

(ix) REPORTED DROPPING OF TRANSMITTERS AND LEAFLETS THROUGH A BALOON IN GWALIOR ON 31-8-1981

SHRI N. K. SHEJWALKAR (Gwalior): Mr. Deputy-Speaker, Sir, I give this notice to draw the attention of the Government, particularly the Home Minister, towards a serious incident of dropping transmitters and leaflets through a baloon in the city of Gwalior at about 11 p.m. on 31-8-81. The baloon dropped these transmitters and leaflets in the Chinese language in the locality named Gudri Mohada of old Gwalior town which is mostly a residential area of labourers. This sort of incident is a sort of warning and note should be taken of by the Government that foreign activities are still rampant in our Indian territory. Attempt should be made to find out what is the source of this mischief and in what manner it has been committed.

15.04 hrs.

MERCHANT SHIPPING (AMENDMENT) BILL—Contd.

MR. DEPUTY-SPEAKER: Now, further consideration of the following motion moved by Shri Veerendra Patil on the 31st August, 1981, name-ly:—

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

Shri Manoranjan Bhakta to continue his speech.

SHRI MANORANJAN BHAKTA (Andaman and Nicobar Islands): Mr. Deputy-Speaker, Sir, Yesterday I was speaking about the scope of the Merchant Shipping Act, which, in fact, regulates the entire shipping in the country, including the training of sea-men, training of officers, regulating the shipping rules etc. And, as I was stating yesterday, an Hon. Member from the other side was referring about the seamen's service conditions.

Sir, so far as the seamen's service conditions are concerned, it is already within the purview of the Merchant

Shipping Act. There is a system of CDC holders in respect of sea worthy vessels, which is registered under the Merchant Shipping Act, according to which any shipping company, co-operative or Government has to employ sea-men who have got valid CDC's. So, his apprehension that a co-operative society procuring a ship and running a vessel might create some problems in relation to sea-men is irrelevant.

Indian shipping has made considerable improvement after independence. Before independence, the shipping tonnage was only about 1 to 1.5 lakh tonnes. But today we have achieved 5.7 million GRT. Even then, Indian ships can carry only 32 per cent of our total cargo—in terms of imports and exports. Our shipping has got this much capability only. The improvement made in shipping is in the right direction. I have no doubt that in course of time things will improve further.

It is necessary to mention here that the Union Ministry of Shipping should again examine the matter and bring a comprehensive amending Bill before this House, because a number of other problems came up, which we could not anticipate. At the moment, we are having seamen's training at Calcutta and Bombay. Offices are maintained at these two places. There is a glut of sea-men in this country. Even after two years, sea-men are not getting any call. They are sitting idle. So, the Ministry has to go into this matter in depth and see how we can provide employment to these properly trained sea-men.

I can cite one example in this connection: from my constituency, viz. Andaman and Nicobar islands, every year eleven sea-men are to be trained under the Merchant Shipping Act. They are trained at Calcutta; and after that, their names are registered at the Calcutta Sea-men employment office. But more than two years have passed; and none of them has received the call. I have written to the Minister also, asking him to change their registration from Calcutta to Bombay.

There is also another point in this connection: the movement of vessels from Calcutta has gone down considerably, due to navigational difficulties. That is why sea-men registered at the Calcutta Sea-men employment office are not getting calls adequately.

Another important point: the hon. Minister is aware of the case of nautical surveyors. He has got twelve posts of Nautical Surveyor. But he has got only three of them, and nine posts are lying vacant for years. This is so because nowadays, people with this particular expertise are getting better wages and benefits in foreign countries. They do not want to work as nautical surveyors on a lesser salary. That is why in Calcutta there is not a single nautical surveyor. Only in Bombay PÖMMD got 1 or 2 nautical surveyors. So, Government should consider what incentives and benefits are required to be provided to them, so that these officials are available. This is necessary because a mere amendment of the Merchant Shipping Act will not be enough, to implement that Act, unless proper men are available.

I will not take much time of the House because this Bill has got a very limited scope only to amend Section 21 of the Merchant Shipping Act.

MR. DEPUTY-SPEAKER: You have done justice to the amendment.

SHRI MANORANJAN BHAKTA: I whole-heartedly support this Bill. I am once again thankful to the Government of bringing forward this Bill because this Bill will give scope to the remote areas, isolated areas, tribal areas, and to organised cooperative societies so that they are not played in the hands of the monopoly houses.

MR. DEPUTY-SPEAKER: Every hon. member should not take more than 3-5 minutes. Shri Rasheed Masood.

श्री रशीद मसूद : (सहारनपुर) : मुहतरम डिप्टी स्पीकर साहब, शिपिंग मरचेन्ट एक्ट में जो एमेंडमेंट आप ला रहे हैं, उसका जो मकसद दिखाया गया है वह कोआपरेटिव सोसायटीज

को बढ़ावा देने का है और दूसरी नीयत यह है, जैसा कल हमारे दोस्त ने भी कहा था, कि कुछ रिमोट जगहों पर, समुद्र के अन्दर जो छोटे-छोटे जजोर हैं, वहाँ पर खाना और दूसरी चीजें ले जाने में प्राइवेट कम्पनियों कुछ दिक्कत पैदा करती थीं, जिनकी वजह से मामान वहाँ पर आसानी से नहीं पहुँच पाता था और इसलिये भी इम विल को लाया जा रहा है।

मैं समझता हूँ कि कोआपरेटिव सोसायटीज का जो हमारा तजुर्बा है, वह कोई बहुत अच्छा तजुर्बा नहीं है। आपने इस बिल में कोआपरेटिव सोसायटीज को इन्ट्रोड्यूस करने की बात कही है। इसके साथ-साथ आप पुरानी प्राइवेट कम्पनीज को भी इनके साथ-साथ रख रहे हैं। इसके अलावा आपने यह भी इममें रखा है कि जो प्राइवेट कम्पनियाँ हैं, उनको कोआपरेटिव का मॅम्बर होने की इजाजत है। ऐसा शिपिंग मरचेन्ट एक्ट में है और जो कोआपरेटिव एक्ट, 1912 है, उसमें भी यह है। मैं यह समझता हूँ कि यह जो बेमिया है, यहाँ डिफैक्टिव है, लेकिन जिस खाय परपज के लिए आप ने इस एक्ट में एमेंडमेंट रखा है, उसके बारे में मैं अपनी बात रखता हूँ। मैं यह नहीं समझता कि जो कम्पनियाँ अभी तक वहाँ चल रही हैं और जो एक्सप्लायटेशन कर रही हैं और मामान को नहीं पहुँचाती हैं, कोआपरेटिव सोसाइटीज और उनके साइमलटेनियसली चलने से, कोई उन्नादा फायदा होगा। प्राइवेट कम्पनीज भी वहाँ रन करेंगी और आपकी कोआपरेटिव सोसाइटीज भी रन करेंगी और वे कम्पनियाँ भी कोआपरेटिव सोसाइटीज की मॅम्बर बन सकती हैं, उन को इस की इजाजत होगी, तो क्या वे अपने पैसे से फिर एक्सप्लायटेशन नहीं करेंगी? क्या वे एक्सप्लायटेशन को छोड़ देंगी, यह मेरी समझ में नहीं आता है। मैं तो यह समझता हूँ कि इस में एक्सप्लायटेशन और ज्यादा हो जाएगा क्योंकि इस एक्ट में आप ने कोआपरेटिव सोसाइटीज को कोई

[श्री रशिद मासुद]

कन्सेशन नहीं दिया है और जब तक आप इन को कन्सेशन नहीं देंगे, मैं ऐसा समझता हूँ कि वे उन प्राइवेट कम्पनियों से कम्पीट नहीं कर सकेंगी। कोम्पारेटिव सोसाइटीज का प्राइवेट कम्पनीज से मुकाबला करना मुश्किल है और वे उन से कम्पीट नहीं कर पाएंगी। लिहाजा उन को कोई एट्रिक्शन दीजिए, कोई कन्सेशन दीजिए, जिस से कोम्पारेटिव सोसाइटीज बड़े और अल्टीमेटली सब कोम्पारेटिव सोसाइटीज में सुदृच ओवर कर जाएं बजाए इस के कि प्राइवेट ओनरशिप जिन की जहाजों में होती है, वे उसमें चले। इस पर आप गौर करें।

दूसरी बात जो मैं कहना चाहता हूँ और जैसा मेरे दोस्त ने अभी बताया है कि आप ट्रेनिंग पर बहुत ज्यादा पैसा खर्च करते हैं लेकिन जो ट्रेनीज ट्रेनिंग ले कर आते हैं, वे बेकार बैठे रहते हैं। जब इस तरह का बिल आप ला रहे हैं, तो आप यह भी देखें कि जिन पार्टीकुलर एरियाज में कोम्पारेटिव सोसाइटीज आप चला रहे हैं, उन पार्टीकुलर एरियाज के उतने लोगों को ट्रेनिंग पर भेजा जाए, जितनों को आप एंबॉय कर सकें। कोम्पारेटिव सोसाइटीज के उतने लोगों को ही आप स्पेशल ट्रेनिंग दें, जितनी वहाँ पर जरूरत हो, ताकि वे लोग बेकार न पड़े रहें। असल में अब तो यह हो गया है कि रीजनलइज्म को ले कर, मजहब को ले कर और ज़ुबान को ले कर डिस्क्रिमिनेशन होता है और यह डिस्क्रिमिनेशन बदकिस्मती ने इस में भी ही रहा है और इस में भी मौजूद है। किसी एक पार्टीकुलर एरिया के लोग जब ट्रेनिंग ले कर आते हैं, तो उन को मुलाजमत मिल जाती है और दूर दराज एरिया और निगलेटेड एरिया के जो लोग हैं, जो एप्रोच नहीं कर सकते हैं, जिन की कोई भावाज नहीं है, उन लोगों को मुलाजमत नहीं मिल पाती है। लिहाजा यह जरूरी है कि जहाँ आप कोम्पारेटिव सोसाइटी को चलाते हैं उन का एरिया आप फिक्स कर दें

कि उस एरिया में वे चलेंगी और इस जगह से उस जगह तक रहेंगे जैसे बसों के लिए परमिट दिये जाते हैं कि वे इतना एरिया कवर करेंगी। उस एरिया के लोगों को मुलाजमत में रखा जाए। यह चीज होनी चाहिए ऐसी मेरी राय है।

एम्पलाइज के मुताल्लिक, मुरी मुराद मजदूर से लेकर कैप्टेन जो होता है उस से है मेरा कहना यह है कि यह जरूरी नहीं है कि अगर आप कोम्पारेटिव सोसाइटीज इन्ट्रोड्यूस कर देंगे, तो उस से एम्पलाइज को फायदा पहुँच जाएगा क्योंकि हमारा तजुर्बा यह है कि गवर्नमेंट के अन्डर जो काम हो रहे हैं, वहाँ भी एम्पलाइज का एक्सप्लायटेशन हो रहा है। आप ने अखबारों में पढ़ा होगा कि एशियाड 1982 में जो बंधुआ मजदूर काम कर रहे हैं, उन को एक दो छटाँक चावल दे दिया जाता है और उस में ही वे अपना गुजारा करते हैं। अखबारों में इस की आभ चर्चा है। इसलिए मेरा कहना यह है कि कोम्पारेटिव सोसाइटीज में जो आप के वर्कर्स होंगे और जो फोर्थ ग्रेड एम्पलाइज हैं, मजदूर हैं, उन के लिए भी कुछ गारंटी होनी चाहिए।

तोमरा मेरा कहना यह है उपाध्यक्ष महादय कि जैसा कि अभी वसंत साठे जी ने कहा कि सिनेमा-वर्कर्स के लिए एक फण्ड बनाया जा रहा है, उसी आधार पर इन के लिए भी एक फण्ड कायम किया जाए। अभी रिटायरमेंट के समय इन को कोई फण्ड नहीं दिया जाता इस से ब्रॉन्ड एज में इन को मदद मिल सकेगी, ये मकान बनवा सकते हैं, घर बनवा सकते हैं—रिटायरमेंट के बाद इन का सेटलमेंट हो सकता है।

मैं इतना ही कहना चाहता हूँ।

عمری رشید مسعود (سہانہور) :

محترم قومی سیکرٹری صاحب - شولنگ
مرچنٹس ایکٹ میں جو امانتداریت
آپ لاء ہیں اس کا جو مقصد

دیا گیا تھا ہے - وہ کوآپرٹیو سوسائٹیز کو بڑھانا دینے کا ہے اور دوسری چیز یہ ہے - جس کا کل ہمارے دوست نے بھی کہا تھا - کہ کچھ دھرت جگہوں پر سمندر کے اندر جو چھوٹے چھوٹے جزیرے ہیں - وہاں پر کھانا اور دوسری چیزیں لے جاتے ہیں پرائیویٹ کمپنیاں کچھ دقت پیدا کرتی ہیں - جن کی وجہ سے سامان وہاں آسانی سے نہیں پہنچ پاتا تھا - اور اس لئے بھی اس بل کو لایا جا رہا ہے -

میں سمجھتا ہوں کہ کوآپرٹیو سوسائٹیز کا جو ہمارا تجربہ ہے وہ کوئی بہت اچھا تجربہ نہیں ہے - آپ نے اس بل میں کوآپرٹیو سوسائٹیز کو انٹرویو کرنے کی بات کہی ہے - اس نے ساتھ ساتھ اپ پرائیویٹ کمپنیوں کو بھی ان کے ساتھ ساتھ رکھ رہے ہیں - اس کے علاوہ آپ نے یہ بھی اس میں رکھا ہے کہ جو پرائیویٹ کمپنیاں ہیں - ان کو کوآپرٹیو کا ممبر ہونے کی اجازت ہے - ایسا شیپنگ رجسٹر ایکٹ میں ہے اور جو کوآپرٹیو ایکٹ سالہ 1912 ہے اس میں بھی یہ ہے - میں یہ سمجھتا ہوں کہ یہ جو بے بس ہے یہیں تکنیک ہے - لیکن جس خاص پوز کے لئے آپ نے اس ایکٹ میں ایڈمنسٹریشن رکھا ہے - اس کے بارے میں میں اپنی بات رکھتا ہوں میں یہ نہیں سمجھتا کہ جو کمپنیاں

ابھی تک وہاں چل رہی ہیں - اور جو ایکسپلانڈیشن کر رہی ہیں - اور سامان کو نہیں پہنچاتی ہیں - کوآپرٹیو سوسائٹیز اور ان کے سائٹیلڈس چلنے سے کوئی زیادہ فائدہ ہوگا پرائیویٹ کمپنیاں بھی وہاں دن کریں گی اور آپ کی کوآپرٹیو سوسائٹیاں بھی دن کریں گی اور وہ کمپنیاں بھی کوآپرٹیو سوسائٹیز کی ممبر بن سکتی ہیں ان کو اس کی اجازت ہوگی - تو کیا وہ اپنے پیسے سے بھی ایکسپلانڈیشن نہیں کریں گی کیا وہ ایکسپلانڈیشن کو چھوڑ دیں گی - یہ سہری سمجھتا ہوں نہیں آتا ہے - میں تو یہ سمجھتا ہوں کہ اس میں ایکسپلانڈیشن زیادہ ہو جائے گا کیونکہ اس ایکٹ میں آپ نے کوآپرٹیو سوسائٹیز کو کوئی کنٹریول نہیں دیا ہے - اور تب تک آپ ان کو کنٹریول نہیں دے سکتے - میں ایسا سمجھتا ہوں کہ وہ ان پرائیویٹ کمپنیوں سے کمپنی نہیں کر سکیں گی - کوآپرٹیو سوسائٹیز کا پرائیویٹ کمپنیز سے مقابلہ کرنا مشکل ہے اور وہ ان سے کمپنی نہیں کر پائیں گی - لہذا ان کو کوئی کنٹریول دینا چاہئے - جن کو کوآپرٹیو سوسائٹیز بڑھوں - اور ان کی ممبری سب کوآپرٹیو سوسائٹیز میں سوچ اور کر جاویں - بجائے اس کے کہ پرائیویٹ اور شپ جن کی جہازوں میں ہوتی ہے وہ اس میں چلیں - اس پر آپ غور کریں -

[شرو رشہد مسعود]

اوسری بات جو میں کہنا چاہتا ہوں اور جو سنا مہرے درست نے ابھی بتایا ہے۔ کہ آپ ٹریڈنگ پر بہت زیادہ پیسہ خرچ کرتے ہیں۔ لیکن جو ٹریڈنگز ٹریڈنگ لے کر آتے ہیں۔ وہ بیکار بیٹھ رہتے ہیں۔ جب اس طرح کا بل آپ لا رہے ہیں۔ تو آپ یہ بھی دیکھئے کہ جن پورٹیکولو سٹریٹجیوں میں کوآپریٹو سوسائٹیز آپ چلا رہے ہیں۔ ان پورٹیکولو سٹریٹجی کے اٹلے لوگوں کو ٹریڈنگ پر بھرتی کر جائے۔ جتنے کو آپ ایڈورس کر سکیں۔ کوآپریٹو سوسائٹیز کے اٹلے لوگوں کو آپ سوشل ٹریڈنگ دیں۔ جتنی وہاں پر ضرورت ہو۔ تاکہ وہ لوگ بیکار پڑے نہیں۔ اصل میں اب تو یہ ہو گیا ہے۔ کہ ریجنل ازم کو لے کر۔ مذہب کو لے کر اور زبان کو لے کر ڈسکریمنٹیشن ہوتا ہے۔ اور یہ ڈسکریمنٹیشن بدقسمتی سے اس میں بھی ہو رہا ہے۔ اور اس میں بھی موجود ہے۔ کسی ایک پورٹیکولو ایریا کے لئے جب ٹریڈنگ لے کر آتے ہیں۔ تو نہ تو ملازمت مل پاتی ہے اور دوسرا ایریا اور نہ ملکتا ایریا لے جو لوگ ہیں۔ جو ایروج نہیں کر سکتے۔ جن کی کوئی آواز نہیں ہے ان لوگوں کو ملازمت نہیں مل پاتی ہے۔ لہذا یہ ضروری ہے۔ کہ جہاں آپ کوآپریٹو سوسائٹیز کو چلاتے ہیں۔ ان کا ایریا آپ فکس

کر دیں۔ کہ اس ایریا میں وہ چاہوں گی۔ اور اس جگہ سے اس جگہ تک رہیں گی۔ جیسے بسوں کے لئے پورٹ دیئے جاتے ہیں۔ کہ وہ انڈیا ایریا کو آریں گی۔ اس ایریا کے لوگوں کو ملازمت میں رکھا جائے گا۔ یہ چیز ہونی چاہئے۔ ایسی مہری رائے ہے۔

امپلائیز سے مہری مراد۔ سڈور سے لے کر کویٹل جو ہوتا ہے اس سے ہے۔ میرا کہنا یہ ہے۔ کہ یہ ضروری نہیں ہے کہ اگر آپ کوآپریٹو سوسائٹیز انٹرویوس کر دیں گے تو اس سے امپلائیز کو فائدہ پہنچ جائے گا۔ کیونکہ ہمارا تجربہ یہ ہے کہ گورنمنٹ کے اندر جو کام ہو رہے ہیں۔ وہاں بھی امپلائیز کا ایکسپلنیشن ہو رہا ہے۔ آپ نے اخباروں میں پڑھا ہو گا ایشیا ۱۹۸۰ میں جو بلڈ ہوا سڈور کام کر رہے ہیں۔ ان کو ایک دو چھٹانک چاول دے دیا جاتا ہے۔ اور اس میں ہی وہ اپنا گزارہ کرتے ہیں۔ اخباروں میں اس کی عام چرچا ہے۔ اس لئے میرا کہنا یہ ہے کہ کوآپریٹو سوسائٹیز میں جو آپ کے ورکرز ہوں گے اور جو فورٹیو کریڈٹ امپلائیز ہیں۔ سڈور ہیں۔ ان کے لئے بھی کچھ گارنٹی ہونی چاہئے۔

تیسرا میرا کہنا یہ ہے۔ ادھیکس مہودے کہ جو سنا کی ابھی سلسلے ساتھ جی نے کہا ہے کہ سلہما ورکرز

کے لئے ایک فنڈ بنایا جا رہا ہے۔
 اسی ادھار پر ان کے لئے بھی ایک
 فنڈ قائم کیا جائے۔ ابھی ریٹائرمنٹ
 کے سبب ان کو کوئی فنڈ نہیں دیا
 جاتا۔ اس سے اولڈ ایج میں ان کو
 مدد مل سکے گی۔ یہ مکان بنوا
 سکتے ہیں۔ کھر بنوا سکتے ہیں۔
 ریٹائرمنٹ کے بعد ان کا سٹوڈنٹس
 ہو سکتا ہے۔
 میں اتنا ہی کہنا چاہتا ہوں۔

*DR. V. KULANDAIVALU (Chind-
 ambaram): Hon. Mr. Deputy Speaker,
 Sir, while welcoming the Merchant
 Shipping (Amendment) Bill, on behalf
 of my party the Dravid Munnetra
 Kazhagam, I wish to say a few words.

This legislative effort will enable
 the Cooperative Societies to acquire
 ships for transporting essential com-
 modities to far-flung areas of our
 country. For example, Lakshadweep,
 Minicoy Islands, Andaman and Nicobar
 Islands are presently served by
 meagre shipping service. There is al-
 ways scarcity of essential commodities
 in these islands because of infrequent
 shipping facility. Now the people of
 these islands can form themselves into
 cooperative societies and acquire ships.
 Here, this Bill should have made a
 provision for extending loans from the
 Shipping Development Fund to such
 cooperative societies who come forward
 to acquire ships. I request the hon.
 Minister of Shipping and Transport
 to consider this suggestion and take
 action on it. I have come across news
 items that there are no takers from
 the Shipping Development Fund and
 these dormant amount should be utilis-
 ed in this regard.

Now, I would like to refer to another
 issue connected with this. In Madras
 Port, there is a private agency which
 has been given the contract for ticket
 reservation, for running canteen ser-
 vices and also for stevedoring. This
 private agency is owned by a notorious

smuggler. The annual profits in these
 activities are of the order of Rs. 3
 crores. There has been persistent
 demand that the Shipping Corpora-
 tion of India should take over this
 agency and run it as a departmental
 organisation. But it is said that the
 Shipping Corporation is unreasonably
 apprehensive of the loss that it might
 incur if these services are taken over.
 Here I would like to point out that the
 Shipping Corporation of India is run-
 ning these services in Bombay and
 Calcutta Ports. I do not subscribe to
 the fears of the Shipping Corporation
 of India because of the collusion that
 seems to be there between the officials
 of the Shipping Corporation of India
 and the owner of this private agency.
 The officials of S.C.I. will lose the ben-
 efit of travelling twice in a week to
 Madras on some ground or the other.
 Secondly, this gentleman is giving
 foreign whisky and other foreign goods
 to these officials so that they do all his
 errands. If these services are taken
 over, the officials of the Shipping Cor-
 poration will no doubt lose all these
 fringe benefits. Similarly, the Cust-
 oms officials and also the State Gov-
 ernment officials are also in league
 with this man. They also receive such
 benefits from this smuggler-owner of
 this private agency.

This matter has also been raised in
 the meetings of the Consultative Com-
 mittee of the Ministry of Shipping
 and Transport. Many representations
 have been made about this private
 agency, which seems to be a centre of
 corrupting influence in Madras Port.
 No action has yet been taken to end
 this system. Our hon. Prime Minister
 has been repeatedly stressing that un-
 necessary and wasteful administrative
 expenditure should be curtailed. But,
 here the officials of the Shipping Cor-
 poration of India are travelling twice
 a week to Madras from Bombay for
 supervising the work of this private
 agency. I demand that the Govern-
 ment should take immediate steps to
 end this private agency system in

{Dr. V. Kulandivalu}

Madras Port and run this as a departmental activity. I am sure that there will be no loss in this for the Shipping Corporation of India.

I would refer to another important matter. The Janata Government banned the development of small fishing harbours, as a result of which the traditional fishing harbours are presently in a state of decay. If for instance, fishing harbours like Cuddalore, Parangipetti, Nagapattinam and Chinnamuttom are developed, there will be more and more fishing activity and we will be able to export more fish. The Government will be able to earn more foreign exchange by increasing the export of fish from these harbours. I demand that the ban on the development of small fishing harbours should be lifted immediately.

Before I conclude, I would like to reiterate the need for ending the private agency system in Madras Port for stevedoring, for canteen services and also for reservation of tickets. The present problems will assume serious significance if we continue this system after the cooperative societies acquire ships. There will be more corruption in transporting essential commodities if the private agency system is allowed to continue. I request the hon. Minister to end this system immediately and ensure that the Shipping Corporation of India runs it as a departmental activity.

With these words I wholeheartedly welcome this Bill and conclude my speech.

SHRI K. A. RAJAN (Trichur): Sir, yesterday when this Bill was moved by the hon. Minister, he mentioned what prompted the amendment of the parent Act. Within the short time at my disposal, I would like to highlight one or two points. The parent Act was passed in 1958. After 23 years, instead of bringing such piecemeal amendments it is high time a comprehensive legislation was brought to amend the Act because of the overall

development of the whole shipping industry and the changed pattern of industries in the country.

I want to highlight the difficulties of coastal shipping. You know our coastal shipping is declining from year to year. In 1956 we had 90 coastal ships. It came down to 56 in 1980, we are having a coastline of 5660 KM, 10 major ports, 168 minor ports and 23 intermediate ports. After this amendment bringing cooperative societies also into this sector, I think the cooperative sector can do much to develop coastal shipping. So many committees have gone deeply into the problems of coastal shipping. The Pandey Committee said:

"In our view, the future of coastal shipping lies mainly on catering to project-oriented traffic, involving close circuit merry-go-round movement like transport of coal to power plants, clinkers to cement plants, coastal shipping in such cases cater to traffic without need for any subsidisation. Given suitable conditions, it can relieve pressure on inland transport to a substantial extent."

But in actual practice, coastal shipping is very much neglected. Over and above these things, the National Transport Committee, which has recently submitted a detailed report, has gone exhaustively into the working of coastal shipping its economics and various difficulties faced by coastal shipping. In surface transport, especially of dry cargo, coastal shipping can do much to ease the situation arising out of the difficulties we are facing in road and rail transport.

For your information I am just quoting their suggestions:

Coordination of coastal operation, modernisation of coastal fleet, freedom of operation, exemptions from customs regulations, port facilities, priority in berth.

And the most important is a clear cut, and firm policy statement by Govern-

ment on its future role in the country's transport system' so that it may cater to dry cargo in the best interest of the people of the country.

श्री जयपाल सिंह कश्यप (ग्रावला) :

उपाध्यक्ष जी, इस बिल के उद्देश्य का जहां हमें समर्थन करना है वहां यह भी देखना है कि कुछ ऐसी परिस्थितियां पैदा की जायें जिसमें हमारे वाणिज्य पोतों को कोआपरेटिव के रूप में चलाने के लिये तो प्रोत्साहन मिले ही, साथ ही इस व्यवसाय पर जो पूरा का पूरा पूर्जापतियों के हाथ में है वह कुछ कम हो। आपने जो एक कोआपरेटिव व्यवस्था को भी एक अवसर देने की बात की है वह सराहनीय है और इस के लिये आप धन्यवाद के पात्र हैं। अब तब कायदा यह था कि जो भारत के सिटिजन थे उन्हीं के जहाजों का रजिस्ट्रेशन हो सकता था या कम्पनियों को मिल सकता था जिन के मालिक यहां के पूर्जापति होते थे और वही वाणिज्य पोतों के मालिक भी हो सकते हैं या कम्पनियां हो सकती हैं जो 100 फीसदी पूर्जापतियों के हाथ में हैं। वाणिज्य पोतों के व्यवसाय का हमारे आर्थिक ढांचे पर बहुत प्रभाव पड़ता है और एक्सपोर्ट, इम्पोर्ट ही नहीं बल्कि आर्थिक ढांचे में बहुत से उत्पादनों को कम से कम वरीयता के आधार पर मान लाने ले जाने में इस का बहुत बड़ा हाथ रहा है। ऐसी स्थिति में अगर इस पूरे उद्योग का राष्ट्रीयकरण सरकार करे तो ज्यादा हितकर होगा और देश का ज्यादा हित होगा। इसलिये मैं इस पूरे वाणिज्य पोत परिवहन के राष्ट्रीयकरण की बात करता हूँ।

अब मैं दो, तीन मुद्दाव देता हूँ। हमारे बन्दरगाहों में जो पोत आते हैं देश के या विदेशों के वह कई कई सप्ताह और महीने तक बन्दरगाह से 3, 4 मील की दूरी पर खड़े रहते हैं। एक जहाज पर हजारों रु० रोज का खर्चा होता है, और समय भी बहुत लयाता है। हमें ऐसी व्यवस्था करनी चाहिये कि जहाज बन्दरगाहों पर जल्दी आ सकें और उन पर

जल्दी लदान की व्यवस्था करनी चाहिये। यह हमारे लिये हित में होगा।

अब मैं व्यापारियों की दिक्कत के बारे में कहना चाहता हूँ। हमने कंटेनर व्यवस्था इन पोतों पर शुरू की है जो बड़ी अच्छी है। पूरा सामान उनमें आ जाता है और भासानी से रख दिया जाता है और उस की समुद्री हवाओं से भी रक्षा होती है।

15.29 hrs.

[SHRI HARINATHA MISRA in the Chair]

मशीनों से सामान उतार लिया जाता है और रख दिया जाता है। लेकिन एक दिक्कत इस में यह होती है कि जब किनारे पर बन्दरगाह पर जहाज लगता है तो पहले सारा सामान निकलवा कर चैक करते हैं और फिर दोबारा उस को कंटेनर्स में भरा जाता है और तब व्यापारी के यहां जाता है। इस से दोहरा खर्चा होता है। क्यों न ऐसा करे कि कंटेनर पर हमारी सोल लगी रहे और हमारे अधिकारी व्यापारी के गोदाम तक जायें और वहां जा कर उस को खोला जाय और वहीं स्कीनिंग हो जाय। इस से समय की बचत ही नहीं, बल्कि व्यापारियों का दोहरा खर्चा भी बच जायगा।

इन वाणिज्य पोतों में समुद्र में नाविक काम करते हैं उन को भी वरीयता देनी चाहिये क्योंकि वह समुद्र के बारे में काफी जानकारी रखते हैं। उन को भी इन कोआपरेटिव सोसाइटीज में कम से कम 50 प्रतिशत स्थान मिलना चाहिये, और कोआपरेटिव सोसाइटीयों में, जो वाणिज्य पोतों के स्वामी हैं वह शेयर खरीद कर उस में प्रवेश न कर सकें, इसका भी आप को ध्यान रखना चाहिये। अगर पूर्जापति लोग प्रवेश कर जायेंगे तो आप के सहकारिता के उद्देश्य को विकल कर देंगे। इन सारी बातों पर सरकार को ध्यान देना चाहिये।

श्री चन्द्रदेव प्रसाद शर्मा (आरा) : सभापति महोदय, सहकारी समितियों को किसी भी धाणिज्य पंत के परिवहन में किसी प्रकार की वैधानिक अड़चन न आवे, इसके लिए यह विधेयक लाया गया है। मैं इसका विरोध नहीं करता, पर इस पर कुछ कहना चाहता हूँ।

यह इसलिए किया गया है कि हमारे अपने द्वीपों पर समुद्र पर माल नहीं पहुंचा पाते हैं और अभी तक और आगे भी यह जो प्राइवेट कारोबारी हैं वे लोग काम करते रहे हैं और करते रहेंगे। वे लोग नागायज बंग में हर तरह का व्यापार करते हैं और हम लोग अब तक उनको छूट देते रहे हैं। इसके लिए ऐसी कार्यवाही करनी चाहिए थी कि इनको अधिक छूट न मिले।

अब जो हम सहकारी समितियों को अधिकार देना जा रहे हैं, मैं समझता हूँ कि यह गलत होगा। जो सहकारी समितियाँ आज देश में चल रही हैं, वह क्या धुली, पाक और साफ हैं? मैं चाहता हूँ कि उसका आप राष्ट्रियकरण करें और इन्हें अपने हाथ में लीजिए और अपने में काम कीजिए, नहीं तो यह चलने वाला नहीं है।

छोटा-मोटा विधेयक ला कर, छोटा-सा संशोधन कर के आप इसे दुरुस्त करना चाहे तो यह दुरुस्त कदापि नहीं होना वाला है। इसलिए आवश्यक है कि एक व्यापक बिल ला कर, सिर्फ संशोधन न ला कर, इस काम को किया जाये। मेरी यही राय है।

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): Sir, almost all the members who participated in the discussion on this small Bill have unanimously supported the amendment that I have brought forward to the Merchant Shipping Act. Not

only have they participated in the debate, but they have given some very useful suggestions for my consideration, and I am really grateful to them for that.

As I mentioned while moving this Bill for consideration, this is a very simple and non-controversial Bill to enable the co-operative societies to own ships. Because of some lacuna in the existing Merchant Shipping Act, only the citizens of India and the shipping companies can own ships and carry on shipping activities. At the time of adopting the Bill, either unwittingly or by mistake, the role of co-operative societies in this field was forgotten and it was not incorporated.

This lacuna was brought to our notice for the first time in the year 1978 by a co-operative society of Nicobar Islands. Then we wrote to the Director-General of Shipping to issue a licence to the co-operative society to acquire a ship. After examination he came to the conclusion that, according to the existing Act, there is no provision for issuing a licence to a co-operative society, because a co-operative society is not eligible to own a ship. That is why, in order to remove that lacuna we have brought forward this Bill and hereafter, after this Bill is passed, the cooperative societies also, as others are eligible, will be eligible to own the ships and carry on the shipping activities.

Sir, the scope of the Bill is very limited. But many Members have pointed out and discussed so many other problems concerning the shipping industry. Therefore, I do not wish, with the limited time that is at my disposal, to deal with all the points that have been mentioned by the hon. Members, but I shall try my best to reply to some of the important points or suggestions that they have made.

Sir, the hon. Member, Mr. Mohammed Ismail, while initiating the de-

bate, said that the recommendations made by the National Shipping Board will not be implemented by the Government of India in the Shipping Ministry and those recommendations which were made by the National Shipping Board were for the welfare of the seamen and I could infer from the speech that he made that at one time he was also a Member of the National Shipping Board. So, he knows something about the activities of the National Shipping Board, the activities of the Shipping Ministry and the activities of the Shipping industry. But unfortunately today he is not here. He spoke yesterday, he initiated the discussion. I do not know what are the recommendations that he was referring to which the Ministry has failed to implement, I do not claim that all the recommendations of the National Shipping Board have been implemented by the Government of India. I do not claim that. There may be some recommendations where the Government might not have been in a position to accept. But he made a vague statement saying that the recommendations of the National Shipping Board were not accepted. So, I would like to know from him what are all the recommendations which were not accepted by the Government so that I will look into the matter and find out why those recommendations were not accepted and whether there were any valid reasons for not accepting the recommendations.

MR. CHAIRMAN: Probably the hon. Member has not been serious. Otherwise he would have been here.

(Interruptions).

SHRI VEERENDRA PATIL: Sir, whether the hon. Member is here or not, I want to assure the House that the National Shipping Board is a very important organisation. They make recommendations to the Government of India in the Shipping Ministry from time to time and we consider the

recommendations with all seriousness at our command. Not that we get the recommendations only to keep them in cold storage. That is not at all our policy.

Sir, he referred to seamen's unemployment. Several other Members also referred to seamen's unemployment. It is true that a large number of seamen are unemployed today. The Government is very much concerned about this problem and the Government is very eager to find out a solution to this problem because a number of seamen are either unemployed or underemployed. They get employment in a year for a couple of months and for the rest of the period they have to idle their time. The situation has come to this stage. So, the Government is seized of this matter. They are very much concerned about the problem. That is why under the chairmanship of Admiral Nanda a Committee has been constituted to go into the problem in depth and make recommendations to the Government of India. That Committee is examining the problem and they have not yet submitted the report and I expect that within a couple of months Admiral Nanda Committee is going to submit the report. After the report is received, whatever recommendations are made to the Government of India by this Nanda Committee, they will be considered and necessary action would be taken.

My young friend Shri Manoranjan Bhakta who represents Andaman and Nicobar Islands Constituency has made a number of useful suggestions. I must congratulate him because he has studied the subject. He knows the subject. He knows what are the Problems that the Ministry is facing. According to him he feels that Merchant Shipping Act was passed in 1958, now it is nearly 23 years that the Act was passed, he feels that in view of the rapid tonnage that was built up during the course of these 20 to 25 years, this Act requires lot of changes and he suggests that com-

[Shri Veerendra Pati]

prehensively this Bill be amended. I agree with the hon. Member that this Bill requires further amendment. But I do not agree that the present Bill is not exhaustive. It is sufficiently exhaustive. But we want to make this Bill more modern, most modern. That is why we have already suggested to the Director General of Shipping to suggest amendments that are necessary to incorporate in this Act and make this Act as modern as possible. So the Director General, Shipping, is already at it. Very shortly he is going to make some suggestions for amendment to the Act. After getting the proposals from him we will see that those proposals are processed and amendments to the Merchant Shipping Act in regard to pollution, safety measures, etc. are carried out. Now-a-days more sophisticated ships are coming. The time when this Act was passed and now, within this time gap things have very much changed. Therefore, it requires changes. We agree with him. Very shortly the suggestions will be made by the Director General, Shipping, in this regard. This point for amendment was made by other Members also. I assure all the Members that it shall be our endeavour that the Merchant Shipping Act is made as modern as possible within the shortest possible period.

He mentioned about the shortage of National Surveyors. It is true that we do not have sufficient Nautical Surveyors with us. There are so many vacancies which we have not been able to fill up because of the shortage of officers. These officers, although they are qualified, they are available in our country, unfortunately, scales in India are so low that they are not prepared to work here. They prefer to go outside and work because whatever they are getting here, they will get two or three times more if they go and work outside in other countries. Therefore, there is a proposal which is under

active consideration of the Government, to improve the scales of these Nautical Surveyors. When the scales of the Nautical Surveyors are improved, I do not think this problem will continue any more. We will be in a position to solve this problem to our satisfaction.

Shri Rasheed Masood mentioned that those co-operative societies who want to carry on shipping activities and own the ships should be given concessions. I do not know what he means by 'concession', because the Bill...

MR. CHAIRMAN: We already have it.

SHRI VEERENDRA PATIL: The Bill now before us is to enable the Co-operative Societies to own shops.

Under the Merchant Shipping Act, we have got a Shipping Development Fund Committee which gives 90-95 per cent loan at a very nominal rate of interest. After this Bill is passed, whoever wants to own a ship, whether he is a citizen of India or a cooperative society or a shipping company, if any cooperative society wants to own a vessel, they can approach the Shipping Development Fund Committee for financial assistance and they can get the financial assistance. There is no question of making any discrimination against these cooperative societies. On the other hand, we want to see that the cooperative societies are also equally encouraged so far as this field is concerned.

The hon. Member, Dr. Kulandaivelu supported this Bill. He also said that the Shipping Development Fund Committee should come forward to help generously these cooperative societies. I have already made clear, whether it is a private company or a public limited company or a citizen or a cooperative society, all of them are equally entitled to get financial assistance from the Shipping Development Fund Committee.

Accordingly, the cooperative societies also will get financial assistance from this Committee.

I am very sorry to say that he mentioned about one agent of the Shipping Corporation of India. He did not mention the name of that agent. But he went on saying that he was a smuggler. I do not know whether he is a smuggler. I am not in a position to contradict. But this much I can tell the House that the Shipping Corporation of India will not appoint anybody who is a smuggler as their agent. So, he is not a smuggler. There is no point in making wild allegations against a person who is not here to defend himself.

The Shipping Corporation of India has got agents throughout India and also outside India. Wherever the Shipping Corporation of India ships go, they have got their agents, they appoint their agents. The hon. Member said that that agent is bribing very heavily the officers of the Shipping Corporation of India, that the officers very often come to Madras and they enjoy the hospitality of that agent.

MR. CHAIRMAN: He did not name anyone.

SHRI VEERENDRA PATIL: He did not name him. But I know as he himself admitted, this was discussed in the Consultative Committee. I made it very clear and I made the position of the Government very clear that so far as the Shipping Corporation of India is concerned, it is a public limited company, a commercial undertaking, and it is for them to consider whether it is advantageous to have their own office in Madras or to continue the present system. In fact, we have, after receiving the notice and after discussing the matter in the Consultative Committee, told the Shipping Corporation of India to examine this matter again.

The Shipping Corporation of India has got offices in Bombay and Calcutta. These are the only two places in India where the Shipping Corporation of India has got its own offices. But in other places, they have appointed their agents. Similarly, they have appointed an agent for Madras. The hon. Member said, "Why not you open an office in Madras?". Then, naturally, somebody in Goa will say, "You do away with the agency system in Goa or Kandla or other ports and have your offices there." Now, it is for the Shipping Corporation of India to find out which is more economical. If having an office of their own is more advantageous then naturally they will have an office instead of having the agency system. But if continuing or having the agency system is more advantageous, then they would like to continue the agency system. They do not want to unnecessarily waste the money. It is a commercial organisation and they have to take a decision accordingly. But the hon. Member, although it is not connected with this Bill, has unnecessarily raised the issue. Therefore, by way of reply, I have to say all these things.

MR. CHAIRMAN: Is the hon. Member a member of the Consultative Committee also?

SHRI VEERENDRA PATIL: He may be a member of the Consultative Committee. He just now said that this was discussed in the Consultative Committee.

DR. V. KULANDAIVELU: No, sir, I was given the information that the matter has been discussed at length. The allegation is regarding a certain concerned individual. Of course, I have not deliberately mentioned the name. It must be the duty of the Government to look into the allegation, probe into the matter and whatever the suggestion made by the people, that is, the Member, that may be taken into consideration.

SHRI VEERENDRA PATIL: I have already explained the position. This matter had been raised in the consultative committee meeting. We had a threadbare discussion in the consultative committee meeting. The Members made some suggestions. Then we passed on those suggestions to Shipping Corporation of India for examination. After examining it, they have come to this conclusion that if they were to open an office in Madras, then, they will have to spend much more than what they are spending today by way of giving commission to the agent. That is the conclusion that Shipping Corporation has arrived at. That is why I say that if there are any complaints against that agent, we are here to ask the Shipping Corporation of India to investigate into the complaint, to enquire into the complaint and, if they are found correct and true, then, we will ask the Shipping Corporation of India to take action against that agent. If there are no complaints and if the complaints are bogus, simply because a particular individual does not want that agent to continue, it is very unfair on part our part to ask the Shipping Corporation of India to do away with that agency.

MR. CHAIRMAN: You are right.

SHRI VEERENDRA PATIL: The Hon. Member mentioned about the development of minor ports and also development of fisheries. So far as development of ports is concerned, it is not the responsibility of the Government of India. It is the responsibility of the State Government. We do not develop any minor port. We are concerned only with major ports and their development.

So far as fishery is concerned, it is the Agriculture Ministry and the Agriculture Department in the State who are concerned. We are not concerned and, therefore, I do not wish to dilate on this matter.

Hon. Member Mr. K. A. Rajan has made a very valid point. That is with regard to the development of coastal shipping. I agree with him that unfortunately all these years coastal shipping has not received that much attention that was due to it. At one time, in coastal shipping, the traffic was nearly more than 10 million tonnes per year. Now, unfortunately the traffic has gone down to 1 million tonnes. This is the cheapest mode of transport and it will give employment to lot of people and we want to encourage coastal shipping. So, after realising the important role that coastal shipping is going to play, particularly in the field of conservation of energy, we decided to go into this question in depth and take necessary steps. That is why we appointed a Committee under the Chairmanship of the Director of Shipping, Mr. Pradhan. Mr. Pradhan has recently submitted the report to us. We have already received the report. The report is being processed. After we completely examine it, whatever action is necessary in order to develop the coastal shipping, that will be done by the Ministry. This is what I would like to assure the Hon. Member.

Hon. Member Mr. Jai Pal Singh Kashyap had made a very serious suggestion though he congratulated me for bringing forward this Bill. According to him, the entire shipping industry should be nationalised. It is very difficult because shipping industry is capital intensive industry. It requires lot of capital. Each ship will cost nearly Rs. 15 to 20 crores. The shipping cost is also going up nowadays. But our policy is that so far as this industry is concerned, we want to give the public sector a

dominant role although the private sector is also there. I can give some instances to illustrate this further. The present tonnage, as Mr. Manoranjan Bhakta has mentioned, is 5.7 million tonnes, and out of these 5.7 million tonnes, 55 per cent of the tonnage is held by our public sector shipping companies, namely, the Shipping Corporation of India and the Mughal Lines. These two companies are the public sector companies. In all, in our country, there are 56 shipping companies, both private and public sector shipping companies. Out of these 56 shipping companies, two shipping companies, that is, the Shipping Corporation of India and the Mughal Lines, are in the public sector, and the remaining companies are in the private sector. The private sector is holding 45 per cent of the total tonnage and the public sector is holding 55 per cent of the total tonnage. We have not yet framed our policy so far as the Sixth Plan is concerned. We have a programme to acquire 2.5 million tonnes during the Sixth Plan period and including replacement—replacement will be nine lakh tonnes—our programme of acquisition during the Sixth Plan period is 3.4 million tonnes. Our existing tonnage is 5.7 million tonnes. During the Sixth Plan period, we want to increase the tonnage by another 3.4 million tonnes, and out of this—we have not yet decided, but I want to assure the hon. Member—the majority of the acquisition will be done only by the public sector companies and only to a limited extent we will allow the private shipping companies to expand their tonnage. This is our policy. We do not want to do away with the private sector altogether, it is impossible, because we do not have the resources, and if we have resources, it is better that we spend our resources on other projects than on this one which is already capital-intensive. Therefore, I am not in agreement with the hon. Member when he says that the entire industry should be nationalised.

I do not think it is possible of feasible also to agree to this demand.

Hon. Member Shri Chandradeo Prasad Varma has said that the Co-operative societies are not functioning properly. If the cooperative societies are not functioning properly, I cannot do anything because, under the Cooperative Societies Act, sufficient provisions are there to take action against those cooperative societies, against those who are defaulters or who are misappropriating the society funds or who are mismanaging and are not running the societies effectively and efficiently. They can supersede the societies or can have re-elections or can have a fresh body. That is altogether a different question. It is for the State Government to consider, and it is not for the Government of India in the Shipping Ministry to consider all these things. But what we want is this. When cooperative societies want to acquire a ship and own a ship, we should not say 'no' because it goes against our policy. That is why I have brought forward this Amendment.

I am very happy that all hon. Members have agreed and have supported this Amendment. I once again request that this Bill further to amend the Merchant Shipping Act, 1958, be taken into consideration.

MR. CHAIRMAN: The question is:

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

The motion was adopted.

MR. CHAIRMAN: Now, we take up clause-by-clause consideration. I find that there are no amendments given notice of to Clauses 2 to 11. I shall put them all together to the vote of the House.

The question is:

"That Clauses 2 to 11 stand part of the Bill."

The motion was adopted.

16.01 hrs.

CINE-WORKERS WELFARE CESS BILL,
AND
CINE-WORKERS WELFARE FUND BILL

Clauses 2 to 11 were added to the Bill.
Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI VEERENDRA PATIL: Sir, I beg to move:

"That the Bill be passed."

MR. CHAIRMAN: The question is:

"That the Bill be passed."

The motion was adopted.

MR. CHAIRMAN: Now we take up items 11 and 12 together. The hon. Minister.

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI VASANT SATHE): I beg to move:*

16.00 hrs.

MOTION RE. SUSPENSION OF PROVISO TO RULE 66.

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI VASANT SATHE): I beg to move:

"That this House do suspend the proviso to rule 66 of the Rules of Procedure and Conduct of Business in Lok Sabha in its application to the motions for taking into consideration and passing of the Cine-workers Welfare Cess Bill, 1981 and the Cine-workers Welfare Fund Bill, 1981."

MR. CHAIRMAN: The question is:

"That this House do suspend the proviso to rule 66 of the Rules of Procedure and Conduct of Business in Lok Sabha in its application to the motions for taking into consideration and passing of the Cine-workers Welfare Cess Bill, 1981 and the Cine-workers Welfare Fund Bill, 1981."

The motion was adopted.

"That the Bill to provide for the levy and collection of a cess on feature films for the financing of activities to promote the welfare of certain cine-workers and for matters connected therewith or incidental thereto, be taken into consideration."

I also beg to move:*

"That the bill to provide for the financing of activities to promote the welfare of certain cine-workers, be taken into consideration."

SHRI MOOL CHAND DAGA (Pali): The Minister does not want to say anything?

MR. CHAIRMAN: If you like, you may say.

SHRI VASANT SATHE: Sir, before I indicate the main aspects of the Bills, I would like to mention briefly, why these Bills are being brought. As the House may be aware, at present, welfare measures to meet the needs of indigent cine artistes are not available. According to the Working Group on National Film Policy, which was set up by my Ministry to go into various aspects of an integrated film policy in depth, the number of people employed in the Film Industry is of the order of about 3.5 lakhs. Out of this, nearly 60 per cent of the workers are employed in exhibition sector and the rest in the production and distribution sectors. Majority of the persons in the production sector are