

[श्री कृष्ण प्रताप सिंह]

द्वारा उद्घाटन किया गया था और इसे 4 अक्टूबर को चालू किया जाना था। संयंत्र के इंजीनियरों के अनुसार इसमें इलेक्ट्रो-मैग्नेटिक वाइब्रा फीडर के डिजाइन में गम्भीर दोष पाए गए हैं। ये बम्बई की एक निजी फर्म द्वारा सप्लाई किए गए थे। इसकी डिजाइन क्षमता 300 टन कोयला प्रति घंटे ढोने की निर्धारित की गई थी, किन्तु यह 20 टन से अधिक नहीं ढो सकते हैं।

माननीय इस्पात मंत्री से निवेदन है कि इस बारे में एक वक्तव्य देने की कृपा करें।

(iv) ADEQUATE COMPENSATION TO LAND OWNERS FOR THEIR ACQUIRED LAND IN UTTAR PRADESH

श्री दिगम्बर सिंह (मथुरा) : सभापति महोदय, हमारे देश के किसानों की भूमि का अर्जन लैंड एक्वीजीशन ऐक्ट के अन्तर्गत हो रहा है। यह 88 वर्ष पुराना कानून है। अंग्रेजी सरकार का बनाया हुआ है। भूमि का मूल्य इस ऐक्ट की धारा 4 की अधिसूचना के समय का दिया जाता है। किसानों की जब भूमि ली जाती है तो उससे अनेक वर्ष पहले का भाव होता है। जब भूमि पर अधिकार किया जाता है उस समय के मूल्य से 10 प्रतिशत से लेकर 1 प्रतिशत से अधिक नहीं होता। सरकार ने इस ऐक्ट में संशोधन का बिल लोकसभा में प्रस्तुत किया है। उसमें भी बहुत कमी है। उत्तर प्रदेश सरकार अपने आवास एवं विकास परिषद अधिनियम के अन्तर्गत धारा 4 व 6 की अधिसूचना और घोषणा में तीन वर्ष से अधिक का अन्तर न होने के प्रतिबन्ध की अवहेलना अपने अधिनियम की धारा 55 के अनुसार भी करके

मथुरा जिले में भूमि ले रही है। भारत सरकार से प्रार्थना है कि वह बिल पर शीघ्र विचार करे। संसत्सदस्यों के सुझावों के अनुसार संशोधन अपने बिल में करे और शीघ्र पास करके किसानों के साथ अन्याय को रोके और उत्तर प्रदेश सरकार को भी कानून के खिलाफ कार्यवाही न करने का सुझाव दे।

(v) PLIGHT OF BONDED LABOUR IN THE COUNTRY

DR. V. KULANDAIVELU (Chidambaram): I would like to draw the immediate attention of the House, and thereby the Union Government, about the serious plight of the bonded labourers in our country, with special reference to the recent incidents of harassment and torture of the bonded labourers from Tamil Nadu in Madhya Pradesh and Andhra Pradesh, under the tyranny of the contractors.

As per the reports of the Ministry of Labour, 1,44,930 bonded labourers have been identified, of which 84,269 only have been rehabilitated throughout the country, as on 30-6-1982. But in a survey of National Labour Institute, the number of bonded labourers is a high as 2.3 million. The National Labour Institute surveyed 572 villages of 42 districts, and identified 5,00,000 bonded labourers. Actually, the figure may be manifold, as almost all the bonded labourers are ignorant, and are under the constant threat and horror of the contractors, leading to failure of disclosure of their identity as bonded labourers.

With reference to the bonded labourers from Tamil Nadu at Raison and Vidisha in Madhya Pradesh, the poor labourers were lured by job opportunities by agencies of the contractors, with

a false hope of higher pecuniaries and prosperity. But it was a horror that the poor bonded labourers were forced to face an untold agony, torture and hand-to-mouth existence under the tyranny of the contractors.

The Tamil Nadu Police rescued them with great difficulty. The bonded Tamil labourers in Andhra Pradesh also faced similar difficulties. Release from bondage, without adequate rehabilitation, does not solve the problem.

I request that the various Act governing the welfare of labourers are got implemented in letter and spirit, by the Union Government.

15.08 hrs.

MERCHANT SHIPPING (AMENDMENT) BILL

MR. CHAIRMAN. Before lunch, the House had agreed with the request of Mr. Stephen that his Bill be taken up first. So, we will now take up the Merchant Shipping (Amendment) Bill.

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI C. M. STEPHEN): Mr. Chairman, Sir: With your permission, I beg to move.*

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

The Merchant Shipping Act is one of the most comprehensive pieces of legislation that we have. It covers all the aspects of the merchant shipping operation—its fleet, its regulation, its registration and the manner of registration of seamen and their welfare. Every aspect is taken care of by this very comprehensive Act which is in force. This Act was being amended from time to time, to bring in

provisions for the purpose of meeting problems and challenges which arise from time to time. The shipping industry is not confined to any particular country. This is international in nature. It operates from port to port, but plies in the high seas, therefore, covers the jurisdiction of different countries so much so the international law comes in to govern its operation. The purpose of the amendment which I am now moving is to incorporate into this main law certain conventions, international conventions which are accepted and which were amended by the international bodies that is, it concerns mostly the question of pollution of the sea. This has become a very major problem even as stupendous as the problem of pollution of the atmosphere was mainly.

There are about 40,000 vessels moving about on the high seas belonging to the different countries. We ourselves have got a fleet of about 404 merchant ships and the number is moving up. The problem of these ships discharging oil into the sea and polluting the sea particularly waters in the territorial area, territorial waters, has been a menace so much that the international community addressed itself to the question.

In 1954, there was a convention to prevent the pollution of sea by oil and that convention was adopted by our country and the provision of that convention were incorporated in the Merchant Shipping Act by an amendment which was brought forth in 1970 which took effect from 1974 onwards. After 1954, there were three amendments to that particular convention. one was in 1969; another was in 1971, which enlarged the sphere of this concept of the prohibition against the discharge of the oil into the sea. In 1954, it was limited what is known the territorial water which is just about 20 miles from our coastal belt whereas by the subsequent convention it is extended beyond that