

DR. G.S. DHILLON : Sir, I beg to move :

"That the Bill, as amended, be passed."

MR. CHAIRMAN : The question is :

"That the Bill, as amended, be passed".

*The motion was adopted.*

13.11 hrs.

*The Lok Sabha adjourned for Lunch till ten minutes past Fourteen of the Clock.*

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

[MR. DEPUTY SPEAKER *in the Chair*]

#### MERCHANT SHIPPING (SECOND AMENDMENT) BILL, 1986

[*English*]

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : I beg to move :

"That the Bill further to amend the Merchant Shipping Act, 1958, be taken into consideration."

The Merchant Shipping (Amendment) Bill, 1987 seeks to revise the provisions of Part VI of the Merchant Shipping Act, 1958.

This part prescribes *inter-alia* the manning scales for Indian ships and fishing vessels for Navigating officers and Engineering officers, the various grades of certificates of competency that should be granted after conducting examinations. The present provisions are based on generally accepted international practices. However, International community has recognised that safety of life at sea, safety of ship itself and protection of marine environment can be ensured through accepted standards of construction of

ships, inspection, survey, provision of life saving appliances on board ships, prevention of discharge of oil by ships into sea, etc. also can be achieved by better training of persons working on board. It was recognised that a large number of maritime accidents were caused by human error. With improved training and certification standards accepted internationally and implemented, the human element on board ships will be much better equipped to avoid maritime casualties and ensure safety at sea and protection of marine environment.

With this objective in view at the IMO Conference held in 1978, the International Convention on the Standards of Training Certification and Watchkeeping for Seafarers was adopted. This Convention lays down mandatory minimum standards for the certification of masters, mates, engineers, radio officers, etc. It further prescribes the syllabi for the examination of various officers before certificate of competency can be granted and prescribes various training courses in relation to first aid, radar, fire fighting, medical aid, survival at sea, tanker safety, radio telephony, etc. which are designed to improve the skills of maritime personnel on board ships.

India became a party to this convention in November, 1984 and consequently this Bill seeks to implement the provisions of the Convention by revising Part VI of the Merchant Shipping Act. Opportunity is also being taken to revise the provisions about manning and certification of officers of fishing vessels in conformity with the international practice.

One important feature of the Bill is that while the present provisions of Part VI are applicable only to Indian registered ships, the revised provisions are also sought to be enforced on foreign flag ships when they call at Indian ports. This extension to foreign flag ships is essential because the Convention requires contracting States (and India is a contracting State having accepted the Convention) to ensure that even foreign flag ships while in their ports, are manned and certificated accord-

[Shri Rajesh Pilot]

ing to the provisions of the Convention. The details of the provisions sought to be revised are given in the statement of Objects and Reasons attached to the Bill.

The proposed amendment of Part VI of the Merchant Shipping Act, 1958 is also desirable because a number of merchant navy officers and seamen of India are employed on foreign flag ships and unless these officers and seamen are certified as complying with the requirements of the Convention, to which major maritime countries are party their job opportunities on foreign flag ships will be impaired. Furthermore, Indian ships are likely to be inspected by the authorities of the countries which have accepted the Convention and unless the officers and seamen are examined and certificated in accordance with the provisions of the Convention, Indian ships may be detailed at foreign ports.

The Bill seeks to amend Part VI of the Merchant Shipping Act, 1958 for the above reasons.

MR. DEPUTY SPEAKER : Motion moved :

"That the Bill further to amend the Merchant Shipping Act, 1958 be taken into consideration."

SHRI AJOY BISWAS (Tripura West) : I rise to speak on the Bill. Sir, the private sector dealing industry are taking the advantage of the Government's shipping policy. Now, according to the system, 90% of the cost of a ship is given as loan to the private owners to purchase the ship and the private owners are only to bear 10% of the cost. But about one thousand crores of rupees are pending with the private owners. I do not know what the Government is doing to get back the money pending with the private owners.

Sir, the Government have not learnt the lesson from the past experience. Recently also, they have decided to finance the

private owners. Under the circumstances, my question is : why does the Government not nationalise the entire shipping industry ? When you have nationalised the railways, when you have nationalised the air transport and a part of the road-transport, why not the shipping industry which is a vital transport system in our country ? When you are giving 90% loan to purchase the ships by the private owners, why are you not able to nationalise the entire shipping industry ?

Sir, another problem that the shipping industry is facing is this. Supposing some Indian firm booked some cargo in Japan. Then they have to take the permission from the Director General of Shipping. But in the case of foreign companies, that permission is not there, they are not to take the permission of the Director-General. This encourages unscrupulous practices in the shipping industry. So, my proposal is that when you are giving some facilities to the foreign companies, the Indian owners and the Shipping Corporation of the Government of India should get the same facilities.

Another point is that you are not implementing the decision of the UNCTAD. The UNCTAD has decided that 40 per cent of the trade should be in national bottom. That is the international decision. The Government was also of the opinion that they will bring forward a legislation in this respect. But till today I do not find any such legislation on the floor of the House. So, my question is that several public sector companies are not even taking the Indian cargo. You have the control over the public sector and you can force them to take the Indian cargo so that the shipping industry can make some advancement. But even in the case of the public sector, the Government is not able to force them to take the Indian cargo.

Sir, they prefer to book the foreign cargo for their benefit. What are the reasons ? The reasons are that there are some underhand dealings. If they book the foreign cargo, then the public sector officers who are at the helm of affairs

may get some monetary benefit out of this transaction. So, they are not ready to accept the Indian cargo. What is the result? The result is that only 32 per cent of the total import and export trade is carried in Indian bottom. According to the decision of the UNCTAD; 40 per cent of the trade should be in Indian bottoms. But it is only now 32 per cent.

Regarding the condition of the service of Indian seamen, the Government is not implementing what was decided by the Nanda Committee. The Nanda Committee recommended that the employment of seamen should be from the registered seamen. But what is going on now? Actually, the unscrupulous people are giving employment to the seamen who are not registered. Even the outsider seamen are getting the job, not only Indians who are living here but even people living outside India are getting the job. The Nanda Committee have clearly recommended that only the registered seamen should be employed. We are not implementing that recommendation also, and as a result, the *bona fide* registered seamen are not getting the job. There is a problem for the seamen, as you know. After the completion of one voyage, they have to remain without any job for two years to 5 years. The Nanda Committee recommended that the unemployed seamen should be provided unemployment allowance. That was in the recommendation. You cannot deny it. But actually the Government is not taking any decision about the recommendations of the Nanda Committee that the unemployed seamen should get the unemployment allowance.

The National Maritime Board is a bipartite body and many problems of the seamen are being solved there. The Forward Seamen Union of India, that is, Calcutta-based union is also a recognised one. But you have not taken any representative from that Forward Seamen Union in this body. Recently, you have entered into an agreement with a Union based in Bombay and that agreement has gone against the interests of the seamen. So, naturally the Calcutta-based union are opposing it. They cannot accept that

agreement which has gone against the interests of the workers. The Chief Minister of West Bengal and the Labour Minister of West Bengal have written time and again to the Minister about this case but the Minister are not actually negotiating with Calcutta-based Union. They have accepted that agreement and they have no mood to change the present agreement, despite protest from the Calcutta-based union. The labour-industrial relation in the shipping industry is not in the good shape now. I can say that the present labour practice which is being followed by the Ministry is not at all in the proper way. You have to change the labour policy and you have to involve the entire workers, the entire seamen of the industry in this task.

My last point is about the functioning of the office of the Director General. The functioning of the office of the Director General is not proper. Many problems can be solve but are still pending in the office of the Director General for months together. If you will not improve the functioning of the office of the Director General, I think, many decisions which you have taken cannot be implemented and the office of the Director General has become a barrier in implementing many decisions of the Government. I shall ask the Minister to look into the matter so that the office of the Director General can be toned up.

[Translation]

SHRI SHANTI DHARIWAL (Kofa) ;  
Mr. Deputy Speaker, Sir, the Merchant Shipping Act was a very old law and had become outdated under the present situation. The hon. Minister has tried to revive it by bringing second amendment to it. I welcome it and support it. In the absence of proper legislation, the illegal activities of some irresponsible people were causing heavy loss to the shipping industry or this trade. Shipping or fishing vessels in dilapidated condition were used and no proper training was imparted to the sailors, as a result, various ships and boats sank and thousands of

[Shri Shanti Dhariwal]

people have lost their lives. International practices were also not followed. Similarly, in 1978, International Maritime Organisation and International Labour Organisation had jointly adopted an international convention on standard of training certification and watch keeping for Sea Farers, 1978. It is surprising that this convention was adopted in 1978 determining the mandatory minimum requirements for the certificates for those persons who work on ships, but it was implemented, in India on 16.2.85. The convention came into force in India on 16.2.85. It is a matter of concern that such an important issue was kept pending for such a long time. I would like to submit to the hon. Minister that it is not proper on the part of the bureaucrats to keep such important amendments pending. You should pay attention towards it. Now the Indian Shipping and Fishing Vessels have to obtain competency certificate and the sailors have to get training of water keeping crew. They will be examined and certificates will be issued to them. Now we hope that the ships which were in dilapidated condition and which were not upto the mark and the practice of keeping newly trained people as sailors will be stopped and such mistakes and carelessness will be checked. Sailors will now get the training of complete 14 courses and one who will ignore this rule will be punished under the law. It is a welcome step. I want assurance from the hon. Minister that persons already working on ships will not be retrenched and they will be given priority in the training. You have imposed a fee for the examination; so some people will be able to pay it, but the poor will be unable to pay the fees and they will not be able to get the jobs. Such an arrangement should be made so that they may not be retrenched. Today the registered seamen do not get job; therefore, Government should pay attention towards it and job should be provided to them. With these words I support the amendment and express my thanks to the hon. Minister.

[English]

SHRI V.S. KRISHNA IYER (Bangalore South) : I welcome this amendment, to give effect to international conventions regarding training etc. It also applies to the foreign shipping industry.

In this connection, I would like to make one or two suggestions only. I remember, I made a reference during the last time also. Now, we find that the tonnage is dwindling. The Shipping Industry is still in recession. I thought that after Mr. Pilot took over, it has improved. According to statistics, I think, in 1985 it was 6.1 GRT. In 1986, it was 5.8 GRT—it is in recession. We must find out the reason for this decline. We should understand that the ships are not merely physical carriers of trade but they earn foreign exchange for us. I am not raising the question whether this is to be nationalised or not. It is altogether a different policy question. But it is very necessary that so long as private shipping companies are there, we should give them all encouragement. Of course, we should have control over them. At the same time, we should find out the reason why it is so. I understand from the Press Reports that many of the Shipping Companies in our country want to scrap the ships. They cannot maintain the ships. They want to make them as scrap. They do not purchase new ships. We must find out the reasons as to why it is so.

Sir, I understand that the hon. Minister had a conference of Ship-Owners last year, and they came to some conclusion. May I know the exact details of this matter from the hon. Minister, through you. Actually, what they wanted is to rebuild the shipping industry. Also, what I understand is that they want new loans to be given to them and the old loans are to be rescheduled. That is what they wanted. I request the hon. Minister to look into this. I have already told you that the Government should have an effective control over the Merchant Shipping.

It is still fresh in our memory about the two missing ships. Even today, the fate of the two ships is not known. Of course, an enquiry is ordered. While answering to one of the questions, you have stated that those ships were not sea-worthy. But in spite of that, how permission was given to owners to sail such ships. Unless there is connivance with the officials, how can the ships sail. I request the hon. Minister to see that the rules are strictly implemented in this regard.

Another point which I would like to make is—an hon. Member also has just now mentioned about this—with regard to trained officers. The Shipping Corporation trains 250 candidates every year. The examination is very rigorous. First of all, there will be a competitive examination. More than 50000 students appear for the examination, just like they appear for any other examination. Out of them, only 250 candidates are selected by the Shipping Corporation. And then, probably, in collaboration with the IITs, they are given a very prestigious training. For a period of three years, they undergo a very rigorous training. Don't you think that they should be absorbed somewhere? But unfortunately what happens is that even after the training, out of the 250 candidates only 20 percent of them are selected and they are given jobs. What will happen to the other young-men. They become frustrated. As it is, more than 300 such young-men are in the waiting-list now. What I would like to stress is that once when you select them and give them training for three years—of course, the training is expected of them and it is necessary—they should be absorbed. Young trained men are there. They are not taken in. But the Shipping Corporation directly recruits persons in preference to those trained people. Only new persons are absorbed. I would request the hon. Minister to clarify this position. My point is that when there is a competitive examination and candidates are selected, they should be absorbed. The candidates give an undertaking also. So, my plea is that they should be absorbed in the

Shipping Corporation. They should be given jobs. This is very necessary.

Sir, of course, this amendment is very necessary. It is fitting with the dignity of our nation. We are a contracting nation. According to the international convention, it is very necessary that you should have this amendment. I welcome this amendment. I am sure that the hon. Minister will see that the Shipping Industry thrives in our country. It earns us a lot of foreign exchange. He should not only see that the Shipping Industry is improved but also he should see that the whole shipping industry prospers. With these words, I support the amendment.

[Translation]

\*SHRI R. JEEVARATHINAM (Arakkonam): Hon'ble Deputy Speaker, Sir, I rise to support the Merchant Shipping (Second Amendment) Bill, 1986.

The Merchant Shipping Act was enacted in 1958. Since then India has become a party to many International Conventions. India acceded to an International Convention which prescribed the qualifications etc. of navigators, employees and other professionals on board the ships. The Hon'ble Minister has therefore brought this Bill so as to incorporate the contents of the Convention in the Merchant Shipping Act.

In this connection, I would like to mention certain things. Sir, employment of labour on contract is still followed in many of the Ports. I would like the Hon'ble Minister to see whether it is a healthy practice to continue with the contractual employment system which is a legacy of the British rule. The contractual employment system suffers from many anomalies. Both the contractors and the employees do not have job guarantee. A contractor obtains a work contract for one or two years. Thereafter, the contractor may not regain the contract, thus, his labourers are also out of jobs. The Hon'ble Minister may, therefore, appoint a Commission to go into the question of the advantages of continuing

[Shri R. Jeevarathinam]

with the contractual employment system in ports or of abolishing the system. The Government must bind itself by the recommendations of the Commission.

Next, I want to say a few words about the Merchant shipping. Previously, there used to be many ships from Madras to Rangoon. But, now, there is no direct ship link from Madras to Rangoon. This hampers the movement of goods produced in Tamil Nadu to Rangoon and likewise from Rangoon to Tamil Nadu.

Another thing is, Sir, many of the merchant ships are under the registration of foreign companies. These ships first sail to Calcutta and from there to Singapore. They also sail from Calcutta to Mangalore Port. The goods have to be brought to Madras from Mangalore port. Even from Singapore, goods like timber are first brought to Mangalore port and thereafter to Madras. This, circumventory transportation, therefore, raises the price of goods. The Hon'ble Minister should consider establishing a direct ship link between Madras and Rangoon so that the prices of these goods could be contained.

We do not have proper ship transport even to some of the African countries. Recently, I visited the Central African Country of Zaire as a member of the Indian Parliamentary Delegation to that country. It takes nearly 9 months for the traders and others from that African State to reach India by Ship. The people also complained that due to this inordinate delay they are not able to trade in Indian goods. I, therefore, request the Hon'ble Minister to increase the speed and frequency of Indian ships to Zaire. This would help India to trade with Zaire which is rich in timber, minerals, coal and zinc. This was conveyed to the Indian Parliamentary Delegation by the Zairean authorities. I hope the Minister will do the needful.

Next Sir, we are in a very sad position of purchasing ships from foreign

countries. The Tamil Nadu Government has recently purchased two ships from Japanese with the permission of the Central Government. The ostensible reason given by the Tamil Nadu Government for purchase of these ships was that they required the ships for importing coal from Australia so that coal could be supplied to interior parts of the State without delay. I request the Minister to examine the matter and see whether purchase of foreign ships like this, is justified.

We have all facilities to fabricate ships in India. We have big ports like Madras, Tuticorin and Cuddalore. I request the Government to establish ship building yards in all these ports and one of these yards must be named after our great leader Kamaraj.

About the coal scarcity in Tamil Nadu, I can hope that the sagacious Minister for transport will tackle the problem by transporting them by road, rail and air to scarcity areas. For the development of a country all these three means of transport are imperative.

Lastly, Sir, the Government may also examine the feasibility of arranging tourist ships to tourist spots in India. The Hon'ble Minister may talk to authorities in Rangoon so that, as I said earlier, a direct ship link from Madras to Rangoon could be established. Development of shipping transport leads to development of the country.

We have everything in India. We have scientists, engineers and other experts in India. We have sufficient wealth too. I, therefore, request that it is not an impossible task to establish a ship building yard in Tamil Nadu. I thank you.

[Translation]

SHRI VIJOY KUMAR YADAV (Nalanda) : Mr. Deputy Speaker, Sir, the proposed amendments in the Merchant Shipping Amendment Act were necessary and that is why I support it.

So far as I know, at present, there are about 400 ships in our country; out of which 50 per cent are under the control of the private owners and the rest under the control of the Shipping Corporation of India. The Government should take over these private owned ships under its own control, because it is necessary from various points of views. Many a times, questions have also been raised about it. I think the Government shou'd take over the private owned ships and should also think about the nationalisation of merchant shipping.

The objectives of the Bill brought before the House are also to provide protection to our vessels and make their sailing safe. Various measures have also been suggested in it. But it is unfortunate that no attention has been paid towards the security of the sailors. They are engaged on contract basis for only six months and after six months, they become jobless. They remain uncertain about their jobs. They do not have any other source of income and as a result of that, they face too much difficulties. Our seamen are not in a better position in any way as compared to the seamen of other foreign countries. Our seamen are competent and efficient and they are sincere about their work. Therefore, after getting proper training, such uncertainty of job should not be there. I think it is also not the policy of our Government. The Government shou'd think about providing service guarantee to them so that service continuity is maintained and their services are regular. As referred to by one of our colleagues that various commissions were set up for this purpose, but the Government has not considered the recommendations of these committees or the commissions. The Nanda Committee and various other committees were constituted. I would specifically say this thing that ours is a welfare state, but the trained persons who are already working since quite a long time, are removed and new persons are engaged. South Indian people have to come to Bombay. Another thing which has come to light is that large scale corruption and favouritism are prevalent

there. Therefore, these things should be looked into and, I think, our young Minister will definitely look into them.

15.00 hrs.

Secondly, I would like to submit that 200 mile belt from sea shore is considered a economic zone. Within this sea belt fishing is allowed. I think fishing does not come under this department, but it comes under the Department of Agriculture. We have learnt that the fishermen who catch fish 200 miles away from sea-shore pack their fish on the ship itself and supply them to the foreign countries. It is done without any information to the Government of India which causes heavy loss of foreign exchange to the country. Therefore, proper monitoring should be done about it and such practice should be checked. I would also like to suggest that in these shipping vessels, people of our own country, who are jobless, should be engaged. I have only these two suggestions which I have given and hope that the hon. Minister will pay his attention towards these suggestions so that service conditions of seamen could be improved.

SHRI MOOL CHAND DAGA (Pali) :  
Mr. Deputy Speaker, Sir, our hon. Minister belongs to Rajasthan where camel is called the ship of the desert. But this question relates not only to Rajasthan, but to the entire country. Today in our country we do not have enough trains for transportation of goods. Goods trains cannot transport all the goods. Trucks carry the goods, but our roads are so narrow that so many accidents take place everyday. In our country 1120 big and small accidents take place every minute.

Now the question arises as to why we are not making progress in this field. The main reason of it is that you have not made proper use of our waterways. Navigation facility can be provided from Calcutta to Arab countries and Bombay etc. We have big rivers like the Brahmaputra, the Ganga, etc. in our country, but navigation facility has not been made available there. The problem of transportation should be considered seriously.

[Shri Mool Chand Daga]

Transportation of goods by waterways is cheaper than transportation by roads.

You have brought this Bill here, but can you honestly say as to where the schools and colleges are located, where training would be imparted? You have not even made provision for it in the Budget, yet you are going ahead with passing of the Bill. I think, the most important issue is whether finances would be made available or not. You want to impart training to them and award certificates. I mean to say from which source would you get the money for the training course? Of course, it is good that those poor people, who have been in the fishing business traditionally, would get new employment opportunities. But you cannot transport coal and iron ore from those areas. Shri Chowgule is there. I think that the Planning Commission has not done justice to the navigation sector.

[English]

You wanted to make rapid progress in this sector. I wanted that in place of words "such period as may be prescribed" in Clause 5, page 5, line 30, should be substituted by "two years."

[Translation]

What do you mean by "as may be prescribed" in it?

[English]

When you want to give a certificate, kindly say that this certificate will be valid for "two years". Why "as may be prescribed"? Why do you say this? Why do you consume your own time?

[Translation]

After all what do you want? If someone violates section (7), then what punishment would be awarded to a Master, is not clear to me?

[English]

Honourable Minister says :

"(3) If any report made under sub-section (2) by a surveyor or any person authorised in this behalf by the Central Government, reveals any deficiency in a foreign ship in relation to the requirements of the Convention and the Central Government is satisfied that it will be useful for such ship to proceed to sea, that ship may be detained by the officer authorised for this purpose till such requirements are fulfilled."

If any of these are violated, then what is the punishment? That I don't see in this.

He has been asked to produce so many certificates. Out of these certificates, he brings one and it is not necessary. If you do not produce all these certificates, you will not be taken into service. So, I request that the Central Government may relax this provision in the public interest.

[Translation]

I would like that the simple amendments which I have suggested are accepted.

[English]

SHRI SHANTARAM NAIK (Panaji) : Mr. Deputy Speaker, Sir, while participating in the debate on this Bill, I would like to take this opportunity to put before the hon. Minister the plight of the seamer who are the core of the ship industry. Today, the plight of the seamen is as if a fish is taken out of water and it is put on the dry land. This is the precise state of affairs with respect to the seamen.

Goa is a place from where several years back, majority of seamen used to come and Goa seamen were considered to be a class by themselves, but today when we have got the Bombay Recruitment Centre, Goan seamen are not at all cared or recruited. Even for the ships which are anchored at the Marmugao Port, seamen are brought from the Bombay Recruiting Centre and our seamen are sitting idle.



In fact, Goan seamen are the fittest persons and have been going on ships for a number of years.

This House elected me to be a member of the National Welfare Board of Seafarers. After my election, I waited for an opportunity to put the grievances of these seamen before the Board, but even though my four-year term expired, no meeting was held. Subsequently, the House elected me again for the same Board. Almost two years of my second term are going to expire, but no meeting has been held as yet, and I could not place my views before the National Welfare Board of Seafarers all these years.

I would suggest in the recruitment done at the Bombay Recruiting Centre, at least thirty per cent reservation should be made for the Goan seamen. We are told that some of the categories of seamen are not available in Goa. Even if it is so, it does not matter. According to me, all categories are available. You can send your officers and you can find whether all the categories of seamen are available at Goa or not.

Then, what about the plight of the seamen on foreign ships? The Indian seamen on foreign ships are kicked out by them without payment of any compensation. For foreign seamen, they pay compensation, but not for Indian seamen. They kick out the Indian seamen for medical or some other reason, but they do not give any compensation. Some years ago, ninety per cent of the people on foreign ships used to be Indians, but today even one-third are not there. Gradually, one by one, they have kicked them out without payment of any compensation. Even the monthly pension of Rs. 125 to which they are entitled is not being paid to them for a number of years. This is the plight of the people, who remain far away from their families for a number of months together. They undergo all these hardships to earn something, but it is sad that they do not get proper compensation. The Government should also look at the Admiral Nanda Committee Report which had suggested the

creation and *modus operandi* of an Unemployment Fund.

Lastly, a word about the missing ships. Though a lot of time has passed, we do not know what happened to the two missing ships. There are a number of people from my area; their families do not know till today the fate of the members of their family. The owners of the ships should have perhaps been prosecuted, so that they learn a lesson for future.

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : Mr. Deputy-Speaker, Sir, first of all, I would like to thank all the hon. Members who took keen interest in the discussion on this Bill, though it was somewhat technical. I have a very little time to go over all the points raised by the hon. Members, I would, therefore, generalize the points raised by the hon. Members.

Shri Ajoy Biswas mentioned about the nationalization of the shipping industry. If you look at the history of the shipping industry, it started in the private sector and slowly, we have come upto sixty per cent now of the tonnage in the public sector; only 38 to 40 per cent of the tonnage at the moment is in the private hands. Our Government's policy is to encourage public sector. I mean, in all the sectors, we are always giving priority to the public sector. But it is also not our policy that we do not encourage the other citizens to take interest.

I was listening very carefully to Shri Ajoy Biswas and I was recollecting my report when I read about Calcutta—Calcutta transport which could be easily given to public sector and what about the Government taking interest in it? It is totally private. It is very easy to say in Parliament, public sector—public sector. In your own State, you could not take care of it.

(Interruptions)

**SHRI RAJESH PILOT :** Hold on. Hold on. Let me tell you that giving lecture is very easy Ajoy. We must look at ourselves what we are doing first. I would like to tell you, as a Member of Parliament, you should fight in your own State and tell your Government, why don't you look towards public sector? You don't talk about the public sector in Calcutta and in Parliament you talk about public sector, which is not correct.

**SHRI AJOY BISWAS :** The majority of the transport are now in the hands of the State Government.

**SHRI RAJESH PILOT :** Ajoyji, I have written so many letters to your Chief Minister and one letter is in my hand here. I have been insisting on it that public sector should be encouraged, that public sector should be encouraged and even the aid given by the Central Government is being misused for those private people. So, that is why I have written letters.

**SHRI AJOY BISWAS :** I refute it.

**SHRI RAJESH PILOT :** Anyway, my point is, whatever you have said, I have replied it because I must also express my feelings.

Another thing, which is mentioned here is about the union.

The other thing which is mentioned here is about Rs. 1000 crores, which is now still pending with the private companies. I do share your feeling that there is lot of money which is struck with the shipping industry. But basically, Mr. Deputy Speaker, Sir, shipping all over the world is in recession. When we started, we started on a very good footing and between the two years from 1979 to 1981 and so, it was so good that we recovered thousand crores within 1½ to 2 years. But unfortunately, the whole industry and the whole business has gone in a store of recession. I am happy to inform the House that India has still maintained this position to a great degree. You look at the developed

countries. You look at America or the United Kingdom, how much down they have gone in their shipping industries. We have retained it. But some of the companies which have not been able to retain it and which have not been able to take precautions if this recession and we have taken action against them and the people who have not paid our money in due installments, we are initiating legal action against them. But, this feeling of your's, that money is struck with them, the Government is also equally worried on this.

Another thing, which he has mentioned is about the cargo in foreign countries. You said that in foreign countries, our people have to take permission. I think they have slightly wrongly informed to you. Our people don't have to take permission from D.G., Shipping to take foreign cargo in the foreign ports. It is only in the liner Conferences, where the permission is required.

He has also mentioned about the 40 per cent cargo support towards Indian bottom. This is under consideration of the Government. I myself had mentioned 2-3 times in the House that we are trying very hard on it, but there is a question which has come from the Commerce side that export will go down, if you block 40 per cent for the Indian bottom. They say that export will go down. We in no case want the export to go down. It is one of our ways to earn foreign exchange. But Government is seriously considering and lately I have read in the newspaper, I cannot give as a very correct information, that these people have offered voluntarily 40 per cent to the Indian bottom. But, we want to legalise it. We want to bring a legislation and make it compulsory that all the 40 per cent cargo should be given to us in the legal form.

Another thing, Mr. Biswas was mentioning, is about the Nanda Committee. Most of the recommendations of Nanda Committee have been implemented and are in the process of implementation, except one, i.e., the Shipping Employment

Fund, which we want to create. This is under consideration. There are various objections and problems which have come and I am personally looking into all these things. It is a very good suggestion and we would try to implement the suggestion with the help of other people.

Regarding FUSI, I have replied to the hon. Chief Minister's letter and wherein I have mentioned because there is also a legal proceeding involved, I have suggested to him by saying that whatever Government can do, we are available with the Chief Minister to help whichever way he want to sort it out.

Sir, Mr. Dhariwal has mentioned about employment.

[*Translation*]

We will get his suggestions examined in the Ministry.

[*English*]

Mr. Krishna. Iyer has mentioned about the GRT. He has said that it has come down. Yes, it is a fact, that GRT has come down. It was 6.1 in 1985 and in 1986, it really came down to 5.5. Even 5.5 is slightly a higher figure. We have come to 5.5. In that, our scrapping policy is one and as I mentioned, it is because of recession. But, we are taking precautionary steps and because SDFC was in question, we could not take a decision to continue with SDFC.

Now SICCI, which is a new organization, has been set up by Government to finance ships. We will make sure that our tonnage goes up, and our GRT goes up. We are aware of it, and we are also aware that during recession we can increase our GRT. Now, the ships are available at very cheap prices, and knowing very well that the shipping industry is also the second line of defence, we are trying our best to increase our tonnage to a great degree; and GRT will be increased.

He has mentioned about those two

missing ships. It is a fact that two unfortunate incidents happened, regarding *Nitya Nanak* and *Nitya Ram*. When I took over, the first thing I checked up was this: basically because of my profession also, because when I used to fly, we used to remain in contact with some system somewhere; but I found that in shipping, the moment a ship fails, contact was not regular. It is only after ten days that some information or message comes in, that so-and-so ship is at such and such a port. We have taken those steps. There were irregularities in those two cases. I accept that there were irregularities. We have taken action against them. A judicial enquiry was ordered. In the case of *Nitya Nanak*, judicial enquiry has been completed. We are prosecuting those people who have not followed the rules, or who have cheated, by giving wrong certificates. But in the second case of *Nitya Ram*, the judicial enquiry is on. The moment it is over, we will take action. Because of these incidents, and because of our worries that safety at sea is deteriorating, we are amending all these Acts, which are very old.

Why is this Act under discussion today? It is because we want to bring those amendments whereby safety could be ensured better, and safety could be better.

Another thing he has mentioned is about the training officers. This case was referred to me in 1985. There were 400 students who were trained. Then the list came to 250. Initially, Government took a step viz. we employed them in the SCI—some of them, I think roughly 60 to 65 were immediately employed on six months' basis. The industry is now having recession. When we could not give a job for the whole year, we thought we would give them six months' jobs, and keep them for six months so that more number could be employed; instead of employing 30 people, we could increase the number to 60. That was intentionally done, in consultation with those training officers; and other officers are also being adjusted in private shipping companies and the public sector. (*Interruption*) My information is that the list goes on decreasing

[Shri Rajesh Pilot]

and also going up, because some people took on jobs here and there. At the moment it is round about 250, and out of it, 150 to 160 are left. We are trying to give them employment. Earlier, most of these officers, after training, used to get jobs on foreign ships. Now, because of the recession, no one takes them. Earlier, a lot of intakes used to go out. Now we are not getting any more training. There is hardly any intake which is on. Fresh people are not being taken. The information which the hon. Member has, is slightly wrong. One or two may be on the clerical staff. Otherwise, we are giving priority to these officers.

About any incidents which have come to your knowledge, where fresh officers have been taken, and they have been neglected, please do inform me. I will take corrective action.

**SHRI V.S. KRISHNA IYER :** It is there in the newspapers.

**SHRI RAJESH PILOT :** Please do inform me. If I find anything, I will take corrective action.

Mr. Jeevarathinam has talked about Burma, i.e. Rangoon shipping survey. This is not very viable, commercially. The studies had been going on, on it. It does not really work out. We have offered it to private people, to see if somebody can take it up.

**MR. DEPUTY SPEAKER :** What about Penang and Malaysia ?

**SHRI RAJESH PILOT :** About Rangoon and Burma he has mentioned. But I will check up about Malaysia also.

**MR. DEPUTY SPEAKER :** Recently, I went from Madras to Singapore. Thereafter I do not know.....

**SHRI RAJESH PILOT :** That is what I say : about Singapore, we are on. About Burma and Rangoon and African countries, he has said that the time should be reduced to nine months, or so. I

really do not know how much time they take. I will check on this, and I can inform the hon. Member. We will take action to see whether the time could be reduced. Nine months is too long a period for a ship to sail from here to African countries, these days. I will certainly check on that.

Another thing he has spoken about relates to coastal shipping. We have coal and other things. I do share the hon. Member's feelings. We are trying our best to encourage coastal shipping. That is why this time, as Mr. Daga and other Members also mentioned, for inland water transport we have allocated Rs. 155 crores, i.e. for this purpose. We have already initiated a survey from Patna to Calcutta ; and on Brahmaputra river, from Gauhati to Dibrugarh. In the South also, we are checking up some of the rivers which can be declared as national waterways. On this, our attention is on.

Another point Mr. Naik has made, is about Seamen's Register. It is a slightly complicated problem. We did talk to the Union people. There are some complications : people want only one register to be maintained. Then they say they will not allow others to be there. So, there was a lot of controversy. I do have a feeling that people who are working at different places must be given equal opportunities for jobs.

So, the sentiments of the hon. members will be taken care of. I will take them up with the government and take needful action in this matter. These are the main points which most of the members have mentioned.

While moving the Bill I forgot one line. This Bill was introduced in the last session in the year 1986. So, the figure has to be changed.

With these words, I assure the hon. members that this Amendment Bill has been brought only with the intention to have more safety at the ship and more safety for the crew on the board. I thank all the members who have taken

keen interest in this technical subject. I will incorporate their feelings either in the rules or somewhere where they will take care of these things. Thank you.

MR. DEPUTY SPEAKER : The question is :

“That the Bill further to amend the Merchant Shipping Act, 1958, be taken into consideration.”

*The motion was adopted*

MR. DEPUTY SPEAKER : The House shall now take up clause—by-clause consideration of the Bill.

There is no amendment to Clause 2. I put it to the vote of the House. The question is :

“That Clause 2 stand part of the Bill.”

*The motion was adopted*

*Clause 2 was added to the Bill*

MR. DEPUTY SPEAKER : Now, Clause 3. There is an amendment notice given by Shri Mool Chand Daga, but he is not present in the House to move it. The question is :

“That Clause 3 stand part of the Bill.”

*The motion was adopted*

*Clause 3 was added to the Bill*

MR. DEPUTY SPEAKER : Clause 4. There is no amendment. The question is :

“That Clause 4 stand part of the Bill.”

*The motion was adopted*

*Clause 4 was added to the Bill*

MR. DEPUTY SPEAKER : Now Clause 5. Shri Mool Chand Daga is not here. The question is :

“That Clause 5 stand part of the Bill.”

*The motion was adopted*

*Clause 5 was added to the Bill*

MR. DEPUTY SPEAKER : Clause 6. The question is :

“That Clause 6 stand part of the Bill.”

*The motion was adopted*

*Clause 6 was added to the Bill*

MR. DEPUTY SPEAKER : Clause 7. Shri Mool Chand Daga is not present here. The question is :

“That Clause 7 stand part of the Bill.”

*The motion was adopted*

*Clause 7 was added to the Bill*

MR. DEPUTY SPEAKER : Clauses 8 to 10. The question is :

“That Clauses 8 to 10 stand part of the Bill.”

*The motion was adopted*

*Clauses 8 to 10 were added to the Bill*

Clause 1 —(Short Title and Commencement)

*Amendment made :*

Page 1, lines 3 and 4, —

for “(Second Amendment) Act, 1986” substitute “(Amendment) Act, 1987” (2)  
(SHRI RAJESH PILOT)

MR. DEPUTY SPEAKER : The question is :

“That Clause 1, as amended, stand part of the Bill.”

*The motion was adopted*

*Clause 1, as amended, was added to the Bill*

Enacting Formula

*Amendment made :*

Page 1, line 1, —

for "Thirty-seventh" substitute—"Thirty-eighth" (1)

(SHRI RAJESH PILOT)

MR. DEPUTY SPEAKER : The question is :

"That the Enacting Formula, as amended, stand part of the Bill."

*The motion was adopted*

"The Enacting Formula, as amended, was added to the Bill

*The Title was added to the Bill*

SHRI RAJESH PILOT : I beg to move :

"That the Bill, as amended, be passed."

MR. DEPUTY SPEAKER : The question is :

"That the Bill, as amended, be passed."

*The motion was adopted*

15.30 hrs.

### COMMITTEE ON PRIVATE MEMBERS BILLS AND RESOLUTIONS

#### Twenty Ninth Report

[English]

SHRI NANDLAL CHOUDHARY (Sagar) : I beg to move :

"That this House do agree with the Twenty-Ninth Report of the Committee on Private Members' Bills and Resolutions Presented to the House on the 4th March, 1987."

MR. DEPUTY-SPEAKER : The question is :

"That this House do agree with the Twenty-Ninth Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 4th March, 1987".

*The motion was adopted*

15.31 hrs.

### RESOLUTION RE : ECONOMIC POLICIES—CONTD.

[English]

MR. DEPUTY-SPEAKER : The House will now take up further discussion on the Resolution moved by Shri Bhattam Srirama Murty on the 28th November, 1986. Shri Harish Rawat to continue.

[Translation]

SHRI HARISH RAWAT (Almora) : Mr. Speaker, Sir, if certain things of the Resolution had not have a political motive, then it would have been easier for a person like me to extend support to it. I am not concerned about whatever the hon. Member has stated with political intentions. I want to concentrate only on those points which are connected with our economic system, especially our industrial policy. It would have been appropriate if the Resolution had been addressed to our hon. Minister of Industries, because almost all the issues are connected with our Industrial Policy Resolution. I think the hon. Minister of Planning can reply to the main points. But the details to which the hon. Member wanted to draw the attention of the Government should be replied to by the hon. Minister of Industries. We have agreed that the basic principles should be Growth, Social Justice, Equality and Equal Distribution of Wealth. It has not only been provided in our Constitution, but it is also the aim of our nation. I am not saying that our