

etc. who are the main purchasers of iron ore from Paradeep Port, are using more than 1 lakh tonne ships instead of small ships as in the past. To accommodate ships of more than 1 lakh tonnes at Paradeep Port, digging to more depth than that of 39' at present and without making up of the construction of very expensive outward port for loading and unloading of shipments, which need be done mechanically in the mid-sea are the main objectives of making Paradeep Port a profitable one.

I would request the hon. Minister for Shipping and Transport to kindly take up this problem so that the port in question may be made a profitable one.

- (xi) Need to reconsider the move of Railway Board to transfer the wagon inspection work from RDSO to RITES

SHRI BASUDEB ACHARIA (Bankura) : The Railway Board is contemplating to transfer the inspection agency for wagons manufactured mostly in the private sector from Research, Designs and Standards Organisation (known as RDSO). It is an acknowledged fact that standard of inspection by RDSO is superior because of strong and intimate technical back-up readily available from its design wing whereas M/s RITES do not enjoy this advantage. Numerous complaints from the zonal railways about the poor quality of inspection of Railway Stores by M/s RITES are on records of the Railway Board. It appears the Ministry of Railways have ignored the fact that wagons are very important from safety point of view as amongst the three types of Rolling Stock, wagons contributes the maximum towards mishaps. A Committee of Senior Directors of the Railway Board appointed for this purpose recommended categorically that the inspection of wagons and its safety items should continue to remain with RDSO. The Managing Director, M/s RITES has favoured to maintain status quo. Furthermore, the inspection conducted by RDSO is cheaper than the Railways will have to pay to M/s RITES for the same job. There will be a serious setback to the existing staff of RDSO Wagon Inspection Organisation by way of transfer, pay, seniority and reversions.

MR. DEPUTY-SPEAKER : We will go to the next item.

SHRI G.M. BANATWALLA (Ponnani) : Sir, I had submitted my matter for consideration under 377 and I have met the Speaker also. It is a very important subject and during the whole of the session, I have not come forward with any matter under 377. I would therefore make a special request that I may be permitted to make the statement in this House, specially when the Education Minister is also present now.

MR. DEPUTY-SPEAKER : It may be considered tomorrow.

SHRI G.M. BANATWALLA : 'May be' or 'shall be' ?

MR. DEPUTY-SPEAKER : 'May' will also have the meaning of 'shall' some time.

13.30 hrs.

VISVA-BHARATI (AMENDMENT) BILL

As Passed by Rajya Sabha

MR. DEPUTY-SPEAKER : Now the House will take up further consideration of the following motion moved by Shrimati Sheila Kaul, namely :

"That the Bill further to amend the Vishva-Bharati Act, 1951, as passed by Rajya Sabha be taken into consideration."

Shrimati Sheila Kaul may continue her speech.

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL) : Mr. Deputy-Speaker, Sir, it is significant that we began the consideration of the Visva-Bharati Amendment Bill on the auspicious day of the birth anniversary of Rabindranath Tagore yesterday, the 7th May. I am sure that the present Bill which has been proposed by the Joint Committee of the Parliament and which embodies a refreshing