by the farmer and to transfer money, say, Rs.10,000 per acre in his bank account through RTGS so that he can go for cultivation without any financial burden. Farmer with 5 acre wet land and 10 acre dry land may also be considered for this money transfer. This will slowly reduce subsidy to the Government's exchequer on seeds and fertilizers.

**(xvii) Need to include more schemes under Prime Minister's
15 Point Programme for welfare of the minorities**

SHRI E.T. MOHAMMAD BASHEER (PONNANI): It is high time to remodel the Prime Minister's 15 Point Programme for welfare of the minorities. Three important bodies have suggested changes in the scope, implementation and monitoring of this programme. The report of the Planning Commission's Steering Committee on Empowerment of the Minorities, the National Advisory Council's (NAC) recommendations for the 12th Five-Year Plan "Towards inclusive development to empower minorities" and the outcome budget of the Ministry of Minority Affairs for the year 2012-13 have spelt out the changes that would be required for effective implementation of the programme.

The 15-Point Programme aims at enhancing opportunities for education, ensuring an equitable share for minorities in economic activities and employment, through existing new schemes, enhanced credit support for self-employment, recruitment to State and Central Government jobs, improving the living condition of minorities etc.

The programme also seeks to ensure that the benefits of various government schemes for the underprivileged reach the disadvantaged sections of the minority communities. This objective is sought to be achieved through earmarking 15% of the targets and outlays under various schemes for the minorities.

The Steering Committee on the Empowerment of Minorities during the 12th Five-Year Plan, for instance, suggests certain key changes for implementation, monitoring and reporting of the 15-Point Programme both at the Central and State levels, based on the recommendations of the NAC report. The NAC and the Steering Committee point out that only a limited number of schemes are included in the 15-Point Programme. They have suggested for expanding the basket to include additional schemes from the Ministries of Small and Medium

Industries, Youth Affairs, Agriculture and Rural Development (especially MGNREGA).

In the light of the above facts, I urge upon the Government to take urgent necessary steps in this regard.

**(xviii) Need to bring to book the culprits of 1984 anti-Sikh riots
and rehabilitation of victims of the riots**

श्री प्रेम सिंह चन्दूमाजरा (आनंदपुर साहिब) : महोदय, गत शताब्दी के दौरान स्वतंत्र भारत के इतिहास में वर्ष 1984 में अल्पसंख्यक सिख समाज के कत्लेआम की घटना ने काला पृष्ठ जोड़ दिया है, जिसे इस सरकार को नई इबारत लिखकर इस काले धब्बे को धोना होगा। निर्दोष सिख नागरिकों सहित अन्य अनेक नागरिकों का खुलेआम कत्ल हुआ। काण्ड की जाँच नानावती आयोग ने की। रिपोर्ट में सैंकड़ों लोगों को उपरोक्त अपराध के मामले में आरोपित किया गया, किन्तु दण्ड दिये जाने की कार्रवाई नहीं की गई। पीड़ित परिवारों को घटना के 30 साल बीतने के बाद अभी भी क्षतिपूर्ति कर सन्तोष, सांत्वना नहीं दी जा सकी। आतंकवाद के साये से भयभीत जिन नागरिकों ने स्वदेश छोड़कर विदेशों में शान्तिपूर्वक जीवन जीने की व्यवस्था की, उन्हें अभी भी स्वदेश में जीने की स्वीकृति से वंचित रखा हुआ है। मजेदार बात यह है कि स्वदेश में इन पर आपराधिक मामलों के आरोप अभी भी कोई नहीं हैं।

अतः सदन के माध्यम से सरकार से मेरा अनुरोध है कि नानावती आयोग की जाँच में अपराधों में लिप्त रहे आरोपियों को दण्ड दिलाया जाये, पीड़ित परिवारों को वाजिब क्षतिपूर्ति कर उन्हें सांत्वना और सम्मानजनक जीवन जीने का अवसर दिया जाये तथा विदेशों में विवशता से रह रहे निर्दोष भारतीय मूल के नागरिकों को उनकी इच्छा के अनुसार भारत में रहने की स्वीकृति देने के लिए काली सूची से बाहर किया जाये।

HON. DEPUTY SPEAKER: Shri S.S. Ahluwalia is permitted to associate with the issue raised by Shri Prem Singh Chandumajra.

HON. DEPUTY-SPEAKER: Now, Item No. 14 – Discussion under Rule 193.

SHRI SUDIP BANDYOPADHYAY (KOLKATA UTTAR): In today's List of Business, Discussion under Rule 193 is already there. A Supplementary List of Business was circulated that Shri Arun Jaitley will lay a statement on the Table of the House just before the House adjourns for the day. Again, the Second Supplementary List of Business has been circulated regarding Shri Nitin Gadkari's Bill titled The Merchant Shipping (Amendment) Bill, 2014. So, we are not certain how it is going on now and whether Discussion under Rule 193 will be concluded first and then Shri Nitin Gadkari's Bill will be taken up, and whether Shri Arun Jaitley will ultimately remain present and increase the excise duty on petrol and diesel which is supposed to skyrocket their prices.

Sir, will you be kind enough to direct hon. Minister of Parliamentary Affairs to clarify the position?

HON. DEPUTY SPEAKER: The Bill of Shri Nitin Gadkari is listed at Serial No. 14A. First, we are taking Item No. 14. After completing it, we will see that.

SHRI BHARTRUHARI MAHTAB (CUTTACK): Sir, my only contention here is that the provision is there that Government may bring in as supplementary agenda certain Bills for consideration and passing, but it is becoming a practice. Two days back, another Bill was introduced and in the afternoon it was there in the Supplementary List, and the Bill was put forth for consideration and passing. It should be an exception. Can the Parliamentary Affairs Ministry and the Government not prepare agenda for the next day with full particulars? It has become an everyday affair.

We know that the Government has certain agenda, but those agenda can be prepared in advance and circulated. This should be an exception.

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI RAJIV PRATAP RUDY): Sir, we



appreciate the point of view raised by the hon. Members. But the fact remains that nothing happens in this House without consultation, and we are trying our best to see that maximum consultation is there whether it is in the Business Advisory Committee where we allot the time, and the decision is taken in your presence and in the Speaker's presence. It does happen that there are certain urgencies at times and we have to take up certain Bills. Hence, Supplementary Business is moved, which is also through a procedure and it goes to the hon. Members. The Minister concerned requests for a waiver, and of course, the Members have a right to move an amendment and give notice, but at the end of the day, the very job, which we have to do, is to legislate for the nation.

The point is well taken, but the Government would like to see that the Bills, which are very important for the country, are passed. We are appreciating your point of view and it is a very valid point, but despite that, the waiver has been obtained from the Speaker. So, we would request that let the Legislative Business continue because the Minister did come and then he had to leave because he said that at 4 o'clock we will be taking up that Bill. So, I would kindly request the Members that this Business has to go on, and it is a part of the procedure. I am sure that the Deputy-Speaker would allow us to carry on with the 193 Debate, and at 4 o'clock we will have that Bill on Merchant Shipping.

SHRI SUDIP BANDYOPADHYAY : Will we conclude the 193 Discussion and then take up the Bill of Shri Nitin Gadkari?

HON. DEPUTY SPEAKER: No.

SHRI RAJIV PRATAP RUDY : No, the Business will carry on.

HON. DEPUTY SPEAKER: It would not conclude at 4 o'clock, and it will continue afterwards.

SHRI SUDIP BANDYOPADHYAY : So, are we starting now with the 193 Discussion?

HON. DEPUTY SPEAKER: Yes, 193 Discussion will go up to 4 o'clock as has been requested by the Government, and thereafter, we will be taking up the Bill.

The Discussion under Rule 193 will continue next day also and there would be no problem in it.

14.42 hrs.

DISCUSSION UNDER RULE 193

Natural calamities in various parts of the country

HON. DEPUTY SPEAKER: Now, Item No. 14, Shri Kalikesh N. Singh Deo.

SHRI KALIKESH N. SINGH DEO (BOLANGIR): Sir, with your permission, may I speak from here?

HON. DEPUTY SPEAKER: Yes, no problem.

SHRI KALIKESH N. SINGH DEO : Thank you Deputy-Speaker, Sir, for allowing me to raise this extremely vital issue on natural calamities, which have occurred in various parts of the country with special reference to unprecedented rains and floods in Jammu and Kashmir; severe cyclones that have hit coasts of Odisha and Andhra Pradesh; and drought in Maharashtra.

Sir, natural disasters are not new to India. In recent few months, we have seen severe cyclones, both Phailin and HudHud, which have ravaged the coasts of Odisha and Andhra Pradesh causing displacement of almost 2 ½ lakh people in the State of Odisha, and some more in the State of Andhra Pradesh. The unprecedented destruction by both these cyclones has been readily met by the Governments of Odisha and Andhra Pradesh with support from the Central Government.

Natural disasters cannot be avoided, but what we can do is to ensure that the country, as a whole, is better prepared to meet the natural disasters and to ensure that there is long-term planning for risk mitigation and the institution set-up to react promptly and positively. In this one particular occasion, we cannot fault the Parliament of India. Even though, in the last 10 years, that is, from 2001 to 2011, 150 lakh houses have been destroyed due to natural disasters; 420 lakh hectares of agricultural land / crop area have been affected; and last year itself 22,759 deaths have been recorded in 2013 due to natural disasters.

The Parliament of India has enacted right laws to address the issue. In 2005, the Parliament enacted the Disaster Management Act, which established institutions of the National Disaster Management Authority to lay down policies, guidelines and formulate plans for disaster management; the National and State Executive Committees are the executing arms of NDMA and SDMA; the National Disaster Response Forces, which can assist in disaster management, rescue and rehabilitation operations; and of course, the National Institute of Disaster Management for capacity building both in the State as well as in the District / Panchayat levels.

However, we find that even though Parliament has enacted correct laws, the implementation of these laws -- which is the real crux of any law and which proves the efficiency of any law -- has been far from lacking. Let us take the example of NDMA. The NDMA is currently headless and toothless. It has been six months since most members of the NDMA have resigned. However, the Government has been unable to select a proper head to run the NDMA, while disaster after disaster have hit this country. The National Executive Committee, which is supposed to be the Committee to execute the policies framed by the NDMA and the police framed by the Agriculture and Home Ministries, is currently without any members. All the members of the National Executive Committee have resigned, and the Government has been unable to fill up those posts. Not only that, the NDMA and the NEC have come under severe criticism. Between 2006 and 2012, the National Executive Committee – and again this is for this Government and that Government; this ping-pong between the two parties seems to leave the people of the nation out of any development or salvage – did not meet even once; it could not find the time to meet even once. It has been eight years since this entire institutional framework has been set up. The National Disaster Management Action Plan was supposed to have been set up by the NDMA and the NEC, however, these illustrious institutions have not found the time to finalise the National Disaster Management Action Plan.

Again, year after year, month after month, we are hit by natural disasters, be it cyclones; be it floods in Jammu and Kashmir; be it droughts; be it heat waves and cold waves. As we go on, India is going to get hit more and more by natural disasters. The effects of climate change and global warming are going to have a much more severe impact giving us disasters in India. Over 40 million hectares of India's land is prone to floods and river erosion. Close to 5,700 kilometres out of 7,516 kilometres long coastline is prone to cyclones and Tsunamis. Sixty-eight per cent of its cultivable area is vulnerable to drought. However, the National Disaster Management Authority, which we know is headless and toothless, is failing to do its most basic duty of providing risk mitigation and long-term planning in addressing disaster management.

All these institutes are focussing on response. As a country, from the time when the super-cyclone hit Odisha and more than 10,000 people lost their lives, yes, we have become better at forecasting, forewarning and responding to disasters, especially that of cyclones where we get an early warning. After the Disaster Management Act of 2005 was framed, the NDMA was to ensure that every department incorporates some elements of disaster management mitigation, for example, if roads are being built in flood prone zone areas, then proper vents and causeways would be given so that water could go through. However, I find no mention of the fact that any of these departments have addressed the issue of disaster management.

It takes political will, both by the Prime Minister and the Home Minister, and when the Prime Minister's massive appeal was responded to positively by the voters, I was hoping that we will see action, we will see delivery, but it has been six months and basic decisions of putting the right people in the right posts have not been taken. NDMA has been continuously used as a resting ground for retired bureaucrats or for those politicians who have not been elected. This practice has to stop. Out of the members of the NDMA and the NEC, do we have even one technical expert or even one global expert?

The National Advisory Council is supposed to counsel the NDMA, but it does not exist. It has been disbanded. The amount of casualties that the Government has experienced since 2005-06 is its lack of seriousness for the disaster management. It has been a habit of the Home Ministry and the Agriculture Ministry to usurp the power of the NDMA to not allow it to function. The NDMA is supposed to carry a coordinate response in the event of disaster. However, currently, the Ministry of Home Affairs performs that function.

Sir, the NAC is in-charge of utilizing the NDRF – the National Disaster Response Fund for emergency response expenses under the Act. However, this job is currently being done by the Inter-Ministerial Group of Ministry of Home Affairs and Ministry of Agriculture. This process existed even before the act was enacted. If so, what is the point of this Act? What is the point of setting up of NDMA and the NAC if you do not allow them to function, if you do not give them teeth to ensure that all states develop first State Disaster Management Authority and have a plan to mitigate the disaster management? Again I lay emphasis on the term ‘Mitigation’ and not on the ‘Response and Rehabilitation’.

Sir, let us look at how this Government has reacted with response and rehabilitation. We know that in recent times, the floods of Jammu and Kashmir caught the Government both in Centre and State unawares. Tremendous loss was experienced in the State of Jammu and Kashmir and my full sympathy to all the Members and all the people of Jammu and Kashmir. However, the Government of India reacted very well. The Minority Affairs Minister promised a Rs. 120 crore over and above the Rs. 1100 crore be given to Jammu and Kashmir through SDRF further to which a Rs. 1000 crore plus another Rs. 750 crore was given for reconstruction and rehabilitation. My fullest support to the Government, my congratulations to the Government of India for taking such a pro-active step but what happens when we come to Odisha and Andhra Pradesh.

Sir, the State of Odisha has been hit by two consecutive cyclones. First, it was hit by Phailin and then, by Hudhud cyclone. The State of Andhra Pradesh, as I am sure my colleagues will speak about, has been hit by the same disaster.

Sir, the State of Odisha has asked for Rs. 5842 crore for rehabilitation and reconstruction after the Phailin was hit. The Government of India in its gracious wisdom, in its generosity granted us Rs. 399.83 crore, not even ten per cent of what was asked for. However, even for that money, the Government says that we will not give from National Disaster Relief Fund, rather take that money from State Disaster Relief Fund.

Sir, crops have been damaged. Droughts have been high in Odisha. The money from the State Disaster Relief Fund has been utilized mostly to give input subsidy for agriculture and now, this Government has failed to meet the expectations of the people of Odisha.

Sir, I thought Andhra would be better, if Jammu and Kashmir has elections and this Government has been gracious enough to show them generosity, I thought at least in Andhra Pradesh where they have a alliance partner, they would do a good job. Obviously, those considerations do not matter to any of us. Even in Andhra Pradesh Rs. 1000 crore was granted as announced by the Prime Minister after he visited Hudhud cyclone area, only Rs. 400 crore have been released. For Odisha where the same cyclone hit Odisha, the action plan for Odisha has been compiled and sent to the Government of India, they are sitting on it for months. They refuse to finalize the entire demand of roughly Rs. 750 crore which have been compiled for immediate rehabilitation and restoration of houses and those people who have been severely affected. This kind of callousness is not something that we expect from the Government of India. This kind of lack of response is not something that we expect from the Government. We were hoping that when 9700 villages of Odisha and 44,000 houses of Odisha were damaged and affected, the Government of India would rise and come in support of the Government of Odisha in meeting the needs of the poor people of Odisha. We

thought that, when 60,000 families from Andhra Pradesh were impacted and affected, the Government would have come out with a more generous show of support. However, the Government of India, the NDA Government has unfortunately failed the people of Andhra Pradesh and Odisha.

I would urge the Minister of State of Home, since the Cabinet Minister is not here today, that he and his Department need to have a more concise plan and a more long term approach looking at the disaster management. They cannot sustain themselves from disaster to disaster with knee-jerk reactions. They need to have a more sustained plan of implementation to mitigate disaster. I give you one example. The Government of India has streamlined all the airports and made a model airport design for constructing airports. However, when you do not take into account local necessities, incidents like the one that happened in Vizag where the roof of the airport flew off, may happen. Let us now look at incorporating disaster management policies in the implementation of the Budgets of all Departments.

With these words, I would like to thank you again for allowing me to speak on this subject which is so key to me. I hope that like after Hurricane Katrina the United States of America completely overhauled the Federal Emergency Management Agency, the Kashmir flood, the Phailin cyclone, the Hudhud cyclone would have the same impact on this Government and the NDMA, the NEC would be completely overhauled to make a body which actually leaves an impact, which can have some direction towards long term disaster management action plan.

DR. KAMBHAMPATI HARIBABU (VISAKHAPATNAM): Hon. Deputy-Speaker, Sir, I thank you for giving me this opportunity to speak on the severe cyclonic storm which hit the Visakhapatnam City which I represent in the House.


14.58 hrs

(Shri Anandrao Adsul *in the Chair*)

Sir, Hudhud cyclonic storm is unprecedented with the wind speeds of above 200 kilometres per hour. Visakhapatnam Port Trust measured the wind speed in the peak hours in the outer harbour of Visakhapatnam and recorded up to 274 kilometres per hour. The Meteorological records are available since 1891. For the last 120 years, Visakhapatnam did not witness this type of severe cyclone. With this wind speed, Hudhud cyclone has shaken the confidence of the people in the region. The storm has caused heavy damage to the public and private properties in three districts of Andhra Pradesh, particularly in North Coastal Andhra, Visakhapatnam, Vizainagaram and Srikakulam. In Andhra Pradesh, 61 people lost their lives, 37 were injured, 4777 cattle heads lost, 40379 houses were damaged, and about 3,30,000 hectares of cropped area was damaged. Crops like cashew, mango, banana and paddy were damaged and farmers had the big loss.

15.00 hrs.

When cyclone Hudhud hit the coast of Andhra Pradesh, fishing community suffered major losses. Fishermen lost their houses because their houses are located on the seacoast. About 1000 fishing boats were damaged. Their fishing nets were damaged. Many boats sank at the Visakhapatnam Fishing Harbour because of the cyclone.

Just  now my friend from Odisha spoke about damage caused to Visakhapatnam airport. The roof of the airport was gone. When I saw the airport I never thought that the flights would be able to land there even after a month. But fortunately, Union Civil Aviation Minister who hails from our area has taken steps to see that the flights landed there on the 5th day of the cyclone. Visakhapatnam is

a very beautiful city. This cyclone Hudhud caused a black mark on the face of the beauty of Visakhapatnam.

The Government of India has given a lot of assistance to the Government of Andhra Pradesh. The Committee headed by Cabinet Secretary, the Committee headed by Home Secretary were reviewing from time to time and advising the Government of Andhra Pradesh regarding the steps to be taken to safeguard the lives of the people and also steps to be taken for minimising the loss.

Road traffic was disrupted. Rail traffic was disrupted. Communication facilities were totally affected. There was no power and there was no water. I think more than 40,000 electrical polls were uprooted. I never imagined that my house would get power supply even up to 15 days but supply was restored on the 5th day of the cyclone. When the power is restored, it is natural that the water is also being given to all the people.

In this hour of crisis, our hon. Prime Minister Narendra Modiji visited Visakhapatnam within 30 hours of cyclone. Cyclone happened on the 12th. It continued up to early hours of 13th. On the 14th Prime Minister visited Visakhapatnam, saw the devastation caused by the cyclone, and announced immediate assistance of Rs.1,000 crore for Andhra Pradesh. This instilled confidence among the people and gave a lot of courage to them to face the crisis.

Cyclone struck on the 12th of October. Hon. Chief Minister Mr.Chandrababu Naidu ventured to come to Visakhapatnam on the 12th itself but he could not reach there. He could reach Visakhapatnam on the afternoon of 13th. He stayed at Visakhapatnam for more than a week. He stayed in the premises of the Collectorate. He slept in a bus. He guided the official machinery to restore the normalcy in the area. He worked till midnight. He reviewed the situation in the early hours of the day. And the official machinery in our area also functioned very well. I should thank the official machinery of Andhra Pradesh who have worked very hard to restore normalcy in the North Coastal Andhra Pradesh in view of the Hudhud cyclone.

Mr. Venkaiah Naidu, hon. Union Minister for Urban Development, visited Visakhapatnam along with hon. Prime Minister. Later, after a week, he came to Vizag again, held a review meeting with all the concerned Central Government Departments to expedite the relief and reconstruction operations. In Visakhapatnam we have a lot of Central Government agencies, public sector undertakings. The initial damages and losses caused to Government of India PSU properties due to the cyclone in Vizag District are being tentatively given.

Hindustan Shipyard Limited sustained a loss of Rs. 500 crore; East Coast Railway incurred a loss of Rs. 210 crore; for NTPC's Simhadri thermal project, it was Rs. 25 crore; for BHEL Visakhapatnam, Rs. 30 crore; for Indian Oil Corporation, Rs. 14 crore; for Vizag Steel Plant of RINL, Rs. 300 crore; for Visakhapatnam Port Trust, Rs. 200 crore; and the airport damage was Rs. 65 crore.

Our hon. Prime Minister, in his review meeting, assured Andhra Pradesh Government that the Government of India will take care of the damages caused to Central Government agencies and the public sector undertakings by the respective Departments. I hope, the respective Central Government Departments will take care of the damages caused to the Government of India agencies and the public sector undertakings.

I thank the Home Minister for his continued support to the people of Andhra Pradesh. I also thank the hon. Finance Minister who has instructed the banks to restructure the loans and also instructed the insurance companies to settle the claims for those victims who lost their property and had insurance policies.

The Government of India has deputed the inter-Ministerial Central team to visit Andhra Pradesh to make the assessment. Recently, they have visited Andhra Pradesh from 25th to 28th November. I hope, they will submit a favourable report which can help the State of Andhra Pradesh. I am thankful for the same but I wish that the Central team had visited much earlier. Since they have visited after one month, I think, they could not see the actual damage and the loss. I know, if they

visited earlier, their visit would have diverted the attention of the people who were involved in the relief work but I request the Government of India that in such situations of crises the Central teams should visit much earlier so that the damage could be assessed properly. This has to be taken into consideration.

I also thank the leaders of various political parties who have visited that area and expressed their solidarity with the affected people. I thank all the political parties for their support. I also thank the Chief Ministers of the neighbouring States, particularly, Odisha, Tamil Nadu, Karnataka, West Bengal and other States. They have extended their co-operation for the people of Andhra Pradesh in their hour of crisis.

Our Chief Minister has taken steps to see to it that all essential commodities are available to the people free of cost or at cheaper prices. He has made an effort to bring 2,500 tonnes of potato from Kolkata by discussing with the hon. Chief Minister of West Bengal Kumari Mamata Banerjee. We could procure 250 truck loads of potato and supply them in the Vizag area. He has taken steps to supply three kilograms of vegetables at Rs. 10 so that people are not affected by blackmarketeers and essential commodities are made available for the people in the hour of need. He has also taken all steps to see that petroleum marketing companies made all the supplies like diesel, petrol, and LPG and people faced no problem.

On 12th October, I was at Visakhapatnam city. I saw the devastation caused in Visakhapatnam city. We did not have power. We did not know what was happening in other places. We could not have the television sets in operation. Many hon. Members have complained about BSNL but I must compliment BSNL. On that day, only the BSNL landline was functioning. From my house, I telephoned to my friends in Vijayawada and Guntur and came to know what was being shown in their television sets, the position of the eye of the cyclonic storm at that time, whether it had crossed, and when it had crossed. I could get all that only by BSNL landline telephone. Of course, later on, there were some problems in

communication networks because there was no power and many companies which were supposed to operate their cell towers with diesel generators did not come forward. However, at the instance of the Chief Minister, all the companies followed the guidance and saw to it that the communication network was established.

I have four suggestions or requests to make with regard to facing the cyclones. One is, I would request the Government of India to come forward liberally to assist the State of Andhra Pradesh. As you all know, this State is a newly born or newly formed State, with the old name. The new State has no resources to help the people on their own. Therefore, in view of the difficult financial situation of Andhra Pradesh State, I would request the Government of India and the hon. Prime Minister to extend liberally the Central assistance to the State of Andhra Pradesh.

Another request I would like to make is, Vishakapatnam is at equi-distance from Kolkata and Chennai. Vishakapatnam is one of the major cities on the east coast; it is a strategic city. Vishakapatnam is the headquarters for the Eastern Naval High Command. Therefore, I request the Government of India to consider establishing a unit of the National Disaster Response Team at Vishakapatnam so that it could cater to the needs of the people on the east coast of India, right from Kanyakumari to Kolkata. I request the Government to consider this request favourably.

The third suggestion that I would make to the Government of India is to send the Inter-Ministerial Central Teams to assess the damages in respective States. I make the request to send the teams at the earliest possible time, possibly within a week so that they can make proper assessment of the damage and recommend to the Government of India for assistance.

The fourth one is this. A lot of industries got damaged due to this. All the roofs of the industries have been blown away. They make insurance claims. I request the Government of India and the hon. Finance Minister to instruct the

insurance companies to settle the claims at the earliest so that they could start their operations within the shortest possible time.

When the Prime Minister had visited Vishakapatnam, he suggested to the Government of Andhra Pradesh to prepare a blue-book, on how we have to proceed in times of crisis. I hope that all the State Governments who have faced this problem will assist in preparing the blue-book and I also hope that the Government of India will prepare this blue-book and fight natural calamities in an effective manner. Thank you.

DR. SHASHI THAROOR (THIRUVANANTHAPURAM): Thank you very much, Mr. Chairman, for giving me this opportunity to address this vital issue which is of great concern to all of us in our country.

My good friend, the hon. Member from Odisha, had already given us the details of how vulnerable the nation is to natural disasters. I will not repeat the details that he had provided. But I used to be the Convener of the Parliamentary Forum on Disaster Management during the 15th Lok Sabha. I must say that a lot of this has become sadly too familiar.

We had a National Disaster Management Authority, but it has been dismantled. Instead of Disaster Management Authority, what we now have is Disastrous Mismanagement without authority!

What has happened is that the NDMA simply failed to fulfill its purpose or its promise in all the disaster situations listed in today's Order Paper – Jammu & Kashmir, North-East, Odisha, Andhra Pradesh. As we have been reminded, the Parliament here passed the National Disaster Management Act in 2005, creating the NDMA, under the Prime Minister - no less – who is the Chairman, and the National Executive Committee developed a national policy on disaster management which was approved in 2009. The NDMA was supposed to work in coordination with various State Disaster Management Authorities. But so far, there is very little evidence of this. Indeed, several of the States have not yet even submitted their disaster management plans.

While the nation awaits the promised '*Achche din*', '*bure din*' came to the NDMA because the Government made it headless by asking for the resignation of the Vice-Chairman and other senior members, all in June. We are now in the beginning of December. So, six months later, we still have no replacements. The Government made absolutely no appointments to fill them, leaving the body completely headless, and the result is that the necessary warnings – for example, indicating the unexpected rise of the levels of the Jhelum River, in the case of

Kashmir, signaling the onset of a disaster in the Kashmir Valley – were simply not issued. There was no one to issue them.

We had the same problem with the National Disaster Relief Force, which was also set up by the 2005-Act. A permanent DG of the NDRF was appointed only yesterday.

Now, where is the decisive Government that we were promised when it comes to filling up much needed vacancies! The irony is that the Indian Meteorological Department, the Indian Space Research Organisation, so many other agencies have all developed early warning systems. The NDMA is supposed to, without delay, disseminate this information from these various agencies to the public and treat every warning with the urgency that it requires. But the NDMA, for all practical purposes under this Government does not exist. There is a dire need to fill the vacant positions at the earliest.

We have seen, Mr. Chairman, there is a chronic problem in this Government of dismantling functioning institutions without having alternatives ready; whether it is the Planning Commission, the National Innovation Council or the NDMA. What do we see? These have been decapitated and left rudderless like chickens with their heads cut off without any sense of purpose or direction. No wonder, we do not even have a National Disaster Management Action Plan.

Days before the Kashmir floods, a few local institutes studying weather conditions in the valley recorded an unexpected rise in the level of the Jhelum. The Officers of the State Flood Control Department had warned the authorities that the river was flowing 14 feet above the danger mark at Sangam in South Kashmir but they were unable to get a response from the Central or the State Government. Where was the Central Government to give the response? Warnings were issued by two other Central Water Commission Stations. They were also ignored. The Central Water Commission provides flood forecasting services but they have to be heeded. There must be a mechanism to take them and convey them urgently to the States. The State, of course, in the case of Kashmir had

ample time to evacuate people from low lying areas. They could have called for assistance of Special Response Team from the Centre. The Central Government could have also alerted the State. But did any of this happen? No, Sir, it did not. And, there was no effective response mechanism deployed at the beginning of the crisis. What followed was uncontrollable destruction, the loss of life and property which cannot be compensated, which, of course, will take a whole substantial amount of time to recover from and rebuild.

The figures are painful, Mr. Chairman; a loss of 282 human lives in Kashmir, over 61,000 cattle, six-and-a-half lakh hectares of cropped area, two-and-a-half lakh houses. Thousands have been left homeless. Property worth one lakh crore, a trillion rupees, has been destroyed. Twelve lakh people and 2000 villages were also affected by the floods in Assam. Floods in Odisha, thanks to Cyclone Hudhud, affected over 10 lakh people. So, we have a huge scale of problem on our hands. Our response at the Central Government level must also be worthy of this kind of a challenge.

The National Disaster Response Force, which is supposed to be actually managed and controlled by the NDMA, has now been reporting directly to the Ministry of Home Affairs, because there is no NDMA I suppose. Different departments and Ministries of the Central Government were undertaking their own relief operations in Kashmir. And, frankly, there was no Central Authority to coordinate them. The Central Government and the State Government were themselves not coordinating with each other and in the absence of any nodal agency the response was also slower than it needs to have been.

As usual, what we do is we turn to our Armed Forces. Whenever the civilian Government fails, we always send in the Army. So, they efficiently did their job. They conducted search and rescue operations. They distributed food, water, medicines amongst marooned survivors. But this is not supposed to be the Army's job. They are there to defend our borders. What about the Government's

own capacity for disaster management? What about the Act of this Parliament, Mr. Chairman, which we have actually passed for this purpose?

There is no urgency in arranging the appointment of any of the vacancies unnecessarily created by the Government. The Government's motto seems to be 'dismiss in haste but fill the posts at leisure'.

The situation would have been very different if we had a well led and fully staffed NDMA which could have issued a warning and specific instructions to the Jammu and Kashmir State Disaster Management Authority for preparing and evacuating the residents living in and around the disaster prone area. The fact is that the Central Government may well blame the State Government and the State Government may well blame the Central Government, but there is no question that in our system the Central Government has a responsibility to step in where the state Government has failed. This did not happen. And the fact is it had not happened already at the preparedness stage, where it is supposed to happen under the provisions of the Act of Parliament.

We have already been hearing about the Central Government's assistance. The Figures have already been given by the hon. Member from Odisha. But let me say that the relief and immediate rehabilitation measures alone are essentially provided for. There is no real serious measure for compensation. You need a special package, as our Government gave to Uttarakhand when that tragedy happened. The reason for that is very simple that the norms for disaster relief are simply not adequate. We know the Prime Minister has announced an *ex gratia* assistance of Rs.2 lakh each to the next of kin of the deceased and Rs.50,000 each to the injured under the Prime Minister's Relief Fund. But first of all, the amounts are very modest given the scale of the loss. Secondly, there is not even an agreed list of the beneficiaries who should be compensated. There has been severe negligence on the part of the Government. We have just seen an interview in the newspapers yesterday by the Chief Minister of Jammu and Kashmir saying that each house needs, at least, Rs.10 lakh but the Government has given him only

Rs.70000 per house. Now obviously you cannot build a house anywhere for Rs.70000, let alone in Kashmir.

So, this predictable narrative, Mr. Chairman, is what we have been seeing. Calamity occurs, there is lack of warning; there is lack of prevention; there is lack of preparation; and there is mostly avoidable death, if not destruction, and then the establishment's first response is that they have announced a relief amount to the families of the victims and that too, too small an amount. The message to the Government very simply is that prevention is better than compensation. Effective action to save lives is better than trying to re-build after disasters.

Now let me stress that there are very many things that the Central Government should be doing. I am glad that one of the earlier speakers has also pointed out specific measures that could be taken. Even the C&AG has done a report in 2013 about various disaster-specific measures. The Government seems to have shown no indication of having digested this. We realise, for example, that the Indian Meteorological Department, which is regulated by the Ministry of Earth Sciences in the Central Government, has not prepared a disaster management and mitigation plan for earthquakes. Even in Kashmir we had an earthquake in 2013. There are about 4720 reservoirs and barrages in our country and the Central Water Commission provides forecasts for only 28. There are 4700 for which there are no forecasts.

Coming to modernisation of weather forecasting equipment, we have all the software and all these computers. We are talking about making super computers, yet what is our capacity for weather forecasting? Maybe it is at the national level but where do we have it at the State levels? Even the hazard maps that are supposed to be drawn for earthquakes, landslides, cyclones, Tsunami, floods, etc. they are incomplete or unavailable. Without these maps, no State Government can be in a position to even identify the high risk areas let alone actually do anything about it.

Let me repeat to the Central Government, the NDMA needs strengthening and not weakening. Since its inception, it has spent Rs.1300 crore. You are spending Rs.40 crore a year just on maintaining the NDMA but you are giving them no authority or giving them no heads or giving them no work. The fact is that only 10 per cent of the NDMA's on-going projects have been completed. It has very limited powers over the State Governments. So, its guidelines never get implemented. On top of that, what do we see? We have disagreement with all these others. The NDMA has one set of views. The NDRF has another set of views. Now the National Informatics Centre comes in. They have not been able to agree on procuring satellite phones for establishing the disaster communication network which is why there were no communications in Kashmir immediately after floods started.

Now on top of that, there are the State Disaster Response Funds which again have been mentioned earlier in the debate. Many States have not appropriately utilised the Rs.33580 crore which have been given for State Disaster Response Funds by the UPA Government for the period 2010-2015. The Ministry of Home Affairs apparently has not been able to keep check on utilisation of these funds. There are no official figures on how they have been utilised. There has been a fairly negligent attitude at all levels towards disaster management. The funds have been earmarked but the policy has not been implemented. The Act has not been implemented. Now I even see Nirmala Sitharamanji there and she could encourage private sector to get involved in helping with disaster management through the CSR where they are supposed to give two per cent for various developmental activities. There has been no particular campaign to encourage the private sector to contribute to disaster management and indeed their contributions are practically non-existent.

There is no comprehensive plan from the Ministry of Home Affairs. I look at the MoS who is a very competent and well regarded figure. We need to see a comprehensive plan coming from his Ministry for disaster management. The

MHA should keep a record on the utilisation of funds and unspent balances of the States. Mr. Rijju, you do not have one yet. That has to be done.

We have to accept that temporary plans are not a solution. Giving relief is not an answer. It is reactive. Reactions are not enough. A comprehensive plan is also needed for understanding and checking our country's preparedness for all kinds of disasters. We have talked today about floods and cyclones. We need to be prepared for nuclear and radiological disasters; forest fires and coastal erosion. In my constituency, practically every year we have extremely heavy tidal waves; we have extremely heavy rains and India loses territory because our beaches are washed away with coastal erosion. We can prepare for this. This has been happening for decades, but we have not got the preparations. Man made disasters also we are not prepared for. Now, may I suggest also to the Ministry of Home Affairs that apart from the strengthening the National Disaster Management Authority we should also establish district authorities to ensure that the district, the State and the Centre are all equally coordinated.

Let me finally say that the NDMA must also ensure that the guidelines that it has issued should be followed by State Governments and Ministries and therefore, it must take the lead, it must be the central body to coordinate the Ministries to avoid duplication of efforts, provide regular training and capacity building and involve the NGOs, the civil society create a Statesociety partnership for disaster management as well as to spread awareness. We have all the money that the Government spends on advertising various things, we need to have awareness in the public about what they should do in the event of disaster and to prevent disaster.

The fact is that we can, with better systems, handle natural disasters and calamities better. It has been done before. We all remember how the late Rajiv Gandhi handled the drought of 1987 without a single person losing his life. If there is a plan, if there is a system in place, there is leadership, these things can be done.

The message is clear. This is a Central Government responsibility. Give us the decisive action you have promised. Appoint an NDMA, empower it, pursue the States, finalise an action plan and set up systems. Remember, far too many people in our country find it impossible to beg, borrow or raise money to treat a person in the family who is sick and dying, but the moment he dies, everybody comes for the funeral. Now, that is not what the Government should be doing. The Government's job is to prevent the sickness, to prevent the affliction, not to attend the funeral. We have had too many funerals and disasters in our country. I say it to the Government – please do your job so as to reduce the number of funerals and to ensure that calamity in our country does not always have to mean tragedy.

Thank you.

SHRI P. KUMAR (TIRUCHIRAPPALLI): Mr. Chairman, Sir, thank you for giving me this opportunity to speak on the discussion under Rule 193 on behalf of the AIADMK party.

Natural disasters strike India routinely. Some forms of disasters are earthquake, tropical storms, cyclone, tsunami and heat waves. These disasters cause major casualties for any nation and economic loss to the developing countries is unimaginable.

In the series of disasters, the latest ones being the Uttarakhand flash floods in 2013 which was followed immediately by cyclone in Odisha. This year we had calamity in Jammu and Kashmir followed by the severe rain in the north-eastern States of Assam and Meghalaya. Last month we had a cyclone, namely, Hudhud, hitting the State of Andhra Pradesh causing serious casualties and damages.

Mr. Chairman, Sir, the data from the International Disaster Data base shows that floods has been the most damaging of all the natural disasters that happened in the last ten years. Flood in India have caused the most widespread damages impacting people greater than other natural disasters. The number of people killed in flood in the last decade is far more than those killed because of other calamities like earthquakes and others.

In India such damages due to flood are partly due to faulty town planning, poor training and bad waste disposal system. Moreover, there is the impact of climate change and particularly in the mountainous region, the threat of floods is more. If we talk in general, in India it is a perennial problem that we have floods in one part of the country and at the same time drought in another part of the country. People suffer due to both. We are not able to channelise the excess water due to floods in one part and take it to other parts where there is severe drought.



Sir, there are solutions to this problem. Before I come to interlinking of rivers, I would like to say a word about rainwater harvesting. The Government of Tamil Nadu, under the able leadership of honourable Puratchi Thalaivi Amma has adopted the system of rainwater harvesting which is a huge success throughout the State. Due to rainwater harvesting, it is seen that the level of the groundwater table has increased and saline water entering the ground in the coastal areas has stopped.

Here, I would like to remind the House that the hon. Prime Minister of India has appreciated the efforts taken by the honorable Puratchi Thalaivi Amma when he was replying to the President's Address this year.

Similarly, after Tsunami struck Tamil Nadu's coastal villages, honourable Puratchi Thalaivi Amma took effective steps in relief measures with the result that people were rehabilitated within a very short time. This was again appreciated very much by the people of Tamil Nadu.

Similarly, when the North-East monsoon caused damages in Tamil Nadu in the month of October, 2014, under the able guidance of honourable Puratchi Thalaivi Amma, the Government of Tamil Nadu immediately ordered relief and rehabilitation measures.

In order to find a solution to this problem, I feel that the Government of India has to take a very bold decision and nationalize all the rivers of the country. Presently, the subject of water is in the State List whereas national waterways is in the Union List. It is high time that we bring it under the Central List or at least the Concurrent list so that some effective action could be taken at the Centre for the benefit of the nation as a whole.

Many States are facing this problem. Rather, the entire world is facing this problem. There are articles mentioning the quotes of experts who have estimated that by 2030, in some developing countries, water demand will exceed water supply by 50 per cent. It means that by 2030, there will be no water for drinking

purpose. These are alarming situations and therefore, we need to conserve and preserve water for future generations.

So, interlinking of rivers is absolutely necessary to tackle constant drought and flood problem. We have long distance intrabasin transfer of water for over five centuries. We have the examples of Periyar Project, Parambikulam-Aliyar Project, Kurnool-Cuddappah Canal and Telugu-Ganga Project in the southern part of India. Similarly, in the northern part, we have the Indus Basin and Rajasthan Canals. These examples go to show that they have not caused any environmental damage but have contributed substantially to environment and livelihood.

I understand that all the concerned States have to accept the proposal for interlinking of rivers to thrash out issues and take a final decision so that we may put an end to the water crisis permanently.

It requires huge funding, no doubt but once done, it could permanently solve the water problem of the country. This only needs courage and bold steps. I hope the present Government would take these steps for the benefit of the nation.

As far as Tamil Nadu is concerned, honourable Puratchi Thalaivi Amma has urged the Centre to implement the linking of Mahanadi-Godavari-Krishna-Pennar-Palar-Cauvery on to Gundar as also the diversion of water of the west flowing rivers of Pamba and Achankoil to Vaippar in Tamil Nadu under the Integrated Peninsular Rivers Development Programme. This linkage would solve the perennial problem of farm irrigation and drinking water needs of the people in the southern parts of the country.

So, I request the Government to kindly allot sufficient funds to prepare a Detailed Project Report for this purpose.

I understand that the hon. Minister is fully aware of the advantages of interlinking of rivers. So, I hope that the hon. Minister would take care of this problem. I think I need not elaborate further on this subject.

With these words, I thank you, Sir.

DR. KAKOLI GHOSH DASTIDAR (BARASAT): Mr. Chairman Sir, I thank you for allowing me to take part in this very serious discussion under Rule 193 regarding the disasters affecting our country over the past few years.

Due to uncontrolled carbon emission and damage to the ozone layer, destabilization of the climatic characteristics is taking place all over the world but mostly, it is going to affect our country whose carbon footprint is much less than other countries which are having much bigger carbon footprints. This is a very important issue because disaster might strike any time. Its extent might be much larger than epidemic diseases because the air that we breathe is going to be toxic, and the water that we might use flowing down the rivers will be toxic. As the hon. Member was just mentioning, there might be a shortage of water up to fifty per cent. So, this is a very important issue that is being discussed today.

Over the past few decades we have seen tsunami, we have seen the Phailin, the Aila, and the Hudhud. Our neighbouring country was affected by the Mahasen. Before that we had the cloud burst in Uttarakhand and Leh.

We had the Parliamentary Forum on Disaster Management, about which hon. Member, Dr. Shashi Tharoor made a mention. After him I was the Convenor of that Forum. We used to regularly meet to discuss these issues. After tsunami, the Disaster Management Act was passed in 2005 by this august House. In that provisions were kept to take care of situations when natural calamities would hit. But disaster is not only natural calamity, not only incessant rain or flood or cloud burst or drought. Disaster might be medical in nature as certain parts of the world are seeing it in the form of ebola virus; disaster might be nuclear; disaster might be biological though we are not discussing those issues today. But keeping in mind the different types of disasters that might hit the country and will affect the citizens adversely, I have this pertinent question coming up whether the disaster being looked after by the Home Ministry is sufficient or do we need a separate Ministry to look at these issues so that we can address them properly.

The provisions of the Act passed in 2005 look orphaned because, as many hon. Members have been mentioning, we are headless now as far as this Authority goes. Our hon. Prime Minister has primarily become non-resident these days and has important foreign issues to address, has no time for these small matters affecting the people of our country. We have lost thousands of lives; we have lost lakhs of hectares of agricultural land; and we have lost millions by way of cattle head.


I would like to point out here that the Act had provisions for rescue and relief, but there was no provision for rehabilitation. It is true that the efforts of the scientists who had come out with the early warning systems are laudable and the INSAT-3D performed very well. The whole path of the Hudhud cyclone had been set in advance in forecast, the speed of the cyclone, and the air speed had been forecast. With the result people could be shifted from their homes.

A report of the United Nations says that only in the year 2013, that is last year – only in one year – more than two million Indians had to be shifted. They had to leave their homes and go elsewhere due to natural calamities which is a very big number considering worldwide it was 22 million over ten years. So, India is being affected adversely. Nearly 40 million hectares of land is flood prone in India. Out of the landmass in India which falls under the seismic zone, 11 per cent is very very high damage risk zone; 18 per cent is high damage risk zone; 30 per cent has moderate damage risk zone; and 41 per cent is low damage risk zone. Even a serious earthquake will cause such difficulties to people in which they will lose their lives, and properties. Even if they are shifted from one place to another, they are not rehabilitated. The clause for rehabilitation is not included in the Disaster Management Act. The National Disaster Management Authority is lying headless at the moment.

I would like to know from the Government whether the Government is going to think in terms of having a separate Ministry, whether the Government is going to think in terms of addressing these issues, and whether it is going to fill up

the posts which are lying vacant. Then only the people of the country will know whether the Government is serious or not regarding these disasters.

When the Disaster Management Act was formulated, when the points were included, the themes included were medical preparedness for mass casualty, psychological support, incident response system and the National Disaster Management Information System. Every point of the above mentioned is lacking.

As we have seen, as I mentioned earlier, I had been in the Parliamentary Forum on Disaster Management as the Convenor. After the  cloudburst in Uttarakhand, people were suffering due to lack of Orthopaedic Surgeons. It is a very practical issue. When the cloudburst occurred, when they were swept away, when bones were broken, the Orthopaedic Surgeons were not available. They had to be flown from Delhi. The Government had flown the Orthopaedic Surgeons from Delhi to perform operations. As it is, the whole country knows that the country lacks the required number of medical practitioners and medical help counsellors. To top it all, if there is a situation like this, then, doctors are in great demand who are not available at the State or the district level. So, if we have a separate Ministry, if we have a separate group of doctors and specialists who can take care of this, it will help a great deal. Children were being born in the rain, in the open during such situations of calamity. So, this is such an important issue that the Government should pay more heed to do this. We should really take up this serious issue.

Sir, we were talking about the issue of Kashmir which faced with severe flood in which 282 people were killed. The Hudhud cyclone, which hit Andhra Pradesh and Odisha at 195 km. per hour of speed, killed 67 people in Andhra Pradesh and 50 people in Odisha. Though the amount of loss ran into millions of rupees, yet the hon. Prime Minister declared only Rs.1000 crore as relief out of which only a part payment has been made. The demand of the State Government is Rs.21,640 crore. The Odisha Government has requested Rs.777 crore. So, these amounts have not been made available. Whether the Government is serious about

rehabilitation of the disturbed people's life remains a big question if we look at these figures. The cattle loss is so huge. We know that India's economy, particularly in the rural areas, is cattle-dependent, livestock-dependent. So, if this is lost, then, people do not find means of livelihood. So, if they are serious about assisting the people of the country, they have to take care of rehabilitation along with rescue and relief measures. This is to remain with the Government and not to be dependent on the Army in serious situations so that immediate action can be taken.

With these words, I conclude. Thank you.

श्री चन्द्रकांत खैरे (औरंगाबाद) : महोदय, देश के विभिन्न भागों में तथा जम्मू-कश्मीर में वर्षा और बाढ़ आई है। आंध्र प्रदेश और ओडिसा में हुद-हुद चक्रवात और महाराष्ट्र में सूखे के संदर्भ में प्राकृतिक आपदा के बारे में सूचना आई है, उसके बारे में संसद में शिव सेना की ओर से बोलने के लिए मैं खड़ा हुआ हूं। आज कैसी परिस्थिति आ गई है कि पर्यावरण में आकस्मिक परिवर्तन हो रहा है और यह घोर आपदा का कारण बन चुका है। किसी जगह बहुत ज्यादा बाढ़ आ रही है और उसी समय कई जगहों पर सूखा पड़ रहा है। पहले ऐसा होता था कि चार महीने जून से सितम्बर तक वर्षा आती थी और ऐसे ही चार-चार महीने दूसरे सीज़न आते थे।


महोदय, मैं कहना चाहता हूं कि देश में ऐसा हो रहा है कि मौसम लगातार बदलता जा रहा है। महाराष्ट्र में मराठवाड़ा, विदर्भ की हालत बहुत खराब होती जा रही है, यहां मैं आपको यह कहना चाहता हूं। आज कई जगह सुनामी आ रही है, कई जगह बाढ़ आ रही है और हमारे यहां सूखा पड़ रहा है। इस परिस्थिति में केन्द्र सरकार को किसानों की ज्यादा मदद करनी चाहिए। जो आपदाग्रस्त लोग हैं, उनकी मदद करनी चाहिए, यह आपके माध्यम से मेरी सरकार से मांग है। आज गरीब लोग मर रहे हैं। कोई आत्महत्या कर रहा है तो किसी के पास खाने के लिए नहीं है। उनकी हालत बहुत खराब होती जा रही है। इसके लिए उनकी मदद करनी चाहिए और उनके जीवन को सुधारना चाहिए। यह मैं आपके माध्यम से सरकार से विनती करूंगा कि सरकार को ऐसा करना चाहिए।

सर, हमारे मराठवाड़ा, विदर्भ में सूखे की बहुत भयानक परिस्थिति है। 24-25 नवंबर को शिव सेना के प्रेसीडेंट माननीय उद्धव ठाकरे जी के साथ हम सारे सांसद और महाराष्ट्र के हमारे 63 विधायक मराठवाड़ा विभाग के गांव-गांव में होकर आए हैं। उस समय की स्थिति ऐसी थी कि कई लोग तो आत्महत्या कर चुके। आज की परिस्थिति में किसी की फसल नहीं हुई, वहां बरसात नहीं हुई, इस कारण मराठवाड़ा में 402 लोगों ने आत्महत्या की है। उनके पास कुछ नहीं था, वे अपना कर्ज़ कैसे अदा करेंगे, इस कारण उन सारे किसानों ने आत्महत्या की। उनके पीछे उनके बाल-बच्चे आज भूखे मर रहे हैं। माननीय उद्धव जी के नेतृत्व में वहां जाने के बाद हम लोगों ने अपनी पार्टी की तरफ से उनकी मदद की। जिन 402 लोगों ने आत्महत्या की, उसमें से 220 लोगों को महाराष्ट्र सरकार की ओर से एक लाख रुपये प्रति परिवार दिया गया। मैं आपके माध्यम से केन्द्र सरकार से यह विनती करूंगा कि यह जो मराठवाड़ा में 402 लोगों ने आत्महत्या की, और विदर्भ में अलग से प्रति पीड़ित व्यक्ति या परिवार को कम से कम पांच लाख रुपये देना चाहिए। उनकी पूरी फसल खत्म हो गयी। उनके खेत में कुछ नहीं बचा है। इसलिए उनके ऋण को

अदा करने के लिए केन्द्र सरकार को उन्हें कुछ पैकेज देना चाहिए। केन्द्र सरकार को महाराष्ट्र सरकार को इसके लिए कम से कम 2000 करोड़ रुपये का पैकेज देना चाहिए।

महाराष्ट्र सरकार ने केन्द्र सरकार से विनती की है। उनका प्रस्ताव केन्द्र सरकार के पास जाएगा। हम सारे सांसद हमारे मंत्री अनंत गीते जी के नेतृत्व में हमारे कृषि मंत्री जी से मिले। हमने कृषि मंत्री जी को वहां की सारी भूमिका बतायी कि महाराष्ट्र के मराठवाड़ा, विदर्भ के किसान मर रहे हैं, वे आत्महत्या कर रहे हैं। उन्हें रोकने के लिए केन्द्र सरकार को भरपूर मदद करनी चाहिए, उन्हें अनुदान देना चाहिए। जो भी अनुदान देंगे, उसे प्रधान मंत्री की जो प्रधान मंत्री जन धन योजना है, उसमें डायरेक्टली उन्हें पेमेंट मिलना चाहिए। कलेक्टर ऑफिस, तहसील ऑफिस, विभागीय ऑफिस में लोग चक्कर काटते हैं, लेकिन उन्हें पैसा नहीं मिलता है। इसलिए प्रधान मंत्री जन धन योजना में जहां-जहां किसानों ने बैंकों में अपना जो खाता खोला है, उनके खाते में यह पैसा डायरेक्टली आना चाहिए। ऐसा मेरी आपके माध्यम से केन्द्र सरकार से मांग है। इसमें मैं कहना चाहता हूँ कि अगर सूखाग्रस्त क्षेत्रों में हम कुछ न कर पाएं तो फिर आगे उसमें फसल कैसे तैयार हो पाएगी?

छत्रपति शिवाजी महाराज यह कहते थे कि अगर किसान ज़िंदा रहे तो प्रजा ज़िंदा रह सकती है, अगर प्रजा ज़िंदा रहे तो फिर राजा उनका राज्य चला सकता है। इसलिए इस स्थिति में अगर हमने किसानों की मदद नहीं की तो आगे हम लोग क्या खाएंगे, यह आगे के लिए बहुत बड़ी समस्या आने वाली है।

सर, हमारे मराठवाड़े में जो बारिश हुई है, वह 414 मिली मीटर से कम बारिश हुई है। वर्ष 2013 में जो बरसात हुई, वह 854 मिली मीटर हुई थी। इसका मतलब इस बार बारिश पिछले साल के मुकाबले 50% कम हुई। इसलिए आपको उनकी मदद करनी चाहिए। हम यह कहेंगे कि पूरे के पूरे 76 जो मराठवाड़ा के ताल्लुक हैं, उनमें यह परिस्थिति है। इसके लिए आपको पूरी मदद करनी चाहिए। कलेक्टर ऑफिस और तहसील ऑफिस से आने वाले लोगों को पचास पर्सेंट से ज्यादा बता देते हैं, जिससे उनको कोई मदद नहीं मिलती है। आज की परिस्थिति है कि मराठवाड़ा के सारे गांव और लोग परेशानी में हैं। मराठवाड़ा के 8850 गांवों में पचास पर्सेंट से भी कम वर्षा हुयी है। वहां बहुत बड़ा अकाल पड़ा है। मैं आपके माध्यम से सरकार से कहूंगा कि जो यह कठिन समस्या का निर्माण हुआ है,  अगर सामना करना है तो केन्द्र सरकार के माध्यम से ही मदद हो सकती है। स्टेट गवर्नमेंट की तरफ से मदद मिलने का कोई चान्स नहीं है। तीन लाख करोड़ का कर्ज पिछली गवर्नमेंट्स के कारण जनता के ऊपर और राज्य के ऊपर पड़ा है, तो वे सहायता कहां से देंगे? इसलिए स्टेट गवर्नमेंट के ऊपर निर्भर न रहकर, केन्द्र सरकार के माध्यम से यहां मदद मिलनी चाहिए, मैं इसके लिए अनुरोध करूंगा। मराठवाड़ा क्षेत्र में पचास लाख जानवर हैं। आज उनके लिए

चारा नहीं है। चारा की व्यवस्था भी सेंट्रल गवर्नमेंट के माध्यम से होनी चाहिए। ऐसा मैं आपके माध्यम से कहना चाहूंगा। आज की परिस्थिति बहुत कठिन व भयानक है।

महोदय, मैं महाराष्ट्र के सूखा प्रभावित जिलों के बारे में बताना चाहूंगा। जैसे हमारे सम्भाजीनगर, औरंगाबाद, जालना, नांदेड, बीड़, लातूर, उस्मानाबाद, परभणी, हिंगोली सबसे ज्यादा सूखे से प्रभावित हैं। उसी प्रकार से विदर्भ के अकोला, अमरावती, बुलडाणा, वाशीम, यवतमाल, नागपुर, वर्धा, भंडारा, चंद्रपुर तथा पश्चिम महाराष्ट्र के सतारा, अहमदनगर और उत्तर महाराष्ट्र में नासिक, धुले और जलगांव सहित 22 जिले प्रभावित हैं। इसलिए अस्सी प्रतिशत महाराष्ट्र में अकाल घोषित होना चाहिए।

हमारे यहां इतना बड़ा सूखा पड़ा, लेकिन राज्य सरकार की ओर से पूरा सूखा डिक्लेयर नहीं किया गया, क्योंकि पूरा सूखा डिक्लेयर करने के बाद जो मदद देनी चाहिए, उतनी राशि उनके पास नहीं है, वह राशि सेंट्रल गवर्नमेंट ही दे सकती है। सेंट्रल गवर्नमेंट के माध्यम से हम लोग यह मांग करते हैं कि माननीय कृषि मंत्री जी के नेतृत्व में एक टीम भेजी जाए, हम लोग भी उनके साथ जाएंगे। हम उन्हें बतायेंगे कि यहां कैसा अकाल पड़ा है, कैसा सूखा है और इसमें मदद करनी चाहिए। इसकी जानकारी हम उनको देंगे। मैंने मराठवाड़ा और विदर्भ के जिन 22 जिलों के बारे में बताया, उनकी मदद की जानी चाहिए।

सभापति जी, मैं आपके माध्यम से कहना चाहता हूँ कि महाराष्ट्र में बिजली का बहुत संकट है। हाल ही में केंद्र सरकार के मंत्री महोदय, एनर्जी मिनिस्टर ने एक मीटिंग 4 तारीख को बुलायी। उसमें उन्होंने कहा कि आप अपने-अपने विभाग की समस्या बताइए। यह एक अच्छा कदम गोयल जी ने उठाया है। किसानों को बिजली कितनी मिलती है? उनको चार या पांच घंटे ही बिजली मिलती है। किसान खेती कैसे करेगा? उसको जब पानी नहीं मिलेगा तो वह कैसे खेती करेगा? इस कारण उसके ऊपर ऋण बढ़ता जा रहा है। वह ऋण अदा करने की स्थिति में नहीं होता है तो फिर वह आत्महत्या करने के लिए प्रवृत्त होता है। वह कर्ज के कारण आत्महत्या कर रहा है। अगर वह आत्महत्या करेगा तो उसके बाल-बच्चों का क्या होगा? महाराष्ट्र में जिन 22 जिलों में सूखा पड़ा है, वहां के किसानों के लिए बिजली के बिल माफ किए जाएं, उनको बिजली मुफ्त दी जाए और उनको कम से कम 10 से 15 घंटे बिजली मिलनी चाहिए। इस प्रकार की सुविधा वहां होनी चाहिए।

दूसरी बात, जो पैकेज हम लोग केंद्र सरकार की ओर से मांग रहे हैं, उनको दो हजार करोड़ का पैकेज यहां देना चाहिए जिससे मराठवाड़ा, विदर्भ और बाकी के अन्य जिलों में एक बहुत बड़ी मदद हो सकती है। आत्महत्या करने वाले किसानों को भी मदद मिलनी चाहिए। पांच लाख रूपए प्रति फेमिली और सूखाग्रस्त किसानों को प्रति एकड़ सहायता दी जाए। जब हम उद्धव जी के साथ वहां जा रहे थे, तो वहां खेती में कुछ भी पैदा नहीं हो रहा था। उनका एक एकड़ पर सोयाबीन का साठ हजार रूपए खर्च आया और

पांच हजार रुपए भी उनको मिलने वाले नहीं है। अभी उन लोगों ने डिमांड की है कि गन्ने का मूल्य भी 3500 रुपए प्रति टन होना चाहिए। शूगरकेन फैक्ट्री वालों ने भी 1700 रुपए, 1800 रुपए या 2000 रुपए के भाव से गन्ना खरीदा है। राजीव शेर्टी जी सदन में बैठे हैं, उन्होंने एक बड़ा आंदोलन किया था। सभी लोग आंदोलन करते हैं। शिवसेना और बी.जे.पी. आंदोलन करती है। आजकल कांग्रेस भी आंदोलन कर रही है। एन.सी.पी. भी आंदोलन कर रही है। एन.सी.पी. के पास कई कारखाने हैं, लेकिन उनको भी आंदोलन करना पड़ रहा है। उन्होंने अपने जमाने में आंदोलन नहीं किया था। मैं यह कहूंगा कि किसानों को सीधा फायदा होना चाहिए। अगर गन्ने का मूल्य 3500 रुपए प्रति टन होगा तो उनको फायदा मिलेगा। ... (व्यवधान)

सर, कपास का भाव एक-दो साल पहले 6000 रुपए प्रति क्विंटल था, लेकिन आज कपास की उपज भी कम हुई है, वहां पानी की कमी के कारण कपास की फसल कम हुई है और उन लोगों को जो भाव मिलना चाहिए, वह नहीं मिलता है। सी.सी.आई. ने हमारे कुछ केन्द्रों पर कपास का रेट 4000 रुपए प्रति क्विंटल रखा है, जबकि पिछली बार उन्होंने कपास का रेट 5000 रुपए प्रति क्विंटल रखा था। इस बार उन्होंने कपास की कीमत 1000 रुपए कम कर दी है। हम आपके माध्यम से सी.सी.आई. जो सेन्ट्रल गवर्नमेंट के अंडर है, से कहना चाहते हैं, कि कपास की कीमत प्रति क्विंटल 6000 रुपए होनी चाहिए तो किसानों को राहत मिलेगी। गांवों में गाय, बैल, भेड़, बकरी, सभी जानवरों के लिए चारे की व्यवस्था होनी चाहिए। अगर उनके लिए चारे की व्यवस्था नहीं होगी तो सारे जानवर मर जाएंगे और खेतों के लिए जानवर नहीं बचेंगे। ... (व्यवधान)

सर, 22 जिलों के स्कूलों और कॉलेज में जितने बच्चे हैं, उन विद्यार्थियों की फीस भी माफ होनी चाहिए। उनकी सिर्फ फीस ही नहीं माफ होनी चाहिए बल्कि उनकी ट्यूशन फीस भी माफ होनी चाहिए। ... (व्यवधान) एक बार मुख्यमंत्री जी हमारे यहां आए थे। ... (व्यवधान) 10वीं और 12वीं कक्षा के विद्यार्थियों की ही फीस माफ नहीं होनी चाहिए बल्कि उनके आगे की कक्षाओं के विद्यार्थियों की भी फीस माफ होनी चाहिए। शिवसेना और बी.जे.पी. के शासन के समय में, जब हम लोग मंत्री थे तो महाराष्ट्र कृषि के क्षेत्र में नम्बर एक पर था। इसके बाद कांग्रेस के शासन में यह बहुत पीछे चला गया। अगर एक पैकेज केन्द्र सरकार ने नहीं दिया, महाराष्ट्र को यह सुविधा नहीं मिली तो वह और पीछे चला जाएगा। कृषि के क्षेत्र में गुजरात नम्बर एक पर आ गया है और महाराष्ट्र 16 नम्बर पर है। अगर ये सब मदद आपदा के नाम पर मिलेगी तब ही वहां के किसान बच सकते हैं। मैं आपसे यह विनती करता हूं।

SHRI RAM MOHAN NAIDU KINJARAPU (SRIKAKULAM): Hon. Chairman, Sir, thank you very much for giving me this opportunity. It is nearing 4 p.m. I want your full assurance that you will let me complete my speech.

Thank you for bringing up this issue. I would also like to thank the Government for bringing up this issue for discussion in this august House. Many of my senior Members have already spoken on this issue. To continue on that, I would like to say that I am from Srikakulam constituency which is also one of the affected regions of the Hudhud cyclone. Based on my experience, I would like to add some points to this ongoing discussion.

On the 12th of October, 2014, the Indian Sub-continent was struck by one of the most fierce and deadliest cyclones ever in history. The Hudhud cyclone, with speeds crossing up to 200 kilometres per hour and also torrential rain, posed a serious threat to anything that has come in its way. It is very unfortunate that it has struck at the very heart of one of the most beautiful cities in India, which is Visakhapatnam.

16.00 hrs.

This cyclone has also affected other districts of Northern Andhra Pradesh which are Srikakulam, Vizianagaram, East Godavari and other parts of Odisha. The cyclone has caused extensive damage to the public and private properties, agriculture, horticulture, fisheries, animal husbandry, handloom and textile in this region. Along with this, public infrastructures like road, building, irrigation, drinking water and power were also heavily damaged.

Before I continue further, I would like to break down this cyclone into two phases. One phase is 'before the cyclone' and another is 'after the cyclone'. These two phases pose very different kind of challenges both to the public and the Government. The Government has to take utmost care and attention in dealing with these two phases to achieve successful results.

If we talk about the first phase of the Hudhud Cyclone, on behalf of the State Government and the people of my Constituency, I would like to thank some people. The first would be the Indian Meteorological Department for doing a tremendous job in accurately predicting as to when the cyclone is going to hit; what it is going to hit at; and with what intensity it is going to hit at. So with this before hand information, the State Government and the Central Government had adequate time for advance preparation and to take on relief activities.

I would also like to take this opportunity to thank the Central Government for providing full assistance in the form of NDRF, Army and the Navy teams and other equipments which will help in relief and rescue efforts. Other than that, I would also like to thank the media for doing a good job in educating the people along the coastline of Andhra Pradesh and also telling them about the severity of this cyclone. With all these help from all these sectors, the State Government under the leadership of Shri N. Chandrababu Naidu has deployed all its teams to most affected places. They have taken appropriate measures. They have held 223 relief camps across four districts of Northern Andhra Pradesh. About 1.35 lakh people were evacuated from low lying areas of Andhra Pradesh. That is the reason why today we see the human loss is reduced to the minimum. Even though the cyclone has occurred with such severity, there has been a minimum loss of human lives. In spite of the best efforts from all these sectors, 61 deaths have been recorded due to the severity of this cyclone. Through you, I would like to pay my tributes to the deceased and offer my condolences to the families of the deceased.

When we move to the second phase that is 'after the cyclone', it is a very heartbreaking picture to look at Visakhapatnam. The damage that this cyclone has done was unprecedented and unimaginable. The city of Vizag was completely devastated. Thousands of trees were uprooted; electricity poles were broken; electricity was completely disrupted to the Northern Andhra Pradesh; eventually communication also was collapsed; drinking water was unavailable; roads were blocked; and people were stranded in their homes. If you look at the statistics,

around 137 *mandals* across four districts were affected; around 3.3 lakh hectares of crop area was damaged; about 40,379 houses were damaged; 4,777 small and big animals were lost; and 6,929 kilometres of road was damaged.

Seeing all this, our hon. Chief Minister Shri N. Chandrababu Naidu, who is very much committed to the upliftment of the people of Andhra Pradesh, has come immediately, within 24 hours, to the city of Visakhapatnam. He has held numerous meetings with local officials and with the local representatives. He was constantly doing review meetings and teleconferences. He was visiting the fields to know the activities and requirements of the people. For eight days he has stayed in the city of Visakhapatnam. What had seemed impossible, he has made it possible. The relief efforts were also done with due care. Around 6,000 fallen trees were immediately cleared and transportation was restored. Drinking water was supplied through water tankers. There was a problem of black marketing of essential commodities including diesel which was also taken care of with strict monitoring. Essential commodities were distributed to all the affected families without any discrimination. Likewise, weavers and fishermen were given 50 kilograms of rice. Severely affected families were given 25 kgs of rice and partially affected families were given 10 kgs of rice along with other essential commodities.

I would also like to thank the hon. Prime Minister, Shri Narendra Modi ji, who has come within 36 hours of the cyclone to the city of Visakhapatnam and it has uplifted the spirits of the people of Visakhapatnam. He has also immediately announced a package of Rs.1,000 crore for the damages that has happened. Out of that, a sum of Rs.400 crore has already been given. I would request the Central Government to give the rest of amount of Rs.600 crore at the earliest.

Sir, when you try to capture the extent of damage in terms of the natural disaster, it is a very difficult and gigantic task but the State Government of Andhra Pradesh is very determined to provide relief to all the affected families in a fair and just manner. So, enumeration reports have been prepared with a lot of

transparency by using the technology. The damaged houses, agricultural land and other properties were all geo-tagged and photographs were taken so as to avoid any kind of discrepancies. Aadhaar cards and bank accounts of the affected people were also taken so that when compensation is given, there would not be any influence or any middlemen in the distribution of compensation, and the amount would directly go to their bank accounts. That is the idea of our Chief Minister, Shri Nara Chandrababu Naidu garu. Also the State Government has prepared a very detailed report on the Hudhud cyclone. It has been sent to the Government of India also. In that report, as per the preliminary estimates, the total loss of Rs. 21,640 crore was estimated. I would request the Central Government also to provide adequate assistance from their side because if you look at the State of Andhra Pradesh, which is a newly born State with old name and the State is in a financial back step right now. Our State actually needs all the financial assistance right now.

Other than that, Sir, I have a very few suggestions. I come from Srikakulam constituency. I am a very young Member and I have a very little political experience but I have a lot of experience in respect of cyclone. In the last two years, I have experienced three cyclones – Nilam cyclone in 2012; Phailin cyclone in 2013 and Hudhud cyclone in 2014. So, I shall try to give some suggestions.

The first suggestion is that insurance should be mainstreamed and it has to be encouraged. We already have the National Agricultural Insurance Scheme but a lot of the farmers are not using it which is again posing a risk to the Government. Whenever a disaster is happening, the Government is taking care of compensation and other things. But if we try to divert that by taking insurance, the risk can be managed better.

My next suggestion is that retail loans have to be given to individuals in order to continue their livelihood right after the disaster takes place. This can be provided to street vendors and normal BPL families.

Sir, the farmers in my constituency have been on the losing side for the past three years because of these three cyclones. Especially, coconut farmers are very different from paddy farmers. If the paddy farmers lose their crop this year, they can plant a new crop next year but the coconut farmers have to wait ten years for the plant to grow and for it to reach production. If they lose one tree of that kind, they will be losing their whole livelihood. They have these plants like their children. There was a lot of loss for coconut farmers during the Phailin cyclone. The then Government kept the compensation. They have a lot of hopes on the State Government right now and also on the Central Government. I would like to urge the Central Government to pick up the Phailin cyclone compensation also and to give it as early as possible. These people are waiting for getting the compensation.

Srikakulam has 170 kms of coastline along the Andhra Pradesh. There are a lot of fishermen. Whenever a cyclone comes, the first people to get affected are fishermen and their villages. There are a lot of *kacha* houses in these villages. The Government has to take up an initiative for converting these *kacha* houses into *pacca* houses. They have to use considerable technologies and should be made cyclone-proof because we are advancing.

Also the Government has to construct good cyclone shelters. These cyclone shelters have been present for 15, 20 years. When we try to move the local people to these cyclone shelters, they told us that their *kacha* houses are better than these cyclone shelters. That is the stage of these cyclone shelters. There has to be a special scheme to improve all the cyclone shelters. They are in very dilapidated condition. So, they have to be reconstructed. It is necessary for future also.

Many of the hon. Members have given suggestions about the MDMA. The MDMA has to be taken very, very seriously. Today, the cyclones and other kinds of disasters have been happening all over the country. There have been cyclones,

floods, droughts, cloudbursts, earthquakes, landslides, which have been happening at a very severe stage.

We are seeing that with the global climatic changes also, these cyclones and disasters are getting more severe and more common. So, the NDMA has to be taken very, very seriously. The people working in it should be very apt for the organisation; and it has to be very considerate. If possible, it has to be given a status of a Ministry. That is a very small concern from my side.

In the end, I would just take this opportunity to salute the people of Visakhapatnam. They have withstood one of the deadliest cyclones ever. Once again, with strong hope, I would like to salute the people of Visakhapatnam.

Thank you very much.

HON. CHAIRPERSON : The discussion under Rule 193 will continue next time.

16.12 hrs.

**MERCHANT SHIPPING (AMENDMENT) BILL, 2014
AND
MERCHANT SHIPPING (SECOND AMENDMENT) BILL, 2014
(As Passed by Rajya Sabha)**

HON. CHAIRPERSON : Now, we will go to the second Supplementary List of Business. Item No. 14A and 14B may be taken together.

1612 hours

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS AND MINISTER OF SHIPPING (SHRI NITIN GADKARI): Sir, I beg to move:

“That the Bill further to amend the Merchant Shipping Act, 1958, as passed by Rajya Sabha, be taken into consideration.”

and

“That the Bill further to amend the Merchant Shipping Act, 1958, as passed by Rajya Sabha, be taken into consideration.”

16.13 hrs

(Dr. Ratna De (Nag) *in the Chair*)

माननीय सभापति महोदया, इंटरनैशनल स्टैंडर्ड के हिसाब से मर्चेंट शिपिंग अमेंडमेंट बिल की जो आर्गेनाइजेशन थी, उन्होंने जो स्टैंडर्ड निश्चित किये, उसके अनुसार यह सैकिंड अमेंडमेंट मैं आज इस सदन के सामने रख रहा हूं। इस बिल के द्वारा हमारे यहां जो पांच हजार टन के ऊपर के जहाज हैं, उसमें जो हल होता है, उस पर केमिकल पेंट लगाते हैं। उसे एंटी फालिंग सिस्टम कहा जाता है। इसके लिए एंटी फालिंग सिस्टम कन्वेंशन, 2001 में इंटरनैशनल मैरीटाइम आर्गेनाइजेशन ने इसके स्टैंडर्ड निश्चित किये। इसका मेन बेनीफिट यह है ‘to protect the environment, marine life and food chain.’ क्योंकि, जो पेंट लगाते थे, उसमें केमिकल के कारण हमारा एन्वायरनमेंट के लिए भी एक डेंजरस स्थिति आती थी और मैरिन लाइफ भी समाप्त होने की संभावना है। इसलिए यह जो पेंट है, जिसके बारे में एंटी फालिंग सिस्टम में लिखा गया है, इससे हम इन बातों को प्रोटेक्ट कर सकेंगे। ये हार्मफुल केमिकल्स, पेंट्स हैं, वे केवल शिप के नीचे वाले पाटर्स में लगेंगे। उसके कारण शिप में स्पीड भी बढ़ेगी और फ्यूल कन्जम्पशन भी कम होगा। उसका एक एडवांटेज यह है कि इसके कारण मेनटेनेंस कास्ट भी कम होगी

और एन्वार्यरमेंट भी प्रोटेक्ट होगा, क्योंकि उसकी स्पीड मेनटेन होगी। हमने यह केवल कॉमर्शियल वेसल्स के लिए एलाऊ किया है। जो फिशिंग वेसल्स, नेवल वेसल्स, इंडियन वेसल्स है, less than 400 gross tons उनका जो वजन है, उन पर यह लागू नहीं है, इसलिए आलरेडी यह पार्लियामेंट की स्टैंडिंग कमेटी के पास आया था। उन्होंने रिकमेंडेशन्स दी है, उसके आधार पर ही यह बिल आया है।

दूसरा बिल हमारे काम करने वाले सीमन, सीफेयरर्स (seamen, seafarers) हैं, उनके संबंध में है। ये प्रो लेबर हैं। इसमें शिपिंग इंडस्ट्री और सीफेयरर्स, दोनों ने इसका सपोर्ट किया है। ये कोडीफाइड राइट्स हैं, जिसमें वर्किंग कंडीशंस है, उनका प्रोटेक्शन है, फेयर टर्म्स ऑफ इम्प्लायमेंट है। शिप के ऊपर डिसेंट वर्किंग एंड लिविंग कंडीशन्स हैं। हैल्थ एंड मेडिकल सर्विसेज के बारे में लिखा गया है। सोशल प्रोटेक्शन है और उनके अधिकारों की एक प्रकार से यह रक्षा है। इंटरनेशनल लैवल पर आई.एल.ओ. आर्गेनाइजेशन ने इंटरनेशनल नियम तैयार किए हैं जो विशेष रूप से इसके अधिकार के बारे में हैं। ये दोनों बिल पार्लियामेंट की स्टैंडिंग कमेटी की रिकमेंडेशन्स के आधार पर आए हैं। मैं माननीय सदस्यों से प्रार्थना करता हूँ कि इसे मंजूर करें। धन्यवाद।

HON. CHAIRPERSON : Motions moved:

“That the Bill further to amend the Merchant Shipping Act, 1958, as passed by Rajya Sabha, be taken into consideration.”

and

“That the Bill further to amend the Merchant Shipping Act, 1958, as passed by Rajya Sabha, be taken into consideration.”

DR. SHASHI THAROOR (THIRUVANANTHAPURAM): I must say it is a privilege to be able to address this issue, representing, as I do, a constituency with a very long history of seafaring, Thiruvananthapuram. Indeed, a port we have just south of the main city, Vizhinjam has been a port in Roman times. If you look at old Latin maps, you will find Vizhinjam mentioned there from 2000 years ago, and therefore, this seafaring tradition, which we are trying to revive with the help and cooperation of the Shipping Minister, in Thiruvananthapuram is, what impels me to welcome this particular Merchant Shipping Bill.

I do want to point out, of course, that the UPA had come up with this Bill in the year 2013. We had actually brought both Bills, the first one in March of 2013 to the Rajya Sabha, and the second one, the Merchant Shipping (Second Amendment) Bill, in August, 2013. At the request of the current Government, it was referred to the Committee. The Committee has come up with some suggestions, and I welcome the fact that the Government has now put them forward for adoption here in the Lok Sabha, as it was already adopted in the Rajya Sabha.

I think the first Amendment Bill, the principal one, frankly requires very little debate. We all agree with Gadkari Ji that the anti-fouling measures that are required are indispensable to modern shipping. We are now much more conscious of the marine environment than we used to be in the old days, and therefore, there was no reference to these concerns in the Merchant Shipping Act of 1958. But today we should indeed respect the importance of these provisions.

I have only two small comments to make, which I hope the Minister will take into account. One is the lack of a sufficient grievance redressal mechanism when you take certain steps against ships, that may be deemed to be not fully in conformity with the Act. The concern I have is, for example, how do we ensure--for example, if a ship is detained, which in the shipping business costs people a great deal of money--that they could have a quick and expeditious consideration of their case in a grievance redressal mechanism? That does not seem to have been

specified in the Bill. Frankly, I think it should have been specified in the Bill, and I would urge the Minister to give that some thought.

The other point is that both Bills should, of course, be applicable to foreign vessels in Indian waters. There is a great deal of detail that has gone in to describing the conditions of Indian vessels but the concern I have is that there are a number of foreign vessels that come to our waters and we should not assume that all of them will necessarily be adhering to the International Maritime Organization's Conventions. So, it is essential for us to ensure that once they enter our waters, our legislation applies to them. I will give you one very good example. You may have a lot of ships from developed countries coming in but there are lots of ships flying what are called flags of convenience, the flags of Liberia or Panama or whatever it is. Are those countries signatory to the same standards? Will they uphold the standards that we are now expecting Indian vessels to uphold? If not, will the Government please ensure that something is done to ensure not only that they come under the ambit of the Act but that any transgression by them is adequately punished? There are penalties which should be sufficiently high to have a deterrent effect on foreign vessels conducting any abuse in our waters. I would urge the Government to pay some attention to that point.

Otherwise, I would say that the UPA would have no particular difficulty with this Bill, which we stood behind last year. The second (Amendment) Bill requires a little more consideration. I mentioned the foreign vessels in Indian waters. In the Second (Amendment) Bill, it is not made explicit that the applicability of the Bill which has specified very clearly, 'ships which navigate exclusively in inland waters, fishing vessels, traditionally built ships like dhows and junks and warships are all exempt.' It does not say anything one way or the other about foreign vessels. I think it would be better to make it explicit. Of course, you may not need to amend the Act for this. The rules that you issue on the applicability of the provisions, coming out of the Director-General of Shipping, might be quite adequate to make this very clear.

Similarly, I think there is nothing in the Bill about some rare cases of non-commercial vessels, which are also non-Government vessels. There may be a ship, for example, that becomes a floating hospital in case of some calamity somewhere. How do these laws apply to it? It may not be a Government ship; it may not be at the same time a commercial venture. There should be something specified as to the applicability of this Act in such cases.

I welcome the respect given to the seafaring community by the addition of the term 'seafarer'. Any person employed on a sea going ship except warships would be called a seafarer henceforth. That is a very good term. We in Kerala often refer to them as '*Kadallude Makkal*,' children of the sea. I think that is the way we think of them. They go out traditionally in ships to fish and bring back there the riches of the sea to their families and, of course, to the residents of the State. Therefore, there is an entire tradition of sea-going and seafaring. I am very glad that the term has been recognised in the Bill.

I do want to come back to the specific provisions of the Bill. The dispute resolution element allows the Shipping Master to settle disputes between seafarers and their employers. The original Act of 1958 said, "They can do this if the disputed amount does not exceed Rs.5000". Obviously, that is an absurd amount today. So, I agree entirely with the Shipping Minister and his decision to raise the upper limit to Rs.5 lakh and even Rs.10 lakh at the instance of any party to the dispute. But, I should say that this is not enough, Mr. Minister. *Gadkri Saheb*, I think you should build in a periodic review of this amount so that you do not have to keep coming back to Parliament to amend the Act. Every time that inflation makes these amounts look unrealistic, the Act should not have to be amended. If you build in a committee, for example, that does a periodic review every two years or three years of these amounts, you would not need to amend the Act each time in order to proceed on this.

Finally, Madam Chairperson, we have noticed that the Bill specifically does one thing which is I think a half step towards the right thing. It allows the

minimum age for a child to be employed as an apprentice on a ship to be raised from 15 to 16 and it also ends the gender inequality we had because the old Act had implied that only boys could be engaged, now girls can also be engaged. We should recognize it because, of course, there in today's world just as India has been proud to produce amongst the first female pilots in the world and female achievers in various fields, we can have female seafarers as well. I see no problem with that. But, my curiosity about this is that you have gone ahead Mr. Minister and talked about conformity with international standards, the International Labour Conventions and the Maritime Labour Conventions. What about the UN Convention on the Rights of the Child? It is because the fact is that the UN Convention actually defines a child as being up to the age of 18 years. In other words, if you are going to put people to work at the age of 16 or between 16 and 18, you are actually guilty of child labour, which is something our Government is supposed to be against. We are trying to rehabilitate them. We have just seen a Nobel Prize being awarded to Kailash Satyarthi for his yeoman struggle against child labour in this country. Are we going to pass an Act today that legitimises child labour on our ships? It seems to me that this requires a serious thinking by the Government. If we are going to be conforming to the international standards, then the standard is 18 and not 16. The old fashioned Act of 1958, which specified it as 15, should certainly be amended. But, it should be amended to 18 and not to 16. That would bring us fully in conformity with the UN Convention on the Rights of the Child as well and we should not forget that.

Madam Chairperson, these are the simple five specific suggestions that I wish to convey to our Shipping Minister. We have been very proud of the fact that unlike what we have seen over the last 10 years, we do not believe in opposition for the sake of opposition. We have supported this Bill. We have considered the amendments correct. We consider it necessary and, therefore, we are prepared constructively to support it. But, we would be grateful if the Government takes

into account some of these constructive suggestions that have been made in this process.

Thank you.

SHRIMATI MEENAKASHI LEKHI (NEW DELHI): Hon. Chairperson, I thank you very much for giving me an opportunity to speak on this Bill.

Madam, there are two amendments proposed to the Merchant Shipping Act in this House. According to me, these are very important amendments considering the fact that India has a coastline of 7,500 kilometres and 2,000 kilometres of EEZ. This coastline supports about 30 per cent of Indian population, but the flip side is the presence of various pollutants in the water bodies, which are sediments up to 1,600 million tonnes, industrial effluents 50×10^6 cubic metres, sewage – largely untreated – 1.41×10^9 cubic metres, garbage and other solids 34×10^6 tonnes, fertilizer residue about 5×10^6 cubic metres, synthetic detergents' residue about 1,30,000 tonnes, pesticides' residue about 65,000 tonnes, petroleum and hydrocarbon tar balls' residue about 3,500 tonnes. Then, mining rejects and dredged spoils and sand extractions have led to huge amount of pollutants added to the sea and ocean waters. As a result, 30 per cent of Indian population gets affected.

Thus, this amendment, which is sought to be in conformity with international convention to control the harmful antifouling system on ships, was much needed. The year 2001 is regarded as the year for the protection of maritime environment and human health. To protect human health and maritime environment from the harmful effects of the pollutants, this particular amendment was sought to be brought, and it was brought in 2013.

What the Government of India is trying to do is to cover all ships, not all in terms of their tonnage but most of the merchant ships under the purview of this Bill and to exclude small ships for fishing etc. The certificate needs to be procured under international antifouling norms and the Director General of Shipping has to issue this particular certificate. Only after having this certificate, the ship will be found to be fit and can be allowed in the Indian sea and Indian waters.

Paint, which is used to slow the growth of organisms which attach themselves to the hulls of ships, used to be made up of copper and other biocides

usually. The international convention had banned the use of tributyltin because of its toxic effects on marine life. Its use was quite high in the 1960s and 1970s. Environmental studies showed that it enters the food chain. That was the most difficult part. Most of the people around the coast are dependent on sea for their food supplies. When this pollutant enters the food chain, it enters the human system also and affects the health of individuals who eat fish and other such products of the sea. Therefore, from their genetic make up to various other diseases enter the system. Not just human system but also the marine life gets affected. So, this was an amendment which had been sought to be brought by the Government. I support this because it is in terms of the UN Convention and approved formulae by the Standing Committee on this particular enactment.

The other amendment in the same Bill is relating to the labour which is used on the ship. One basic requirement is never to employ children below the age of 14, but this Bill has sought to make it 16. It means that children up to the age of 16 cannot be employed and only from 16 onwards, children could be employed as apprentice. It is again very important. The Bill also proposes to allow girls to be employed as Apprentices on the ships with the minimum age raised to 16.

Employment of children is prohibited, and today, they can be on training ships; on a ship where all the employees belong to the same family; on a ship engaged in short voyages; and on nominal wages and under the charge of the father or other adult near-male relative. The Bill entirely prohibits employment of a person below the age of 16.

The Bill prohibits engaging minors in night work. The Act allows minors to be engaged as trimmers or stokers under certain conditions. As regards food and drinking water, the Act stipulates that every ship shall have sufficient provisions for food and water. The Bill adds that the in-charge of the ship shall maintain quantity and quality of food, which needs to be supplied to the employees on the ship in terms of international conventions.

The medical facilities also need to be provided for in the ships where people are above a certain basic number or where people are below certain basic number. In both situations, foreign-going ships will require the certification, and for more than prescribed number of persons it should have a qualified medical doctor on-board.

As regards the Maritime Labour Certificate, it also requires that gross tonnage of 500 or above voyaging internationally or operating in another country shall require a Maritime Labour Certificate and a Declaration of Maritime Labour Compliance. The Government shall prescribe the manner in which the certificate needs to be issued. Accordingly, the rules have also been brought in place.

As regards seafarer, a new word has been added to the existing Act, which means that any person employed on a sea-going ship except warships and military or non-commercial Government ships. This is an addition to the earlier Act. Warships and military ships along with smaller dhows and others have been excluded from the applicability of this Act.

As regards dispute resolution, it has also enhanced the disputed amount between the employee and the Shipping Master. Earlier, it used to be for disputes between seafarers and their employers and if the disputed amount does not exceed Rs. 3,000, and the Bill proposes to raise this upper limit to Rs 3,00,000. So, these are amendments, which are keeping in view the International Labour Organisation mandate on Maritime Labour Convention of 2006. The Convention lays down the standards for living and working conditions for those who are seafarers including their food, accommodation, medical care, social security and recruitment. Thus, I support both the amendments because they are for the good of the country and the people. Thank you.

SHRI J.J.T. NATTERJEE (THOOTHUKUDI): Hon. Madam, as a people's representative coming from Tuticorin, the port city, one of the oldest in the sub-continent -- by the grace of hon. *Puratchi Thalaivi Amma Tamilaga Makkal Mudhalvar* -- I am happy to get an opportunity to speak on the Merchant Shipping (Amendment) Bill.

It will be a proud moment for me to mention that the Tuticorin Port is an ancient harbour, which had sea-diving for pearls as a traditional occupation from time immemorial. Valiant seafarers of the bygone era had fearlessly ventured to the bottom of deep sea to get shells in plenty that would fetch fortune in the form of pearls. Even today, we find, in and around the shores of Tuticorin, plenty of sea shells, which are exported and even used for manufacturing of 'chunna' -- Calcium Carbonate used for white-washing purposes. The abundance of sea shells underneath the fields of that coastal region stands testimony to the ground-reality of those days that diving for pearls had been a major industrial and industrious activity there. Pearls of Tuticorin have been taken by the Roman merchants to their country, and even the legendary Cleopatra is said to have adorned herself with the pearls from the Pandian Kingdom. I mention this to say that maritime trade activities are not new to our soil in that part of our country. So, naturally, I am happy to put forth certain viewpoints with regard to this amendment Bill which seeks to protect environment, especially the eco-system of the high seas.

Indian mercantile marine have to be maintained efficiently and developed unflinchingly. This will serve our national interests by way of augmenting export and import activities of the country. Our marine activities are governed by the Merchant Shipping Act of 1958. Commensurate with the increase in volume of mercantile activities, this Act has also been amended many a time. In the globalized scenario, we need to enjoin ourselves with international conventions and protocols adopted by the International Maritime Organization.

Through this Bill, the Government of India wants to accede itself to the International Convention for the Control of Harmful Anti-Fouling Systems of

Ships, 2001. Marine environment and human health need to be protected and this Bill refers to the effects of use of harmful anti-fouling systems. It is normal to use anti-fouling paints on ship's surface. Only after experience and scientific studies, it has come to the knowledge of the international community that these paints persist in the water and cause harm to the environment. Now, this Government has come before this august House to enable itself to give effect to the AFS Convention and also to enable the maritime administration to meet operational requirements.

Henceforth, all vessels with Indian flags must comply with anti-fouling systems and must obtain compliance certificate in this regard. International Anti-fouling System Certificates will be issued to Indian flag vessels having 400 gross tonnage or more and engage themselves in international voyages.

By way of our signing this Convention, our shipping activities need not have to meet with hurdles every time we approach the Governments of different countries. From now on, access to countries that have ratified the Convention for such certificates would be easier. This also empowers our Government to ensure such standards in all foreign flag vessels entering our territorial waters and marine areas adjacent to our countries. This authorizes our Government to have exclusive jurisdiction in regard to control of pollution under the law. This Bill provides the authority to our Government to levy penalty for non-compliance of the provisions of international convention.

While ensuring the safety of ships on the high seas and the living organisms of the deep seas, the world Governments including our Government must pay attention to the security of our vessels. These days sea navigation has to face with many challenges including that of sea pirates operating from places like Somalia. It becomes incumbent on the countries that operate more vessels in the international waters to ensure the safety of their marine operations, both the vessels and the personnel. Recently, we have been witness to the high-handedness with which our shipmen were kept in long custody by the sea pirates. We are

putting in place a naval security system deploying our navy vessels in the far-seas extending up to Somalia. We can have tie-ups with foreign countries to put in place a thorough defence mechanism to protect our marine vessels.

While mentioning this, I would like to bring to the notice of the Government the need to set up a naval base to ensure protection to our existing big and small harbours and providing safety cover to our moving vessels. Kulasekarapattinam near Manapadu in my Tuticorin constituency was sought to be established as a port by the Britishers. It is another matter that they moved later to Tuticorin for maritime interests. Now, I would like to urge upon the centre to establish a naval base utilizing the existing ideal locality which is naturally secured for a strategic location.

We have the headquarters of the Indian Maritime University in Chennai. Since traditional seamen are available in plenty in the southern coastal areas in Tamil Nadu, the centre may consider to set up an extension centre of the Maritime University in my Tuticorin Constituency. This will enable our young men to hone their skills and acquire better professional tools which would be of great use to both our Defence Navy and Merchant Navy.

At this juncture, I would also like to bring to the notice of the Minister for Shipping of the need to increase the passenger sea travel facilities in our eastern coast for both tourism and pilgrimage purposes. As of now, we have small vessels operating from Mumbai to Goa meeting the requirements of tourism activities. This may be taken up in the southern coasts of Tamil Nadu. For instance, tourism ships can be operated between Tuticorin and Nagapattinam for a pilgrimage tour that will touch Tiruchendur, Rameswaram and Nagapattinam which has got religious shrines of all the three major religions of the country in the form of Nagore Dardah, Sikkal Shanmugasundaram Temple and Velankanni, our lady of health basilicca. There can be regular tourist ship movements between Chennai and Tuticorin. I urge upon the Union Government to explore the exchange earning possibilities through these operation of ships.

Expressing my support to this Bill which has brought with the motive of safeguarding our environment and standardising our ships and their maintenance, I conclude my speech.

PROF. SAUGATA ROY (DUM DUM): The Minister for Surface Transport and Shipping had brought together two Bills in one go. I must thank him that he has followed the tradition of Government because this Bill is not his product. It was introduced in 22nd February, 2013 by Shri G.K. Vasan, the then Shipping Minister. So, it is good that the present Government has not done as and then, he has more or less replicated the same Bill which was done in UPA-II. Actually, these two Bills are in fulfilment of the International Maritime Convention with regard to labour and also the anti-fouling rules that have been prescribed. One good thing is that Mr. Gadkari does not come from a seafaring place. He comes from the Nagpur, right in the heart of Central India which has no ports. Ms. Lekhi who spoke has also no direct connection with ports.

श्री भगत सिंह कोश्यारी (नेनीताल - उधम सिंह नगर): अगर आप हिमालय पर बोलेंगे...(व्यवधान)

प्रो. सौगत राय : मैं इतना ही कहना चाहता हूँ कि अगर कोई पोर्ट सिटी से आते होंगे तो वे इस विषय को ज्यादा समझते हैं, लेकिन अगर नहीं हैं, तो किताब पढ़कर सब लोग सब कुछ समझ सकते हैं, लेकिन उनका डायरेक्ट एक्सपीरिेंस नहीं है। ... (व्यवधान)

HON. CHAIRPERSON : Shri Sougata Roy, please address the Chair.

PROF. SAUGATA ROY : Madam, I want to say that I come from a city which, is not on the sea has the oldest riverine port in India, the city of Kolkata which has the Kolkata port. We have a long history of seafaring.

Madam, if you read Amitav Ghosh's two novels, Sea of Poppies and River of Smoke, you would learn how in the olden days plantation labour went to Mauritius. They went from Kolkata, first by riverine route and then by the sea route.

In his another novel, River of Smoke, how opium used to be brought from Shanghai to Kolkata port. We can imagine and it is described in detail in two of the Ghosh's books what despicable conditions of seafarers were there. Now times have changed. There have been many laws and conventions to improve

the condition of seafarers. Earlier there was no concept of polluting the sea because people thought that the sea is so huge that it really does not matter if it is polluted. Now we have become conscious that the sea should not be polluted. So, every ship must go by the standards set internationally.

There are two Bills. One deals with the anti-fouling system and the other deals with the pro-seafarers measures. The first amendment is mainly directed towards control of fouling. This applies limitedly to ships over 400 tonnes. The smaller ships of below 400 tonnes also dhows and local ships do not come under the provision of the anti-fouling law or the present law that has been brought by the Minister. Since this is all in pursuance of the different laws like the law called the Control of Pollution under the Territorial Waters, Continental Shelf, Exclusive Economic Zone and Other Maritime Zones Act, 1976, this is being extended to control anti-fouling. Here also, a certain amount of power of inspection is being given to the Government to inspect the ships to find out if they are observing the anti-fouling laws.

The main problem was with regard to use of paint. As you know, sea water corrodes metals. A ship when it comes into the dry dock has to be thoroughly painted. Now, earlier the paints which were being used, were fouling and polluting the sea as also the river. Nowadays that convention is there and the present law will take care of the system. After a ship is given the anti-fouling system certificate, then we have also the right to inspect foreign ships in India as also Indian ships in foreign countries. Any ship that will enter in Indian port, our Government will have the right to inspect the same and see whether they are observing the rules.

Then again, the question is, how the waste materials are being disposed of. There would be a control on the disposal of waste material. Every ship will hence be forced to keep a record of anti-fouling system. Now, if there is any information regarding contravention of the provisions of this convention, then the Director-General may detain the ship. He may also levy penalty on ship, as prescribed in

the law. This is something to which nobody can take any objection. Ships should not use fouling paints and the disposal of waste from the ship will be done in a systematic manner.

The second Bill, to my mind, is more important since it considers the problem of seafarers who are also called seamen. Earlier a boy of 15 years could go and work on a ship. With the new law, nobody below the age of 16 will be allowed to work on a ship. This is an important thing. If the boy is an apprentice, there will be an agreement between the boy's family and the company, which will protect the right of the boy.

The other important thing is that now the hours of work will be prescribed. Every foreign-going ship will have to observe specific hours of work and rest in a week. They will have to specify the entitlement for leave under the clause and the period of night work so that the seamen are not made to do night duty every day. The quality and quantity of food has to be prescribed. Then, if the ship has capacity beyond a certain number of workers, a medical officer has to be permanently based on board.

Actually this convention was adopted in Geneva at the ILO in 2006. We are already very much behind time. Eight years after the international convention was adopted we are bringing forward this law which will make the life of the workers somewhat human.

You must have read Robert Louis Stevenson's *Treasure Island* which speaks of the tortures captains used to employ on young workers on the sea. There was the *Mutiny on the Bounty* also which describes in detail how people were tortured on ships. Today in the age of giant super tankers some of which are of capacities of five lakh tonne and above, things have to be modernised and civilised. The ancient days of merchant shipping are over.

Mr. Shatrughan Sinha is here. He had been Minister of Shipping in the earlier government. He might have been made now also, I do not know! But that is neither here nor there. All I want to say is that this should be quickly adopted.

Lastly, I would present one problem about Kolkata. In Kolkata we have a Marine House from where recruitment was done for seafarers. There is great demand for jobs as seafarers because you work for six months, you holiday for six months, and you earn enough so that you can save some thing. Kolkata was a big centre for recruitment. We had a union in those days, an INTUC union. That union was captured forcibly by the CPI(M) through use of strong arm methods and bombs. After that most of the recruitment went away from Kolkata and the big shipping lines are not coming to Kolkata for recruitment. I would request the Shipping Minister to look into this problem so that the Bengali boys who want to go to the sea can be recruited. Now there is no problem of CPI(M) creating trouble. So, let there be an arrangement so that people can be recruited.

As Mrs. Lekhi had mentioned, we have a coastline of nearly 7,000 kilometres. Problem with our coastline is that there are not too many inlets. We have an open coastline. But still we can compete with the best in the world. Small countries like Norway, Sweden and of course Japan are far ahead of us in shipping, in ship building and in ship employment. They are far ahead of us in shipping, ship building and ship employment. Now that we are going in for the convention, our ships can go anywhere, we can inspect everybody's ships. Now the emphasis should be on developing the ships. Rather, in the last few years, particularly in Gujarat, we have given emphasis to ship breaking industry. That is a big industry in Gujarat coast. We do not want ship breaking industry. We want ship making industry. I hope Mr. Gadkari will take interest in this matter.

SHRI KONDA VISHWESHWAR REDDY(CHEVELLA) : Hon. Speaker Madam, I want to raise one point of order.

HON. CHAIRPERSON : Under what rule are you raising point of order?

SHRI KONDA VISHWESHWAR REDDY : I am raising it under rule 376 which is general point of order. But I am going to raise a specific point. The point of order may be raised in relation to the business before the House at the moment and

I think this is the right moment to raise it. Madam, the Bill was not in the Revised List of Business when I checked last night. Today we got this note at 2 O'clock and now at 4 O'clock the discussion has started and there is hardly any opportunity given to us.

HON. CHAIRPERSON: Hon. Member, Hon. Speaker has already given her rules.

SHRI KONDA VISHWESHWAR REDDY :There is hardly any time and I don't know whether we should introduce amendment with grammatical errors or legal inconsistencies.

HON. CHAIRPERSON : Hon. Members, Hon. Speaker has, on a request made by Shri Nitin Gadkari, the Minister-in-charge of the Merchant Shipping (Amendment) and (Second Amendment) Bills, 2014 has permitted the inclusion of the Bills in today's Supplementary List of Business for consideration and passing.

SHRI BHARTRUHARI MAHTAB (CUTTACK): Madam, we had raised it when this issue was being taken up just after the matters under Rule 377. At that time, the Minister of State for Parliamentary Affairs also clarified and our objection was that this is becoming a practice. It should be an exception. This is becoming a practice and it should be avoided. The Government has a lot of business and the agenda could be prepared in advance and circulated so that if any member wishes to submit any amendment that can be done. By forcing us to go through the Bill and immediately submit amendment is really very taxing that should be avoided. I think that is the Hon. Members' concern which is being said. Henceforth the Government and the Parliamentary Affairs Ministry should look into that aspect.

As a Member of the International Maritime Organization, India has acceded to a number of international conventions and protocols adopted by the IMO. Now we intend to accede to the international convention for the control of harmful anti-fouling systems of ships 2001 and the other Bill that is before us is relating to the sea-farers and that is the second amendment which the convention had adopted, ILO had adopted in 2006.

17.00 hrs.

This is the time period which the Government has taken to bring an elaborate Bill for consideration of this House. It has already been passed in the Rajya Sabha.

As Shri G.K. Vasan had introduced this Bill in the Rajya Sabha during the term of the previous Lok Sabha in 2013, it went to the Standing Committee. The Standing Committee gave a Report in which there have been certain suggestions which have been accepted by the Government and this Government has brought these two Bills for consideration of this House.

I would say, Madam, here that India, with more than 7,500 kilometres of coastline, had four major areas of seafarers. One was Dwaraka and the next was Konkan on the western coast; the third was Coromandel and the fourth was the

Kalingan coast. For the last 2,000 to 3,000 years, these were the major coastlines which produced seafarers who went around the world in their ships and carried on trade and commerce. It was perhaps in the middle of 8th century or in the 9th century and later on with a vigorous strength in the 13th century that our seafarers could not face the Arab seafarers in the Arabian Sea and also in the Indian Ocean and India was repeatedly attacked by the Central Asian forces. At that time, the society became introverted, looked within and did not allow the younger boys or youths of this country to GO out.

17.01 hrs

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

Remember the day when Mahatma Gandhi boarded the ship to travel to England! He was reminded: “When you come back after getting your education, will this society accept you?” That was the society; that was the mindset of the last century or the century before that. But there were the four coastal areas which produced great maritime activity of our nation.

Coming back to this issue, I am reminded by my friend Shri Tathagatha Satpathy about one incident of late 16th century when the Portugese first arrived in the eastern coast. They had heard about Chilka lake, which at one point of time was one of the best harbours in eastern India. Before they could come in or nearer to the coastline information reached our shores. They wanted to understand how could this happen and so they asked: “How could you know that we were coming?” The simple answer which the fishermen and the seafarers gave them was this: “Before you arrived the pollutants that you left in the sea arrived much earlier. That is how we could know that there were some foreign forces outside in the sea that have left pollutants there. They reached our shores earlier and we were prepared to withstand your intrusion.” Pollutants play a major role in the sense they not only pollute the seawater but also pollute the fish and whatever lives are there in the sea and that which is also consumed by human beings. So, in that respect, I think, this Bill is of great importance.

When we say that the anti-fouling paints on ships should be controlled it is because they lead to leeching of the paints in the seawater which persist in the water thereby causing harm to environment. It is proposed to amend the Merchant Shipping Act, 1958 to provide for the enforcement of AFS Convention of 2001 and thereby make it mandatory for Indian flag vessels to comply with the Convention and obtain certificate of compliance. Under the provisions of the Merchant Shipping (Amendment) Bill, 2014, all Indian flag vessels having 400 gross tonnage or more engaged in international voyages would be issued with an international anti-fouling system certificate after verification. Here, a simple question arises: “How many merchant ships does India have today?”

We will be facilitating foreign ships to come into our ports, but what mechanism are we building to develop our merchant ships which will go outside? This will enable them to engage in international shipping activities without having to approach the Government of other countries who have ratified the convention of such certificates. This is an enabling provision.

Another enabling provision is that India will be able to ensure that all foreign flag vessels entering the territorial waters of India or any other maritime adjacent thereto over which it has or may have exclusive jurisdiction in regard to control of pollution under any law.

This Bill provides for the levy of penalty. This is another important aspect for non-compliance of the provisions of the convention.

The second amendment Bill is for ratification of the Maritime Labour Convention of 2006 of ILO. After enactment of the Bill, by ratifying the Maritime Labour Convention of 2006, around 1.25 lakh serving Indian national sea-farers may stand to benefit from its conducive provisions. Prof. Saugata Roy was just now mentioning about the recruitment of sea-farers in Kolkata. As far as I remember – because many young Odiya boys also go out to sea and they get apprentice training and engaged in merchant ship – the only place of recruitment is perhaps Mumbai. We know what trouble we and our boys face when they

approach that office and get selected to a specific merchant ship, if they want to. The amount of leave getting sanctioned and other things get very much complicated.

The ships need to comply with the convention. We have a Maritime Academy at Paradip where boys get trained, so also many States might be having. That is a State Government sponsored academy which was established by our late lamented leader, Shri Biju Patnaik, when he was the Chief Minister in the 1990s.

It is necessary to dwell a little bit into the Bill. An issue was raised by Dr. Shashi Tharoor relating to the age of 15 years which has been raised to 16 years. As far as I understand and I was given to understand that the apprenticeship is for 18 months. By the time, actually the boy gets trained to work in a merchant ship, he will be reaching the age of 18 years. So, these two years – 18 months of hard training and another six months, going around small ports and others, in and around our country will also help them to get adapted to the sea breeze and the arduous job that he is going to undertake – they have to be there.

In Armed Forces, young boys get recruited at the young age – they do not get recruited after the age of 22-23 years – because at that time only the tummy would be in and the chest would be out. One can take up a lot of hard work. The minimum qualification for one to get inducted into apprenticeship is class 10. By the age of 16 years, one gets this qualification.

Here, I would also mention about the other Bill, about the anti-fouling system. This is a suggestion for consideration. In section 356 (Q), anti-fouling system is explained in different sub-sections. It was mentioned that a Committee means Maritime Environment Protection Committee of the Organization; Convention means International Convention on the Control of Harmful Anti-Fouling System on ships. This is the standard which has been adopted in 2006, which we are adopting today.

I have every apprehension that in another say 30 years' time this standard may change. We may become more pro-environment. We may become more



pro-youths. So, in that respect, can we not bring in a mechanism in this Bill, through the rules or certain other mechanism, where this will be automatically complying with the international standard to which we have agreed to and for which we are making a law? Should the Minister of Shipping have to every time bring an amendment for consideration of the House? Why can we not make an inbuilt law in such a way that we always comply with international standard and where a consensus has been arrived at through a convention?

I need a little bit of clarification because this Government is saying that we have to do away with Inspector Raj. Section 356(w) says “Any person authorised by the Director-General as surveyor on his behalf may inspect at any reasonable time any ship to which any of the provisions of this part applies for the purpose of...” The Standing Committee in its Report had suggested that there are surveyors and now you are authorising the Director-General to appoint surveyors. Will there be two types of surveyors? When DG is empowered to appoint a surveyor, are they different surveyors under the Ministry or under the system or is it the same? This needs to be clarified because in this Bill it has not been clarified.

I hope the Minister will consider taking over the Odisha Maritime Academy that is established in Paradip as a number of institutes of national repute are now being taken over by the Central Government. Here is an institution which is actually building up the youths of this country. We would be very happy if the Central Government takes up this institute. With these words I support the Bill. Thank you.

SHRI ARVIND SAWANT (MUMBAI SOUTH): I am really pleased to read the Bill today when it was being introduced by the hon. Minister in the House. As rightly pointed out by the hon. Member Shri Mahtab, it should have been given to us earlier. Had it been given to us earlier we could have gone through it and could have given elaborate suggestions on this. I heartily welcome the Bill.

I would like to inform Shri Saugata Roy that I hail from Mumbai. Mumbai has got one of the finest and the oldest ports, the Mumbai Port that the country has. Luckily, my father was working in the Mumbai Port Trust and hence, I know in detail how the vessel comes to the port, how much deep the port is and how the vessels are polluting the port and so on. The colour coating which is being applied to the ships is creating water pollution. This Bill has been brought to prevent water pollution and control harmful anti-fouling system of ships and hence I welcome it.

A number of suggestions have been given by many Members. I would like to point out one or two points only, as many of the points have already been discussed in the House. The Bill which has been brought is confined to shipping in Indian coastal areas. I have a doubt whether it will be applicable to international ships or not. Section 356 (w) says that the Director-General will have the right to appoint a surveyor. He would be asking for the brief sampling of the anti-fouling system and has to check the ingredients of the sample. If the sample is having pollutant in it, then it is harmful. In that case it will require some time to confirm the same. The provision of the Bill says that the time required to process the results of such sampling shall not be used as a basis of preventing the movement and departure of the ship. Now, there is a danger in it. If we do not stop it there itself, then the ship will move, but it has been mentioned in the subsequent clauses that the help of the Navy and the Coast Guard would be sought in order that the ship does not move. There again the problem lies that the ship may move before the Navy or the Coast Guard is informed. What precautions are the Government going to take in this regard? There are contradictions in it. The Director General is

having the right to detain the ship. It has been mentioned that the Director General or any officer authorised by him, on his behalf, may detain the ship until the causes of such contravention are removed to the satisfaction of the Director General or the officer authorised by him. Now, these two provisions are contradicting each other. On the one hand, it has been mentioned that the ship will not be stopped but on the other hand it has been mentioned that the ship will be detained. I would like to know from the Minister as to how this problem is going to be settled.

The second point is regarding the rules. It is mentioned that the Central Government, may, having regard to the provisions of the Conventions, make rules to carry out the provisions of this part of 356(y). In sub-section (d) it is mentioned that procedure and the fees which may be levied for issuance of anti-fowling system certificate for foreign ships in India and Indian ships in foreign countries under Section 356 will be done by the Government. How much time will be taken by the Government, or the Committee to decide on the procedures? The procedures have to be finalised earlier. If there is a delay in the finalisation of the procedures, then implementation will be delayed. Therefore, I would like to request the hon. Minister to clarify this point as to how with the help of this provision we are going to control it if the procedures are not finalised earlier.

The second Act relates to labour. Here the classification of seafarers, maritime labour standards and prescription of minimum manning scale further to amend the Merchant Shipping Act, 1958. The recruitment is done in Mumbai. Shri Satpathy has mentioned it, but one should not be under the impression that we do not have any problem. We too face a lot of problem over there... (*Interruptions*) Even Mumbai boys are not getting recruitment. One may kindly check the list of people getting recruited, you will find that they too have a serious problem. I would like to request the hon. Minister, through you, to kindly keep a watch on how the boys are being recruited and what is the harassment they go through before and after recruitment. They work for six months and they get their salaries

and packages. But who has to take care of the agreement? It is the Captain of the ship. It has been mentioned that the master of the ship or any person having charge of the ship shall maintain such standards. What are the standards? The standards have been mentioned here. The facilities to be given are mentioned. It has been mentioned that the terms and agreements with the crew shall be determined after consultation with such organisations in India as the Central Government may, by order, notify to the representatives of the employees of the sea men.

There is no recognized forum over there. There are a number of forums but they confront each other and that conflict goes to the other side and naturally the person who wants to get recruited is being deprived of his legitimate right to get the job. Therefore, I would like to request the hon. Minister to look into this matter of food, facilities and protection when a person goes on ship.

The fishermen who are going on sea are polluting the water. As has been mentioned by Smt. Lekhi, so many things like effluents without treatment, sewage, garbage are being thrown into the sea. There are a number of things which are polluting the sea. In addition to that, it needs desilting. I do not know what the status of the Kolkata port is now, but as far as the Mumbai port is concerned, it needs desilting. I have already written a letter to the hon. Minister requesting him that dredging has to be done. Priority has to be given to dredging. If the silting of the Mumbai port is done, then the depth will increase and naturally the bigger vessels will come. Those were the days when the vessels were small ones and they used to come to the port because the draught was low and the vessels were small. This Bill is for the vessels which are having more than 5000 tonnes and these vessels are now ported deep into the sea. Who has got the system to watch all these things?

I again welcome this Bill. It is a wonderful Bill. It is protecting the labour. It is trying its best to protect labour. You are trying your best not to pollute sea water but at the same time, you should look into things which may pollute the sea. There has to be control and I once again welcome the Bill on behalf of Shiv Sena.

SHRI KONDA VISHWESHWAR REDDY (CHEVELLA): Mr. Deputy-Speaker, Sir, I thank you for the opportunity given.

I thought that the object of the Second Amendment relating to labour was to improve the working conditions and the lives of seamen and also to conform with Maritime Labour Convention 186 of the ILO.

Sir, we cannot oppose this Bill as it does good but it does too little. It misses a great opportunity to change the lives of seafarers and young boys who work in the seas. The amendment increases the minimum age to work from 15 years to 16 years. I think, it should be changed to 18 years. I would like to move an amendment which I have given in writing for your consideration.

Sir, I am reminded of the novel, *The Mutiny on the Bounty* written by Charles Nordhoff. There is also a movie based on that novel. I saw that movie twice. It is exactly about the subject. It highlights the harsh British laws, the maritime workers and the seafarers. British laws used to allow young people to work on boards those days. We could see the condition of the boys in the movie.

Cleverly, point No. 4 in this amendment says: "In Section 91 of the principal Act, the words 'boys not under 15' should be substituted by 'young persons under the age of 16'. Merely changing boys to young persons, it does not mean anything. One year does not make any difference. I think they have to be 18 years or above.

The British laws allowed for this because young people were small enough to go into every nook and corner and the labour was cheap. We have really evolved it since then. We cannot go by the old standards and it needs to be raised to 18 years.

There should be a minimum of six months training on land. They should take this opportunity before they start going on to ships. Without that, they should not go there. There should be pre-requisites saying that they are trained in certain skills relating to safety and communications. Without those pre-requisites, sending young boys or young men or young persons on the ships is unfair.

The Bill also misses another great opportunity. I had a friend who is a Parsi gentleman and he was a captain of a ship. He had a man to work and he used to call him like “*chotu chai lao*”. The *chotu* also cleans the place or the tables. But it happens that that *chotu* is 58 years old. Right from the age of 17, he had been doing the same job of serving *chai* and cleaning the place. He used to be called by the same name, *chotu*. I think there is a great opportunity here. Instead of setting up a formal apprenticeship system, training, education and then work on the ship and then a career path for them should be there. They should not be 59 years old, carrying tea and cleaning the decks.

I have given a written note as the time to speak is short. Regarding the anti-fouling paint, the paint is primarily used to protect it from barnacles growing which slows down the ship and increase the consumption. So, the more toxic it is, the more effective it is but it is very harmful for environment. Hence, it is a welcome thing.

The penalty is too little. It costs tens of crores of rupees but the penalty is only Rs. 50,000. It is cheaper to abuse and pay the penalty than to repaint the ship. We need monitoring mechanism. We have only 13 major ports. It does not provide for monitoring mechanism at these 13 major ports. Again a missed opportunity! But I think once we are trying to promote inland navigation and clean up the Ganga, this law does not prevent these polluting hazardous paints of barges going from the sea to up the river Ganga and polluting it. I think this needs to be looked into. This is another great opportunity to do that.

I hope you put that 18 years for voting at this Session. Thank you.

*SHRI A.SAMPATH (ATTINGAL) : Deputy Speaker Sir I have sought your permission to speak in Malayalam, my mother tongue.

Sir, I am supporting both the Merchant Shipping Amendment Bill, 2014 and merchant shipping (second amendment) Bill. But having said that, I want to seek the minister's explanation regarding certain provisions of the Bill. This is meant for the whole nation my friends. Sir, the anti-fouling laws, have been passed by other countries. Therefore India too need to formulate similar laws. Therefore, the Government had introduced this bill and got it passed in the Rajya Sabha.

The other Bill, concerning the sea farers; is meant to protect and uphold the rights of all those including the labourers who work in the sea. One thing I agree sir. Members of International Labour Organisation (IOL), have signed several conventions to protect the rights of labourers engaged in various works. India is still reluctant in signing several of those conventions.

Therefore, I am compelled to support this bill, since it upholds the rights of a section of workers i.e. sea farers. Sir, some respected members had raised a pertinent issue, regarding the minimum age of sea farers. Whether it should be 16 or 18. My friends, Dr. Shashi Tharoor and Shri Bhartruhari Mehtab and other members had mentioned this point. What is the age group accepted by UNO, while they use the nomenclature 'boy'? What is the accepted minimum age of sea farers, prescribed by other nations? Why do we, want to, bring down the minimum age of sea farers to sixteen years?

Secondly, in the bill, the term used is 'boy'. Why sir, are we still living in a male chauvinistic era? (Original English). Is it as a profession that should be denied to the girls? So, the bill is silent about the girls and ensuring their right to work as sea farers.

*English translation of the Speech originally delivered in Malayalam.

In other parts of the world young girls work as sea farers and in the Merchant Navy. Why can't we be more gender sensitive, in this regard? When we are formulating a law, regarding anti-fouling, we have to keep in mind a reality. Multi national shipping companies send their vessels to India and other developing countries for ship breaking. I mean the multi national shipping corporations in the world. The labour cost in those countries are higher. So the best alternative for them, is to send their ships to India, Bangladesh and other developing nations for ship breaking. "You accept our unwanted garbage, it is for you". "What is good in you, we will accept. But you accept our garbage. You are our junking yard".

So we have become a place for them, to dump their garbage. I am not criticizing the existence of ship breaking industries in several parts of this country. Many members also raise the point whether the Minister belongs to a coastal area. I am never asking such a question to Hon'ble Gadkari ji. But one relevant point is that ours is a country which own one of the largest coastal line in the world. Kerala, my state owns about 700 kms of coastal line. Sir, as we are discussing this bill France has taken into custody one of our ships. The sea farers of the ship could not produce some relevant papers to the French authorities who has now seized the ship.

At the same time other countries enter our territorial waters. And two of our traditional fisher men, one belonging to Tamil Nadu, and another belonging to Kerala, were shot dead. They were just like sitting ducks and sir, what has been the stand of the Italian Government after this ghastly incident?

We do talk eloquently about our rich cultural heritage. Let me add sir, that I come from a place where the first armed rebellion against the British East India Company took place in 1721. This coastal village is called Anchuthangu, where the earliest settlement of East India Company was attacked.

So, I belong to a place which has a coastal line, back waters, other water bodies and mountain valleys. My constituency stretches to the Tamil Nadu Border.

Sir, why can't we train the children belonging to our traditional fishing community, so that they can get better jobs, in Merchant Navy? They are born as children of the sea. They are not afraid of the sea. They can rescue anyone who may fall into the sea. But we do not have facilities to encourage, the traditional fishing community children to take up better jobs. I am speaking in the light of the privileged experience I had as a two time representative of this House in the Shipping Board.

The subject of training fishing community children for better jobs, had come up for discussion in the Shipping Board. Do we have any such training centres under government control? We don't have a single institution. So the training and recruitment is carried on by private institutions. They view the process as a means of earning easy money. They decide the fees, decide the course and they fix the curriculum. What is our stand regarding the recruitment of staffs in the shipping industry?

Sir, I also want to draw your attention to "The Merchant Shipping Second Amendment Bill 2014, page 3, and Section 9, 109 (1). Please refer this sub section of the bill. I quote:

"No person under the age of 16 year shall be engaged or carried to sea work in any capacity, in any work."

Please be clear of the age limited mentioned here, as several other members have already pointed out.

We should not violate the rights of children which has been upheld by several other countries. Sir, in the past, the Britishers and native rulers had employed minor children as sea farers. This was during the past, when slave trade was practiced.

But today, when we formulate the law, to protect the children's rights, we should be more sensitive Minister Sir, Madam Meneka Gandhi is sitting behind you. Kindly discuss this matter with her.

Sir, coming back to antifouling laws, vessels of gross 400 tonnages is mentioned. Why have you fixed the weight of ships at 400 tons, why don't you mention vessels of lesser weight also? Sir, asbestos, and several other carcinogens are used in the ships. Whether it be painting or repairing the ships, such materials are often used.

Sir, one more minute sir, since I am making this speech in Malayalam. When we discuss this bill, what about the pollution caused in our inland water bodies. As many members mentioned already, we should be able to stop pollution of our inland water bodies.

Before, I wind up, let me mention a long standing dream of the entire people of Kerala. I am talking of the Vizhinjam Harbour. Whether you are in treasury bench or in the opposition, when it comes to Vizhinjam Harbour; Kerala's legitimate aspirations are neglected. Why is the government reluctant to provide the funding, technological support and skilled man power for making Vizhinjam Harbour a reality? In fact, I suspect an international lobby, is Sabotaging the Vizhinjam project. The centre must do something to make this naturally congenial Harbour a reality.

Sir, before I conclude, why was the bill not included in the list of Business and was introduced in such a hurry? We have been denied, an opportunity to study the bill in detail. It is not proper to pass the bill, the way you bake cakes. I hope that you will give a ruling to condemn such a practice.

Sir, I also request that all the relevant suggestions made by the members will be included in the Bill. Also bear in mind the fact that many members of this house have never seen a sea in their life. Once again I support the Bill.

SHRI VARAPRASAD RAO VELAGAPALLI (TIRUPATI): I thank the Chair for giving me this opportunity. Me, and my party, YSR Congress Party from Andhra Pradesh heartily welcome both the amendments to the Merchant Shipping Act. Unfortunately the scope is extremely limited. When it was taken up, instead of merely adopting the ILO Convention and the Protocol, and similarly International Maritime Organisation and Conventions, it should have been made a little more comprehensive so that the recent phenomena of pollution should have also been taken into consideration.

The proposed Bill is silent on the ships which are less than 400 gross tonnage. As earlier speakers have mentioned that here in the Bill, to my understanding, there are two types of pollutants. The anti-fouling systems are mostly concerned with the chemicals that are affecting the fauna or the animals of the ocean and sea. The chemicals that are being used in the system has an effect to the extent of changing the sex of animals and would appreciate that to what extent it is affecting the animals there.

Secondly, like the molasses and oysters, it also changes the shapes of them. Therefore, everybody is concerned about it because it not only affects the system of the human life but also the animals which are living there in the sea. Since environment now is becoming more and more polluted, the waste disposal system also should have been streamlined. Perhaps whatever be the shortages in the main principal Act should also be brought into this amendment Act because these days oil leakage is taking place in every place as a result the fauna and flora of the ocean are also getting affected. Thereby, most of the pollutants entering into the food chain are causing very serious diseases like cancer.


The Bill is also silent on the countries which are not signatories to both the ILO and IMO. We have more than 200 countries, but the signatories are between 80 and 100 countries. It is more or less silent about not including nearly 50 per

cent of the countries where I would request the hon. Minister to consider that aspect also.

With regard to penalty, Rs.50,000 to Rs.5 lakh is extremely paltry and small by taking the business of shipping into consideration. When the ships are charging for an hour, more than Rs.25 to Rs.30 lakh, and putting penalty of Rs.50,000 to Rs.5 lakh is too small and it cannot act as a deterrent.

The second amendment, which we all welcome – is about seafarers where the boys and men, in the prime of their age, who live most of the year in ocean. At a stretch they live for six to ten months. Therefore, their living conditions needs to be streamlined from health point of view. Their ventilation, hospitality, hospital and medical facilities and all the security systems should also be streamlined. The families should also be allowed to go with them. Most important point which I would like to mention here is that both the proposed Bills exclude war ships and naval accessory ships, passenger vehicles and non-commercial ships which are on Government service. Just as there is no exemption for any vehicles under the Motor Vehicles Act, I am of the strong opinion that there should not be any consideration either for the war ships or the Government vessels.

Sir, as many Members have suggested, when Bills are introduced, if Members are given adequate opportunity, there is every possibility that some constructive suggestions could be given. Therefore, I very earnestly request the Government to give a little more time whenever a new Bill is introduced.

With these words, I thank you very much for giving me this opportunity to express my views on these two important Bills. 

डॉ. अरुण कुमार (जहानाबाद) : महोदय, सरकार जो दो प्रगतिशील बिल लाई है, हम उनका समर्थन करते हैं और जिन पार्टियों ने समर्थन किया है, उन्हें भी हम धन्यवाद देते हैं।

महोदय, दो बिल हैं, एक बिल एंटी फॉलिंग पेन्ट्स एवं एंटी फॉलिंग सिस्टम के सुधार के लिए है और दूसरा बिल जो वर्कर्स समुद्र में काम कर रहे हैं, उनके हितों की रक्षा के लिए है। दोनों बिल अंतर्राष्ट्रीय मानक के हिसाब से लाए गए हैं और स्थायी समिति में इस पर गहन चिंतन हुआ है। आज के दिन निश्चित रूप से जो एक अवधारणा बनी हुई है कि पानी सभी चीजों को अपने अंदर शमन कर सकता है, ऐसी अवधारणा के खिलाफ भी एक चेतना पैदा करने की आवश्यकता है। एग्रीकल्चर बेस के बाद, जीवन को सबसे बड़ा शक्ति देने वाला स्रोत जल और जलजीवन है। आज समुद्र और नदियों में बहुत प्रदूषण है, उसके लिए जितना प्रयास किया जाए, कम होगा। सरकार ने सही समय पर यह कदम उठाया है। जलजीवन में जहरीले पदार्थों का जो एक साइकल बनता है, वह मानव जीवन में भी अंततः प्रवेश करता है। इसलिए पोल्यूटेंट्स पर सरकार का जो चिंतन है और यह जो बिल लाया गया है, निश्चित तौर से यह स्वागत योग्य है। श्रमिकों के जीवन-स्तर को सुधारने के लिए, उनके सोशल प्रोटेक्शन के लिए, स्वास्थ्य के लिए जो प्रबंध किया जा रहा है, वह भी स्वागत योग्य है।

अभी प्रोफेसर सौगत राय साहब बोल रहे थे, हमारी संस्कृति में मां शारदा का बहुत महत्व है। जब से इन लोगों ने दुरुपयोग किया है, अच्छे काम में भी बराबर कुछ गलत चीज इन्हें दिखती है। इसलिए निश्चित तौर से मैं समझता हूँ कि सकारात्मक चीजों को स्वीकार करना चाहिए और सरकार ने जो प्रोग्रेसिव कदम उठाया है, उसका समर्थन इस विश्वास के साथ करें कि आगे भी जो कमियां रहेंगी, यह प्रगतिशील सरकार वर्कर्स के लिए और अंतर्राष्ट्रीय मानक के हिसाब से जो लोग इस परिक्षेत्र में पोल्यूटेंट्स का काम करेंगे, उन पर रोक का उपबंध करेगी।

पुनः मैं सरकार के इस क्रांतिकारी कदम का स्वागत करता हूँ।

SHRI K.R.P. PRABAKARAN (TIRUNELVELI): Hon. Deputy Speaker, Sir, first of all I pay my sincere thanks to my hon. Leader Dr. *Puratchi Thalaivi Amma* for selecting me as a candidate of Tirunelveli Parliamentary Constituency for the 16th Lok Sabha Election. I pay my heartfelt thanks to *Amma* for helping me to win the election and also for making me one of the youngest Members of Parliament from the grassroots level worker of my party All India Anna Dravida Munnetra Kazhagam (AIADMK). I will assure that on the footsteps of *Amma*, I will work hard for the development of the people of Tirunelveli Constituency and also for the development of the nation. It is a pleasure to stand here in this august House and deliver the speech as a young parliamentarian from Tirunelveli Constituency. It is all because of our hon. Leader Dr. *Puratchi Thalaivi Amma* only.

Sir, this is my maiden speech. Hence you may be liberal to me and protect me. We are entering into an international convention through this amendment Bill. I have great pleasure in stating that I come from Tirunelveli wherefrom hailed the great freedom fighter, V.O. Chidambaram Pillai. He was popularly known as '*Kappalottia Tamizhan*' who kindled national fervour along with Mahakavi Subramania Bharathiyar, Subramania Siva and other leading lights. He took upon merchant navy operations as a swadeshi movement during the freedom struggle. I can also proudly state that I represent a region that is known for maritime relations with several countries of the world from time immemorial.

Through this Bill, the Government seeks the permission of this House to sign international convention that seeks to protect the high seas and the sea organisms from the pollution caused by ship operation. Anti-fouling system meant for bigger vessels leave polluting paint molecules as suspended impurities in the oceans of the world. This calls for certification to be obtained by every ship that carries 400 tonnage or more. By way of entering into this agreement, our Government empowers itself to issue certificates to Indian vessels bearing Indian flags. This will avoid the cumbersome process of running to every foreign

Government to enter into their harbours. This also authorises our Government to monitor their harbours. This also authorizes our Government to monitor ships coming from foreign countries and take penal action, if necessary that will provide for compensation mechanism.

I wish our Union Government, while signing this Convention, may also convert this into an opportunity. I would like to suggest that the Government may establish scientific and technical research organisation exclusively for studying pollution that affects our seas. Effects on aquatic plants, invertebrates, fish, seabirds, marine mammals, endangered species and other biota including sensitive and representative organisms have to be studied. Such a data shall enable us to monitor effectively our efforts to overcome the negative impact of pollution. The world Governments have taken note of the adverse effects of the suspended impurities in the ocean affecting the food chain. They may affect the human population in the residues in sea food.

While extending my support to this piece of legislation, I would like to make certain requests to the Minister of Shipping and he may generously consider them to promote industrial activity in the coastal areas of my constituency.

Uvari, a traditional fishing harbour may be modernized to enhance the livelihood and living standards of our fishermen. The Union Government may also go in for identifying certain ancient harbours in the country which can stand the vagaries of weather. For instance, near Manappadu in my constituency, there is a natural harbour which was used by the Britishers before they could move to the other ancient port, Tuticorin. This can be developed as inland commercial harbour or as a hub for coastal tourism introducing ship operations for inland tourists who may cruise along our coasts.

I thank you once again for this opportunity and without fail I thank Makkal Mudhalvar Dr. Puratchi Thalaivi Amma.

PROF. K.V. THOMAS (ERNAKULAM): Sir, I rise to speak in support of the Merchant Shipping Amendment Bill. The very fact that the present NDA Government has approved the Bill proposed and piloted by the UPA-II Government indicates the pro-working class stand taken by our Party. I congratulate the present Shipping Ministry on having recognized the need of the Amendment Bill and on having cleared it in the Cabinet without any substantial change on which the UPA-II Government had given a clear shaping. I believe that the NDA Government will display the same amount of magnanimity in dealing with other UPA piloted pro-poor and pro-weaker sections legislative proposals.

This Amendment Bill is primarily to make the Principal Act in conformity with the International Labour Organisations and Maritime Labour Convention of 2006.

In the first place, I wholeheartedly welcome the power reserved by the Government to extend application for the provision of the Bill regarding the Maritime Labour Standards to non-commercial ships on the recommendations of the Director General (Shipping). In this connection I wish to bring to the attention of the Government towards fishing vessels, country's fishing vessels as well as strollers. Nowadays, the fishermen who work in the fishing vessels are not getting adequate protection. Sir, you know it very well. Both in Kerala and Tamil Nadu, a large number of accidents have taken place and due to which fishermen have been killed. A lot of boats have been sunk by ships but no action has been taken. So this is an area where Government has to give due attention.

It is also gratifying to note that the proposed Bill now mandates that the agreement to be signed by the person In-charge of the Indian Ship with the seafarers employed in the ship. It should contain the details of weekly hours of work, quantum of rest and also leave entitlement. This is also an area where we have to give due attention. A number of Indians, especially from the coastal area, work in a number of ships. Many of the ship owners are outside but their agents

are in India. Whenever something happened to the ships, the Indian agents should be responsible.

Similarly, the raising of the minimum age of the apprentices, to be employed on the ships, from 15 years to 16 years is quite reasonable and also in consonance with the letter and spirit of our Constitution.

The prohibition of employment of persons below the age of 16 and deployment of minors on night duty is also a welcome step.

The proposal to allow the girls to be employed as apprentice is a step in the right direction. I am also keen to welcome the proposal that every foreign-going ship carrying less than the prescribed number of persons shall have medical facility.

It is seen that the Bill provides for verification of possession of maritime labour certificate and declaration by an authorised Government official. Similarly, there are other areas where the officers are deployed in control mechanism. Abundant precaution should be taken against all possible misuse of the provisions of the Bill, especially, those dealing with inspection, control and detention of ships. In this connection, I wish to bring to the attention of this House that India needs a vibrant and National Port Policy. We are a maritime country. We have historical trade relations with a large number of foreign countries. But so far, we do not have a National Port Policy. It has created a large number of problems. Many of the ports like Colombo and Dubai ports have been developed later. We have got natural ports like Chennai, Kochi, Kolkata and Mumbai which have started functioning years back but we have been lagging behind in their development and modernisation. I would request the Government that while implementing this Bill, the Government should think of a vibrant National Port Policy.

Thank you.

ADV. NARENDRA KESHAV SAWAIKAR (SOUTH GOA): Hon. Deputy-Speaker, Sir, I rise in support of these two important legislation.

I come from a State, Goa, which is having the coastal line of 125 kms. This legislation is an important legislation because of two aspects which it covers. The first one is regarding the environment protection and the second one is regarding the seafarers.

As far as the environment protection is concerned, the antifouling system and the antifouling mechanism which are sought to be introduced through this present legislation is in order to protect the environment. It is a welcome measure by the Government and I support it. As many of the speakers have talked much about this issue, I do not want to go much into it and I support this legislation.

So far as the second aspect regarding the seafarers is concerned, I would like to submit that many of my supporters are from the seafarer community. In fact, I have experienced their issues, their demands. On many occasions, we tried to raise the issues of the seafarers before the then Government as well as the present Government.

We find that the seafarer occupation is interesting and rewarding but at the same time the plight of the seafarers needs to be looked into. Many a time the seafarers feel that there is no protection for them and as a result they feel that they will not be protected by the Government. But now, in view of the introduction of the second piece of legislation on the protection of the seafarers, I would like to congratulate the Government because they have taken into consideration this very important aspect of the merchant shipping.

If my memory serves me right, for the first time the Seafarers' Union was started in Goa somewhere in the year 1810. In fact, the seafarers get a very little and a very meagre pension.

I congratulate the present BJP Government in Goa, which, for the first time and perhaps in the history of India, introduced a pension of around Rs.2,500 to the

seafarers and as a result of which the condition and the plight of the seafarers improved.

Therefore, I support both these pieces of legislations moved by the Union Government.

HON. DEPUTY SPEAKER: Members, before the hon. Minister starts his reply. I would like to take the sense of the House to extend the time of the House beyond 6 p.m. till these two Bills are passed.

SEVERAL HON. MEMBERS: Yes.

HON. DEPUTY SPEAKER: All right. The time of the House is extended till these two Bills are passed.

Now, the hon. Minister.

सड़क परिवहन और राजमार्ग मंत्री तथा पोत परिवहन मंत्री (श्री नितिन गडकरी) : माननीय उपाध्यक्ष जी, 1958 के मर्चेट शिपिंग एक्ट में सुधार करने के लिए जो प्रस्ताव मैंने रखा था, उसका माननीय सदस्यों ने समर्थन किया और विभाग के बारे में बहुत अच्छे सुझाव दिये। इसलिए मैं माननीय सदस्यों के प्रति आभार व्यक्त करता हूँ।

यह जो बिल है, यह फॉरेन वैसल्स के लिए पूरी तरह से एप्लीकेबल है। उसके साथ-साथ इस बिल की दृष्टि से जो प्रोविजन्स हैं, वे भी उनके ऊपर लागू हैं। जो हमारी पार्लियामेंट की स्टैंडिंग कमेटी थी, उन्होंने एक सुझाव दिया था कि इसके बारे में हमारे देश में जो उन्होंने सुझाव दिया है, वह हमने स्वीकार किया है कि 500 टन ग्राँस वजन के नीचे वाले जो वैसल्स हमारे देश में हैं, उन पर यह लागू नहीं होगा। इनलैंड वॉटर वालों पर भी यह प्रोविजन लागू नहीं होगा। इसलिए स्वाभाविक रूप से इंटरनेशनल स्टैंडर्ड जो हैं, जो आईएलओ में नियम बने हैं, वे निश्चित रूप से इंडियन सी में लागू होंगे, यह मैं आपको विश्वास दिलाना चाहता हूँ।

जहां तक इस बिल को लेकर कुछ लोगों ने सी-फेएरर्स के बारे में चिंता जताई है और विशेष रूप से सोमोलिया में जो हुआ, हाइजैकिंग हुई, किडनैपिंग हुई, उसके बारे में काफी चिंता व्यक्त की गई है। मैं आपको विश्वास दिलाना चाहता हूँ कि इस समय एक भी हमारा व्यक्ति हाइजैकिंग किया हुआ नहीं है। सबकी मुक्तता हुई है और अभी ऐसा कोई भी व्यक्ति नहीं है।

जहां तक फिशरमैन के बारे में जो चिंता व्यक्त की गई थी, उसके बारे में मैं बीच में रामेश्वरम गया था। मेरे साथ हमारे राज्य मंत्री श्री पोन राधाकृष्णनन जी भी थे। वहां के फिशरमैन के परिवार के लोग भी मुझे मिले थे। उन्होंने अपनी व्यथा मुझे बताई थी। बार बार तमिलनाडु और श्रीलंका के बीच में फिशरमैन के सामने समस्या खड़ी होती है और इसलिए उस परिवार का दुख-दर्द समझने के बाद मैंने यहां आकर माननीय प्रधान मंत्री जी से और विदेश मंत्री जी से बातचीत की।

18.00 hrs.

उनकी भावना और उनका निवेदन, जो उन्होंने मुझे दिया था, वह मैंने उन्हें सौंपा और उनसे प्रार्थना की कि आप श्रीलंका सरकार से बात करिये। मुझे इस बात की खुशी है कि हमारे प्रधान मंत्री जी ने श्रीलंका सरकार के राष्ट्रपति जी, प्रधान मंत्री जी से बात की और हमारे विदेश मंत्री ने उनसे विदेश मंत्री से बात की और वहां जो फिशरमैन थे, उनकी मुक्ति हुई और अब उन्हें कोई सजा होने का सवाल नहीं है।

जहां तक फाइन के बारे में आपने कहा, यह सही है कि वह अमाउंट बहुत कम है। परंतु स्वाभाविक रूप से पार्लियामेंट की जो स्टैंडिंग कमेटी है, उसकी रिक्मेंडेशंस है, परन्तु उसके साथ बढ़ाना चाहिए, यह आपकी भावना है, परंतु जो रिक्मेंडेशंस हैं, उन्हें हमने स्वीकार किया है।

महोदय, ऐज के बारे में बहुत लोगों ने सवाल उठाये। यह ऐज पहले 15 थी, अब 16 हुई है और इंटरनेशनल प्रैक्टिसेज में यह ऐज 16 ही है। जैसे सम्माननीय सदस्य ने कहा कि यह अप्रेन्टिसशिप की ट्रेनिंग का पहला पार्ट है और इसलिए वे ट्रेन होकर बाद में उसमें जाते हैं। इसलिए जो इंटरनेशनल नार्म्स और स्टैंडर्ड्स हैं, उन्हीं के आधार पर 16 वर्ष ऐज निश्चित की गई है। जहां तक प्रशिक्षण और रोजगार के संबंध में पश्चिम बंगाल, साउथ इंडिया, चेन्नई और जो अनेक समुद्र तट हैं, उसमें लोगों ने अपेक्षा व्यक्त की है। एक बात यह भी सही है, जैसा अभी सम्मानित सदस्यों ने कहा कि हमारी शिपिंग इंडस्ट्रीज की अवस्था अच्छी नहीं है। हमारे देश के पूरी दुनिया में साढ़े छः लाख ऐसे लोग हैं, जिन्हें इस इंडस्ट्रीज में इंटरनेशनल लेवल पर रोजगार मिला है। परंतु अब हमारे पास ऐसे बेरोजगारों की संख्या छः हजार है, जिन्हें हम अप्रेन्टिसशिप की ट्रेनिंग नहीं दे सकते, क्योंकि हिंदुस्तान के शिपिंग इंडस्ट्रीज की अवस्था अच्छी नहीं है। इसलिए मैंने डिपार्टमेंट ऑफ शेड्यूल्ड कास्ट, शेड्यूल्ड ट्राइब्स और माइनोरिटीज और स्किल डेवलपमेंट के मंत्री के पास एक प्रस्ताव दिया है कि इसमें दस लाख रुपये का खर्चा आता है। क्योंकि विदेशी फ्लैग के शिप पर अगर ट्रेनिंग लेनी है तो हवाई जहाज से उस देश में जाना और वहां एक साल रहना और स्वाभाविक रूप से वहां अप्रेन्टिसशिप में कोई तनखाह नहीं मिलती। इस तरह से एक साल का खर्चा दस लाख रुपये होता है और दस लाख रुपये खर्चा करने के लिए स्वाभाविक रूप से जो गरीब, पिछड़े वर्ग और माइनोरिटीज के लोग हैं, वे यह पैसा खर्च नहीं कर सकते। इसलिए मैंने मिनिस्ट्री को प्रस्ताव दिया कि उन्हें यदि लोन के रूप में या अनुदान के रूप में यह पैसा मिलता है तो वे सर्विस मिलने के बाद छः महीने में यह पैसा वापस कर सकते हैं, उन्हें इतनी अच्छी तनखाह मिल सकती है। मुझे इस बात की खुशी है कि उन्होंने इस प्रस्ताव को मान्य किया है और हमने पचास करोड़ रुपये स्किल डेवलपमेंट के लिए एक प्रस्ताव कैबिनेट को भेजा है।...(व्यवधान)

प्रो. सौगत राय : आप अपने ट्रेनिंग शिप क्यों नहीं बनाते?

HON. DEPUTY SPEAKER: Hon. Member, please do not interfere.

Mr. Minister, you please continue.

श्री नितिन गडकरी : आपने बहुत अच्छी बात कही। मैं आपको बताना चाहता हूं कि हमने आलरेडी शिपिंग कारपोरेशन ऑफ इंडिया का जो एक शिप है, उसे ट्रेनिंग शिप बनाकर चालू करने का निर्णय किया है और उस पर भी ट्रेनिंग हो रही है। ...(व्यवधान) इसका निर्णय हो गया है, जल्दी की बात नहीं है। लेकिन समस्या यह है कि एक शिप पर हमारी वेटिंग लिस्ट पांच हजार की है और एक शिप पर हम साल भर में कितने लोगों को ट्रेनिंग दे सकते हैं। ...(व्यवधान) पांच सौ भी नहीं। एक शिप पर कैपिटल इनवैस्टमेंट इतना बड़ा होता है कि यह मुश्किल है। दूसरी ओर जो फॉरेन फ्लैग शिप है, उनके पास लोगों की जरूरत है, परंतु वे

दस लाख रुपये खर्चा करने की स्थिति में नहीं हैं, इसलिए स्वाभाविक रूप से इस स्कीम के अंदर हमारे भारतीय युवाओं को फॉरेन फ्लैग शिप में कैसे अवसर मिले, इसके लिए एक योजना शुरू की है और इससे हमारे यहां के बेरोजगारों को इसमें निश्चित रूप से रोजगार मिलेगा।

इसके अलावा प्रशिक्षण के लिए चेन्नई में हमारी युनिवर्सिटी भी है और यह बात सच है कि शिपिंग और इनलैंड वाटरवेज में हम लोग बहुत पीछे हैं। अभी माननीय सदस्य ने जो बात कही है और मुझे भी इस बात का दुख होता है कि हम लोगों ने इस बारे में अभी तक ठीक प्रकार से काम नहीं किया है। यह क्षेत्र बहुत बड़ा है और स्वाभाविक रूप से इसमें इम्प्लायमेंट पोर्टेशियल भी बहुत ज्यादा है, उसमें इकोनोमी भी है और एनवायरनमेंट भी है। उदाहरण के लिए माना जाए कि अगर रोड से जायेंगे तो डेढ़ रुपये खर्चा आता है और रेलवे से जायेंगे तो एक रुपये खर्चा आयेगा और पानी से जायेंगे तो पचास पैसे खर्चा आयेगा और यह पाल्यूशन को समाप्त करने वाला है। परंतु हमारे देश में यह होता है कि जो ज्यादा पाल्यूशन करते हैं, हम उन्हें ज्यादा सब्सिडी और इन्सैंटिव देते हैं और जो कम पाल्यूशन करते हैं, हम उन्हें पैनलाइज करते हैं या उन्हें कोई प्रोत्साहन नहीं देते हैं, ऐसा हमारी नीति में है। इसलिए इनलैंड वाटरवेज को हमने गुड्स और ट्रांसपोर्ट के मामले में एनकरेज करने का तय किया है। आपने जो चिंता व्यक्त की है, वह बिल्कुल सही है।

अभी जैसा बताया गया कि चेन्नई में आटोमोबाइल इंडस्ट्री है और वहां अनेकों अच्छी गाड़ियां बनती हैं। वहां की गाड़ियां ट्रकों से दिल्ली, राजस्थान और हरियाणा में आती हैं। यहाँ की मारुति की गाड़ियाँ ट्रक में भरकर वहाँ जाती हैं। अभी हमने रो-रो सर्विस शुरू की है। यह रो-रो सर्विस यह है कि चेन्नई से डेढ़ सौ, दो सौ ट्रक जहाज में लेकर मूंदड़ा पोर्ट में आएंगे और यहाँ के, दिल्ली के ट्रक वहाँ चढ़ेंगे और वहाँ के ट्रक उतर जाएंगे। इस सर्विस का हमने अभी टेंडर निकालने के लिए बताया है। दूसरी और अच्छी बात मैं आपको बताऊँ। ... (व्यवधान)

प्रो. सौगत राय : मूंदड़ा ही क्यों?



श्री नितिन गडकरी : पहली शुरुआत हम वहाँ से कर रहे हैं।... (व्यवधान) आप चिंता मत करिए। आप मेरे ऊपर विश्वास रखिए, पिछले 25 साल में पश्चिम बंगाल में जितना काम नहीं हुआ होगा, उतना पाँच साल में हमारी सरकार आपके राज्य में करेगी।... (व्यवधान)

श्री सुदीप बन्दोपाध्याय : पिछले 25 साल में तो कुछ नहीं हुआ, हम आपकी इस बात से सहमत हैं।

श्री नितिन गडकरी : अभी सागर पोर्ट का निर्णय भी हमने किया है।... (व्यवधान) मैं आपको बताऊंगा, आप चिंता मत करिए। यह बात जरूर है, आपने कहा कि मैं नागपुर से हूँ, पर प्रधानमंत्री ग्राम सड़क योजना मैंने बनायी, नेशनल हाईवे के बारे में पहली योजना बनायी, जब वाजपेयी जी प्रधानमंत्री थे। मैं यह प्रमाणिकता

से कबूल करता हूँ कि इनलैंड वाटरवेज़ का महत्व कभी मेरे ध्यान में नहीं आया और यह कहने में मुझे कोई संकोच नहीं होता है।

मैं यह मानता हूँ कि अगर हिन्दुस्तान का जी.डी.पी. बढ़ाना है, अगर नया एम्प्लायमेंट पोर्टेण्डियल खड़ा करना है तो इनलैंड वाटरवेज़ को सबसे ज्यादा प्राधान्य देना चाहिए और देने का काम यह सरकार करेगी।... (व्यवधान) मैं आपको कोलकाता की अच्छी बात बताता हूँ। आप थोड़ा समय दीजिए, आपके सब प्रश्नों का मैं जवाब दूँगा।... (व्यवधान) जो इंपोर्टेड कोल हल्दिया में आता था, पहली बार हमारी सरकार ने उस इंपोर्टेड कोल को हल्दिया से कोलकाता तक बाजेज़ में डालकर पहले उसे पहुँचाने का काम शुरू कर दिया। यह पहली बार हुआ है।

दूसरी बात, गोवा से मुम्बई, जो जे.एन.पी.टी. में कंटेनर आते थे, वे मुम्बई-गोवा रोड से आते थे, हमारे कोंकण के एम.पी. सदन में उपस्थित हैं। मैं रोड ट्रांसपोर्ट का भी मंत्री हूँ और मुझे बड़े दुख के साथ यह कहना पड़ता है कि हर साल वहाँ पाँच लाख एक्सीडेंट्स होते हैं और डेढ़ लाख लोगों की मृत्यु होती है। मुम्बई-गोवा रोड तो एक मृत्यु का ट्रैक बना हुआ है। अब हम उसको फोर लेन कंक्रीट रोड बना रहे हैं, लेकिन उसमें समय लगेगा। जब मैं गोवा गया तो मैंने कहा कि यह जो पूरा कंटेनर ट्रैफिक है, यह जे.एन.पी.टी. टू गोआ, आप प्राइवेट किसी को दे दो और शुरू करो। मुझे इस बात की खुशी है कि चौगुले शिप कंपनी ने सप्ताह में एक बार गोआ के पूरे कंटेनर शिप में डालकर जे.एन.पी.टी. में पहुँचाने की शुरुआत की। यह इतना सक्सेसफुल हुआ कि सप्ताह में एक बार की बजाय अब दूसरी बार भी उन्होंने अनुमति माँगी और अब दूसरा शिप भी शुरू हो रहा है। धीरे-धीरे हम यह कोशिश शुरू करेंगे कि जो हमारा इम्पोर्टेड कोल आ रहा है, आयरन-ओर आ रहा है, कंटेनर ट्रैफिक है या ऑयल के लिए एडेबल ऑयल इम्पोर्ट हो रहा है, इन सबके बारे में हम पोर्ट में निश्चित रूप से इसकी व्यवस्था करेंगे।

आपने ड्राफ्ट के बारे में भी कहा। जहाँ 20 मीटर ड्राफ्ट होता है, वहाँ दो लाख टन का शिप आता है। हमारे यहाँ 13 मेजर पोर्ट्स हैं। माइनर पोर्ट्स स्टेट गवर्नमेंट के साथ हैं। एक-एक पोर्ट में यह ड्राफ्ट मैन्टेन करना बहुत कठिन है। इसलिए गोवा में पहली बार हमने निर्णय किया, क्योंकि, गोवा पोर्ट का ड्राफ्ट 14 मीटर है। वह ड्राफ्ट 20 मीटर करना था। उसके लिए 550-600 करोड़ रुपये लगने वाले थे। अब सरकार के पास तो इतने पैसे नहीं हैं। देश का पहला रोड़ पी.पी.पी. मॉडल में करने का सौभाग्य मुझे मिला। मैंने कहा कि इसको पी.पी.पी. मॉडल में किया जाए और स्टेट बैंक के कैपिटल कैप के जो इंस्टीट्यूशंस हैं, उन्होंने इसका अध्ययन किया और गोवा में पहला पी.पी.पी. मॉडल पर 20 मीटर का ड्राफ्ट बनाने का प्रोजेक्ट शुरू हो रहा है, जिसके कारण दो लाख टन का शिप आयेगा और 25 डॉलर प्रति टन की बचत होगी। जितनी बचत होगी, उससे कुछ बचत उस खर्च में जाएगी और तीन-साढ़े तीन साल में उसके पैसे

वसूल हो जाएंगे। सरकार का पैसा खर्च किये बिना यह काम हो सकता है।...(व्यवधान) स्टेट बैंक के एम.डी. कल ही मुझसे मिले हैं और उन्होंने उसका अध्ययन किया है।

हमने वाराणसी और कोलकाता, हल्दिया के बीच में सेवा शुरू की है। इलाहाबाद नहीं हो पायेगा। पहला वाराणसी टू हल्दिया होगा। इलाहाबाद में थोड़ी प्रॉब्लम है, वह सेकेंड फेज में होगा। वाराणसी टू हल्दिया यानी कोलकाता के लिए 4,200 करोड़ रुपये हमने दिये हैं और तीन महीने के अन्दर हम टर्मिनल्स का काम शुरू कर रहे हैं। वैसे तो अभी भी हमने कुछ और सुधार किए हैं, पर निश्चित रूप से पैसेंजर और गुड्स का ट्रांसपोर्ट हम एक साल के अन्दर गंगा में कर सकेंगे। यह संभव है और इस काम की शुरुआत तीन महीने के अंदर शुरू हो जाएगी।...(व्यवधान) यह इस बिल के संबंध में नहीं है, लेकिन आप पूछ रहे हैं, इसलिए बताता हूं। इसकी 45 मीटर की विड्थ है और पांच मीटर का ड्राफ्ट है जैसे एयर पोर्ट बने हैं, वैसे वाटर पोर्ट और सी-पोर्ट बनाने का विशेष रूप से एम्सोडैम हालैंड की सरकारी एजेंसी को लेकर उसकी डिजाइनिंग कर रहे हैं और उसके ऊपर यह काम हो रहा है। इसमें चार हजार दो सौ करोड़ रुपए सरकार ने दिए हैं और वे भी वर्ल्ड बैंक ने दिए हैं, उस पैसे से ही यह काम होगा।

हमारे यहां एक और प्रॉब्लम है कि गुड्स ट्रांसपोर्ट में चाइना में टोटल गुड्स ट्रांसपोर्ट और पैसेंजर ट्रांसपोर्ट 20 परसेंट पानी में होता है और हमारे देश में 0.05 परसेंट है। यह हमारे देश के लिए अच्छी बात नहीं है। इसे हम प्राथमिकता देने वाले हैं। इसमें हम दो चीजें कर रहे हैं। एक हॉवर-क्राफ्ट्स बनाने की ब्रिटिश कम्पनी है, हमारी डिफेंस मिनिस्ट्री ने और गोवा शिप यार्ड ने उसके साथ ज्वायंट वेंचर किया है और 70 हॉवर-क्राफ्ट्स गोवा में बनाने वाले हैं। मैं उस कम्पनी के हॉवर-क्राफ्ट के साथ रामेश्वरम में गया था। अभी 15 दिन पहले मैं लंदन में भी था। मैंने उनसे चर्चा की कि क्या हम 250-300 सीट के हॉवर-क्राफ्ट्स बना सकते हैं। उसकी स्पीड 80 किलोमीटर प्रति घंटे तक जा सकती है। उन्होंने उसकी तैयारी बताई है और आज मेरी डिफेंस मिनिस्ट्री से बात हुई है, वे 70 हॉवर-क्राफ्ट्स गोवा में बना रहे हैं, जरूरत होगी तो उनके साथ, नहीं तो हम उसकी अलग व्यवस्था करेंगे, क्योंकि कोलकाता में हुगली डॉक में हमारा एक बहुत बड़ा यूनिट बंद पड़ा हुआ है, तो हॉवर-क्राफ्ट वहां बनाने के बारे में भी हम सोच रहे हैं। मैं वहां कभी गया नहीं हूं।

प्रो. सौगत राय : आप कभी वहां जरूर आइए।...(व्यवधान)

श्री नितिन गडकरी: सम्मानीय सदस्य, मुझे आश्चर्य है कि आपके मुख्यमंत्री और मेरी मीटिंग तय हुई है, लेकिन आपको यह कैसे पता नहीं है। मैं वहां आने वाला हूं और आपको बुलाने वाला हूं। पूरा एजेंडा और तारीख भी तय हो गई है।...(व्यवधान)

श्री सुदीप बन्दोपाध्याय : एक बार पहले भी प्रोग्राम तय हुआ था, लेकिन आपने कैंसिल कर दिया था।... (व्यवधान)

श्री नितिन गडकरी : यह सच है कि एक बार प्रोग्राम तय हुआ था, लेकिन प्रधानमंत्री जी के साथ एक कार्यक्रम था, इसलिए वह प्रोग्राम कैंसिल करना पड़ा। मैंने स्वयं अपने आफिस से मुख्यमंत्री जी के आफिस से चर्चा करके तारीख निश्चित की है।... (व्यवधान)

मैं आपको एक और अच्छी बात बताना चाहता हूँ कि हमारी सरकार आने के बाद हमने सी-प्लेन को भी अनुमति दे दी है। पानी पर उतरने वाले पहले प्लेन को हमने मुम्बई में उतरने की अनुमति दे दी है। मैं चाहता हूँ कि हिंदुस्तान के हर तालाब में ऐसा हो, क्योंकि उसमें सिर्फ सौ मीटर जगह लगती है। अंडमान-निकोबार में यह प्लेन सेवा शुरू है। इससे हमारा पर्यटन भी बढ़ेगा। हमारे एयर स्ट्रिप से प्लेन निकल कर पानी पर उतरेंगे तो नए प्रकार का ट्रांसपोर्ट हमें मिलेगा। यह प्लेन सभी जगह उतर सकता है। इसमें प्रॉब्लम केवल यह है कि इसकी मैनुफैक्चरिंग कनाडा में होती है, इसलिए इसकी कॉस्ट ज्यादा होती है। हमारे इंडियन सिनेरियो में उसकी कॉस्ट कम करने के लिए मैंने डिफेंस मिनिस्ट्री से रिक्वेस्ट की है। अगर ज्वायंट वेंचर हो तो इससे कॉस्ट कम होगी और टिकट कम होगा। पहले से ही अंडमान-निकोबार में यह व्यवस्था है और मुम्बई शिरडी की शुरू हुई है।

मैं आपको एक और अच्छी बात बताना चाहता हूँ। मैं अभी यूरोप गया था। वहां मैंने बस देखी जो पानी में और रोड पर, दोनों जगह चलती है। मुझे उस बस में बैठने का भी मौका मिला और उसे चलाने का भी मौका मिला। हमारा जवाहर लाल नेहरू पोर्ट ट्रस्ट है, उन्होंने पहले इस बस का आर्डर देने का निर्णय किया है और मुम्बई में यह बस तीन महीने में शुरू हो जाएगी जो रोड पर भी चलेगी और पानी में भी चलेगी। अगर यह प्रयोग सक्सेसफुल हो गया तो यह भी हमारे लिए बहुत बड़ी उपलब्धि होगी। इसके बाद कैटरमैनन के बारे में आस्ट्रेलियन कम्पनी की हमारे साथ चर्चा हुई है। वहां से लाने में टिकट कॉस्ट बढ़ती है, क्योंकि कैपिटल कॉस्ट ज्यादा है। मेक इन इंडिया जो प्रधान मंत्री जी का मंत्र है, अगर उसके अनुसार हम उसे इंडिया में मैनुफैक्चर करेंगे तो उसकी कॉस्ट कम हो जाएगी और अगर उसकी कॉस्ट कम होगी तो उसके टिकट के दाम कम हो जाएंगे। हम उसके ऊपर भी काम कर रहे हैं। उस इंडस्ट्री को प्रोबेक्ली हुगली, कोलकाता में हम शुरू करने के बारे में सोच रहे हैं।... (व्यवधान)

महोदय, जहां तक हमारे सम्माननीय सदस्यों ने चेन्नई की सर्विस के बारे में कहा है तो मैं उन्हें यह बताना चाहता हूँ कि साउथ में चेन्नई, मंगलौर, गोवा है। इधर गोवा से गुजरात का बॉर्डर है।... (व्यवधान) हां, त्रिवेंद्रम भी है। त्रिवेंद्रम के बारे में भी मुझे चिंता है।

मैं अपनी सरकार के बारे में आपको विश्वास दिलाना चाहता हूँ कि आप किसी भी पार्टी के हों, आप मेरे पास आइए। अगर आपका काम लेजिटीमेट और जेन्यूइन होगा तो मैं आपको वह काम 110% कर के दूंगा।... (व्यवधान)

सर, मैं आपके माध्यम से एक और अपील करूंगा। हमारे आई.एम.यू. का कैम्पस कोलकाता में है, कोंकण में गोवा में भी है। इसमें और सुधार करने की आवश्यकता है।... (व्यवधान) विशेष रूप से शिपिंग और इस इंडस्ट्री से जुड़ी हुई जो टेक्नीकल कोर्सेज हैं, जो मैन पावर को टेम करने वाले कोर्सेज हैं, जिसकी मैरीटाइम यूनिवर्सिटी चेन्नई में है, उसकी अपनी कुछ समस्याएं हैं। पुरानी सरकार ने जो यूनिवर्सिटी बनायी है तो स्टेट गवर्नमेंट को नयी सरकार को को-ऑपरेट करना चाहिए। यह हमारी बात आप आदरणीय जयललिता जी को जरूर पहुंचाए। अगर यह होगा तो इस यूनिवर्सिटी का देश के लिए बहुत बड़ा उपयोग हो सकता है।... (व्यवधान)

महोदय, कुछ माननीय सदस्यों ने कहा है कि हम इंडियन वेसेल को क्यों नहीं लगा रहे हैं तो इस पर पार्लियामेंटरी स्टैंडिंग कमेटी का ही रिकमेंडेशन है कि जिसका वजन ग्रॉस 500 टन है, उससे इसको ड्रॉप किया जाए। इसलिए कमेटी ने जो सुझाव दिया है, वही हमने इस बिल में किया है।


सी-फेयरर्स के बारे में आपने कहा है। सी-फेयरर्स में पुरुष भी हैं और महिलाएं भी हैं। आपने यह बात बिल्कुल सही व्यक्त किया है कि हम लोग इक्कीसवीं सदी में जा रहे हैं तो पुरुषों के साथ महिलाओं को भी प्रधानता देनी चाहिए। आपकी बात बिल्कुल सही है। सरकार इसको स्वीकार करेगी और इसे जरूर मानेगी।

जहां तक पोर्ट्स के बारे में थॉमस साहब ने अभी कहा है तो पोर्ट्स को मॉडर्नाइज़ करने की बहुत आवश्यकता है। मैं अभी रॉटरडम, हॉलैंड गया था। वहां नदी के दोनों बाजू में बहुत बड़ा पोर्ट है। मैं बेल्जियम गया। वहां देखकर मुझे बड़ा दुःख हुआ कि हमारे यहां अभी तक हमने इसे ठीक प्रकार से नहीं किया है।... (व्यवधान)

महोदय, मैं आपके माध्यम से यह विश्वास दिलाना चाहता हूँ कि यह जो प्रस्ताव आपके सामने हमने रखा है, यह देश के हित में है, इनवायरनमेंट के हित में है और विशेष रूप से जो मज़दूर हैं, उनके अधिकारों की रक्षा करके उन्हें न्याय देने वाला है। इसलिए केवल इनकी जो पेंशन की बात हुई है तो ऑलरेडी इनकी वेल्फेयर एसोसिएशन की स्थापना हुई है। उसमें शिपिंग इंडस्ट्री के मालिक कंट्रीब्यूट करते हैं। उन्होंने मज़दूरों को पेंशन देने की शुरुआत की है। मैं गोवा सरकार का अभिनंदन करूंगा कि उस सरकार की जिम्मेदारी न होते हुए भी उन्होंने गोवा में सी-फेयरर्स के लिए पेंशन शुरू की है। चाहे उनकी हेल्थ सर्विसेज हो, मेडिकल सर्विसेज हो, उनके अधिकार हों, उनका इनवायरनमेंट हो, इन सब बातों की

रक्षा करने के लिए यह बिल आया है। यह बिल इंटरनेशनल लेबर ऑरगेनाइजेशन में उनके अधिकारों को ध्यान में रखकर लाया गया है।...(व्यवधान)

मैं मुम्बई का रहने वाला हूं। अभी तो मुम्बई में उसके बाजू में ट्राफिक जाम है। हम लोग सोच रहे हैं कि बीपीटी का कैसे अच्छी तरह से विकास करें। उसका प्लान तैयार हो रहा है। मुम्बई हमारे देश की फाइनेंशिएल कैपिटल है। इंटरनेशनल स्टैंडर्ड की डेवलपमेंट मुंबई पोर्ट ट्रस्ट एरिया में होगी। वहां सभी प्रकार के सुधार लागू होंगे। मैं आपको विश्वास दिलाना चाहता हूं कि उसको प्रायोरिटी मिलेगी।

मैं आप सबसे एक बार फिर इसके लिए अपील करता हूं। ...(व्यवधान) यह महत्वपूर्ण प्रस्ताव था, इसके ऊपर आप सब लोगों ने सुझाव दिए, मार्गदर्शन किया, शिपिंग इंडस्ट्री के बारे में, इनलैंड वाटर वेज के बारे में आपने अच्छे-अच्छे सुझाव दिए, इसलिए आपके प्रति मैं आभार व्यक्त करता हूं और आप सबसे प्रार्थना करता हूं कि इन  अमेंडमेंट्स को आप मंजूर करने की कृपा करें।

HON. DEPUTY SPEAKER: Now, Item No. 14 A ...

... (*Interruptions*)

SHRI BHARTRUHARI MAHTAB : Sir, I would like to ask just one clarification.

HON. DEPUTY SPEAKER: Okay. I cannot allow others. Only one Member will be allowed as time is already over. Everybody has taken their own time.

SHRI BHARTRUHARI MAHTAB : It is relating to tonnage of ships. You have mentioned in one Bill, that is, the second amendment that lower tonnage of ships come to our shores and they have pollutants and chemicals in the paint. Should we not have control over it? I am asking this because we are not actually doing it. I think 5-6 years back an accident also occurred on the shores of Paradip Port where a small ship named 'Black Rose' – a Mongolian ship – carrying iron ore capsized and it is still there on the mouth of the Paradip Port, which is also another irritant.

Secondly, there is no registry. Internationally, there is no registry of ships, and there are instances of a number of ships with the same name also coming to our shores may be to Kandla, Chennai or Tuticorin with the same name, same company, but different ship. Should not the Government of India, at the international level, try to have a common registry so that one name for one ship

will be there so that one can monitor it regularly? These are the two questions that I want to ask from the hon. Minister.

श्री नितिन गडकरी : फॉरेन फ्लैग के जितने शिप्स हैं, उन पर यह कानून बिल्कुल लागू होता है, चाहे उसका वजन कितना भी हो। इंडियन शिप्स के बारे में कहना चाहूंगा कि जो हमारा एन्वयरनमेंट एक्ट है, उसके अनुसार जो कानून है, उसके अनुसार उसके पर कार्रवाई होगी।

दूसरी बात, आपने रजिस्ट्रेशन के बारे में कही, मेरे पास उसकी निश्चित जानकारी नहीं है, लेकिन आपका मुद्दा महत्वपूर्ण है। मैं उसकी डिटेल्स में जाकर जानकारी लूंगा।

HON. DEPUTY SPEAKER: Now, the House will take up Motion for consideration of the Merchant Shipping (Amendment) Bill.

The question is:

“That the Bill further to amend the Merchant Shipping Act, 1958, as passed by Rajya Sabha, be taken into consideration.”

The motion was adopted.

HON. DEPUTY SPEAKER: The House shall now take up clause by clause consideration of the Bill.

The question is:

“That clauses 2 and 3 stand part of the Bill.”

The motion was adopted.

Clauses 2 and 3 were added to the Bill.

Clause 1, the Enacting Formula and the Long Title were added to the Bill.

HON. DEPUTY SPEAKER: The Minister may now move that the Bill be passed.

श्री नितिन गडकरी : महोदय, मैं प्रस्ताव करता हूँ कि विधेयक, राज्य सभा द्वारा यथापारित, पारित किया जाए।

HON. DEPUTY SPEAKER: The question is:

“That the Bill, as passed by Rajya Sabha, be passed.”

The motion was adopted.

HON. DEPUTY SPEAKER: Now, Item No. 14 B. The House will take up Motion for consideration of the Merchant Shipping (Second Amendment) Bill.

The question is:

“That the Bill further to amend the Merchant Shipping Act, 1958, as passed by Rajya Sabha, be taken into consideration..”

The motion was adopted.

HON. DEPUTY SPEAKER: The House shall now take up clause by clause consideration of the Bill.

The question is:

“That clauses 2 to 17 stand part of the Bill.”

The motion was adopted.

Clauses 2 to 17 were added to the Bill.

Clause 1, the Enacting Formula and the Long Title were added to the Bill.

HON. DEPUTY SPEAKER: The Minister may now move that the Bill, as passed by Rajya Sabha, be passed.

श्री नितिन गडकरी : महोदय, मैं प्रस्ताव करता हूँ कि विधेयक, राज्य सभा द्वारा यथापारित पारित किया जाए।

HON. DEPUTY SPEAKER: The question is:

“That the Bill, as passed in Rajya Sabha, be passed.”

The motion was adopted.

... (Interruptions)

SHRI SUDIP BANDYOPADHYAY: Sir, what about the ... *(Interruptions)*

HON. DEPUTY SPEAKER: The House stands adjourned to meet tomorrow, the 3rd December, 2014 at 11 a.m.

18.25 hrs

*The Lok Sabha then adjourned till Eleven of the Clock
on Wednesday, December 3, 2014 / Agrahayana 12, 1936 (Saka).*

