

SHRI S. A. SHAMIM : Sir, if you read this article and if you are convinced that the action against me is not *mala fide*, I will apologise.

अध्यक्ष महोदय : आप लोग बाहर लिखते भी हैं और बोलते भी हैं। और फिर भागें भागें अन्दर आते हैं चूँकि मैं मॅम्बर हूँ, इस लिए कोई एक्शन नहीं लिया जाना चाहिए।

No, Mr. Mavalankar, I am not allowing you.

SHRI SHYAMNANDAN MISHRA (Begusarai) : It seems that in this case the magistrate also signed the warrant in a lighter vein.

SHRI S. A. SHAMIM : Sir, have you read the article ?

अध्यक्ष महोदय : आप लोग हाउस में पास कर के मुझे यह अख्तियार दे दीजिए कि अगर बाहर आप के खिलाफ कोई जुर्म लगाया जाये, या कोई बात हो, तो उस के बारे में मैं फौसला दे दिया करूँ और कोई कोर्ट उस को न छेड़ सके।

May I ask the House one thing ? Every day he says he is going to be arrested. I am waiting for the day when he will be arrested. Kindly do not give so much publicity that you are going to be arrested. I do not know what is at the back of it. Is there any warrant or not ? You are taking the time of the House.

SHRI S. A. SHAMIM : I do not mind being arrested, provided you read the article and make others read it.

MR. SPEAKER : I will read it, But I want a guarantee that if I give my decision on it, that will be respected by the court.

SHRI S. A. SHAMIM : Yes, Sir.

MR. SPEAKER : How can he give that assurance ?

कभी कभी जेल में जाना बुरा नहीं होता।

SHRI S. A. SHAMIM : The copies may be kept in the Library. Let the people read it.

MR. SPEAKER : Don't make yourself a hero out of it.

पता नहीं वारंट है या नहीं, राज ले आते हैं। अगर नहीं भी है तो निकलवाएंगे।

श्री शंकर दयाल सिंह (चंतरा) : यह चाहते थे कि पूरा प्रचार हो जाय, वह हो गया।

अध्यक्ष महोदय : मुझे तो प्रचार ही मालूम होता है।

12.31 hrs.

KONKAN PASSENGER SHIPS (ACQUISITION) BILL

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI KAMLAPATI TRIPATHI) : Sir, I beg to move :

"That the Bill to provide for the acquisition and transfer of the Konkan passenger ships in order to serve better the needs of the maritime passengers of the Konkan coastal region and for matters connected therewith or incidental thereto, be taken into consideration."

मान्यवर, यह बहुत सीधा सा बिल है। इस में आरम्भ में ही मुझे बहुत ज्यादा कहना नहीं है। एक ऑर्डिनंस निकाला गया था कोकण पॅसेंजर शिप्स को अधिग्रहण करने के लिए और कोकण पॅसेंजर सर्विस की दो शिप्स "कोकण सेवक" और "सस्ता" ये अधिग्रहीत की गईं। इस के बाद उन को मांगल लाइन्स को दे दिया गया कोस्टल सर्विस चलाने के लिए। इस की जरूरत क्यों पड़ी यह जो वक्तव्य सदन के पटल पर रखा हुआ है उस के साथ दिया हुआ है।

यह चाँगले कम्पनी थी जो अपने शिप्स चलाया करती थी। उन की यह मांग थी कि किराये में वृद्धि की जाय और उन्होंने 42 प्रतिशत किराये की वृद्धि की मांग की थी। सितम्बर से ले कर नवम्बर तक उन्होंने अपने शिप्स को चलाना भी रोक दिया। उन का

*Moved with the recommendation of the President.

कहना था कि जब तक किरायों के सम्बन्ध में सरकार का फैसला नहीं हो जाता तब तक हम इन जहाजों को नहीं चलाएंगे। 5 नवम्बर को उन्होंने यह भी सूचना दी थी कि अगर तत्काल सरकार फैसला नहीं कर देती तो हम चलाना तो बन्द किए हुए हैं ही, जितने कर्मचारी हैं उन को भी बरखास्त कर देंगे और इस सर्विस का चलाना हमेशा के लिए खत्म कर देंगे। 42 प्रतिशत वृद्धि की उन की मांग थी जिसे स्वीकार नहीं किया जा सकता था और किरायों की वृद्धि के विषय में महाराष्ट्र की सरकार भी तथा महाराष्ट्र के लोग भी बहुत विरोध कर रहे थे क्योंकि कि चांगले कम्पनी की जो सर्विस थी वह संतोषजनक नहीं थी। कहा यह जाता था कि ठीक टाइम से पहुंचते नहीं, वक्त रां यात्रा नहीं करते, कभी कभी ऐसा करते हैं कि दूसरे पोर्ट्स पर ले जा कर यात्रियों को उतार देते हैं, इन का बर्ताव भी अच्छा नहीं है और इन की सर्विस सीटस्फेक्ट्री नहीं है, इस लिए इन के किरायों में वृद्धि न की जाय। किरायों की वृद्धि के ऊपर बहुत विचार-विमर्श किया गया। कई बार इन के किरायों की वृद्धि की जा चुकी है। कहना यह था महाराष्ट्र की सरकार का और लोगों का भी कि यह एक प्राइवेट कम्पनी है, इन की जो शिकायतें हैं इन शिकायतों के रहते हुए अगर किराया बढ़ाया गया तो यह एक असंतोष का कारण होगा और इस से बड़ा क्षोभ फैलेगा। उन्होंने यह सिफारिश की कि इस मामले की जांच कर ली जाय और अगर किराया बढ़ाना है तो अवश्य ही किसी पब्लिक सेक्टर में चलती हुई कम्पनी से इन का मुआहिदा किया जाय। जिन की सर्विस बहुत असंतोषजनक रही है उस का किराया बढ़ा देने से जनता बहुत क्षुब्ध होगी। फिर इन्होंने यह कह भी दिया था कि किराया नहीं बढ़ायेंगे तो हम शिप्स को चलाएंगे नहीं, इसलिए इस दृष्टि से कि जल्दी से जल्दी यह सर्विस चालू हो, जनता को तकलीफ हो रही है, 7 तारीख को यह आर्डिनेंस निकाला गया कि इन के दो जहाजों को अधिग्रहीत किया जाय और सरकार उन को चलाए। लेने के बाद फिर इन को मांगल लाइन्स को दे दिया गया। मांगल लाइन्स इन को चला रहे हैं 14 नवम्बर से। सर्विस चल रही है।

यह बात सही है कि किरायों की वृद्धि 30 प्रतिशत मांगल लाइन्स को की गई और नो प्रॉफिट नो लास पर वह उस को चला रहे हैं। यह मांगल लाइन्स एक पब्लिक सेक्टर की कम्पनी है। जब से इन्होंने इस में काम शुरू किया है तब से कहा जाता है कि काम अच्छा चल रहा है।

चांगले कम्पनी को इस का मुआवजा दिया जा चुका। 90 लाख रुपये दोनों शिप्स की कीमत दी गई और 8 लाख रुपये और दिया जा रहा है इस विचार से कि जो दो महीने सर्वे नहीं कराया था शिप्स का वह उन से कहा गया कि सर्वे करा लें, जो खर्च होगा सरकार देगी। बरसात के दिनों में सर्वे हो जाता है, सितम्बर से मई तक चलता है। इन्होंने सर्वे नहीं कराया, सितम्बर में भी नहीं कराया, अक्टूबर में भी नहीं कराया, नवम्बर में नॉटिस दे दिया कि सर्विस बन्द कर देंगे। अब उन से कहा गया कि सर्वे करा लीजिए, सरकार ने कहा कि जो खर्च होगा वह दे दिया जाएगा, करीब 8 लाख रुपये खर्च हुए।

तो आर्डिनेंस जो निकाला गया था उस को अब विल से रीप्लेस करना है। आर्डिनेंस में ये सब धाराएं मौजूद हैं। अब उस को एक अधिनियम की शक्ल दी जा रही है। इसे सदन के सामने में पेश कर रहा हूँ कि इस पर विचार किया जाय। मैं गगभक्ता हूँ कि पहले से इस की जानकारी रही है, कोई बड़े विवाद का विषय यह नहीं रहा है। सदन से मेरी प्रार्थना है कि इसे स्वीकार करे और इस आर्डिनेंस को आप एक कानून का स्वरूप दें।

MR. SPEAKER : Motion moved :

"That the Bill to provide for the acquisition and transfer of the Konkan passenger ships in order to serve better the needs of the maritime passengers of the Konkan coastal region and for matters connected therewith or incidental thereto, be taken into consideration."

PROF. MADHU DANDAVATE (Rajapur) : Mr. Speaker, Sir, at the very outset, let me make it explicitly clear that I welcome the take-over of the Konkan passenger service, but at the same time I would like to say that the manner in which the problem has been handled and the manner in which the procedural difficulties that came in the way were also handled by the Government, I am very much critical of that—of the manner of tackling the issue. Not only I fully welcome the take-over, but for various reasons, strange reasons, even the Chowgule Steamships Limited was not opposed to the take-over. The reality of the situation is this; that has been brought out quite ably by the predecessor of our present Minister. On the 4th September, 1973, I sought your permission to table an adjournment motion because of the failure of the Government to take over the Konkan steamer service in time and remove the hardships of the people. You did not permit me, Sir, to move the adjournment motion, but you directed the Minister concerned to make a categorical statement, and on the same day he had made a statement in which certain figures regarding the losses incurred by the Chowgule Steamships Limited because of the operational expenditure were furnished to the House. In that statement it was stated that the Chowgule Steamships Limited were incurring losses on the service for the last several years: in 1968-69 the losses were Rs. 10.37 lakhs; in 1969-70 the losses were Rs. 13.45 lakhs; in 1970-71 the losses were Rs. 13.32 lakhs; and in 1971-72 the losses were Rs. 15.52 lakhs. These were losses of the Chowgule Steamships Limited only on the passenger service. The Chowgule Steamships Limited were very intelligent people. They showed separately the losses on the passenger service. The Chowgule Steamships Limited was conducting passenger service as well as cargo service. They were actually having enormous profits on the cargo service. But even these meagre losses they were incurring—even their maximum losses, according to their statement, were Rs. 15.52 lakhs—they were not prepared

to allow to be absorbed into the overall profits which come to crores of rupees. The Chowgule Steamships Limited were giving to their shareholders dividends which ranged from 15 to 20 per cent. The Chowgule Steamships Limited were given 90 per cent loans by the Central Government. With all these facilities and with huge profits on the cargo service, they were not prepared to absorb the losses of about Rs. 15 lakhs on the passenger service. They showed separately losses on the passenger service. They did not indicate their enormous profits on the cargo service. On the basis of this they also had the desire that if they could transfer all these losses to the Government, then probably their overall profits would increase. Therefore, for their own reasons, they were also keen that the Government should take over this concern. The Chairman made this clear at the annual general meeting, because they wanted rationalisation of their losses. Therefore, they were keen that they should get rid of the passenger services. In spite of their efforts the passenger services were not taken over. There was a wide agitation in the Konkan region since I failed to persuade the Minister from the floor of this House. Very often you tell us that we should discharge our responsibility at M.Ps. on the floor of the House and we should not go outside and seek protection. I never sought the protection nor did I make it a privilege issue. I had to launch a Satyagraha movement in our region when I found that my voice raised on the floor of this Parliament for take over of this Chowgule Steamship Company was not heard by the Government and the Minister. I thought, let me take up the Gandhian path of appealing to the conscience of the Government through Satyagraha so that I may arouse the frozen conscience of the Government. Therefore, on the 4th October, 1973 with a band of workers I launched Satyagraha in Malwan region. In the entire Malwan port work was stopped and people everywhere rallied behind us and there was a complete *bandh*. There were no untoward incidents and the will of the people was adequately reflected.

There were three demands of the public :

(1) Since the Chowgule Steamship Company has threatened closure of the service if they were not able to get a 42 per cent increase in fares from the Government and that they would retrench the employees, with that threat pending the Government should take a decision in time. We wanted the Government to take over the passenger service. That is No. 1.

(2) There should be no increase in the fares when the public sector takes it over.

(3) The operations which were suspended should be resumed on the Konkan coast and they should also open up other ports like Malwan, Dabhol, Achra for passenger services.

Chowgules have handed over the passenger service to a subsidiary. On 7th November as was rightly pointed out by the hon. Minister, an ordinance was promulgated and the passenger services were taken over. On 14th November came an important notification in which a 30 per cent increase in fares was permitted to the public sector Moghul Line. This particular notification conflicts with the aims and objects of this particular Bill.

SHRI JYOTIRMOY BOSU (Diamond Harbour) : It was like a Moghul Durbar notification.

PROF. MADHU DANDAVATE : Please do not anticipate my criticism. In the Statement of Objects and Reasons given here it is categorically stated that one of the reasons why the Government had decided to take over the passenger services is that the Chowgule Steamship Company demanded a 40 per cent increase in the fares. But what did the Government do? They took over the services and in a notification dated 14th November, without this Parliament having an opportunity to discuss the fare structure and flouting the authority of the Parliament, they issued a notification declaring that there would be an upward revision of the passenger fares and the in-

crease will be to the tune of 30 per cent and this is only the first stage of the increase.

I want to point out to this House that the Government itself had appointed a committee under the Chairmanship of Mr. Bave. You will be surprised to know that that committee appointed to go into the problem and consider the operational efficiency and the operational expenditure, had recommended that there should be only a 20 per cent increase in the fares. But, our government has gone a step further and have introduced through this notification a 30 per cent increase and they have made it clear that this is the first stage of increase to be incorporated.

Here, a very important point comes into the picture. That is how we are going to assess the profits and losses of a particular shipping company. Our grievance against Chowgules was that they isolated the losses and profits between the cargo and passenger services and we wanted them to be integrated. Our allegation against them is also the allegation against the present company. On this very floor of the House I had asked a starred question regarding the profits of the public sector company like the Shipping Corporation of India and on the very floor of this House, in a written reply to my question, in regard to passenger services they have said that Rs. 8 crores is the net profit incurred by the Shipping Corporation of India because of the successful cargo service and therefore I had suggested that something should be done. This amount of Rs. 8 crores is in respect of profits of the last year. I am told that the profits for this year have not been estimated. Every year there has been an upward revision of the profits. The profits this year are thus bound to increase. We find that the Shipping Corporation of India is not willing to take up the issue of integration. If the cargo profits were integrated with passenger service losses perhaps it would have been a better proposition. But they have handed over the Services to the Moghul Lines. I have made constructive proposal.

[Prof. Madhu Dandavate]

Please give me a few minutes more. I have been suggesting that the subsidy of the Shipping Corporation of India that is, the Moghul Lines, should allow the losses of the passenger service and the profits of the cargo service to be integrated.

This is necessary in the light of the public sector operations. I want public sector to be conducted not with profit motive but we want it to be conducted with social welfare objective. Here is a question of backward area like Konkan. It is a backward region in which there are no railways at all. The shipping service there was closed down. For developing this backward region, for the proper industrial and economic development and for developing the necessary infra-structure is it absolutely necessary that we give special consideration and special concessions for development of the area and we give priority in this respect. That is this approach that we should follow. Actually I would be very happy if the public sector shipping goes up in efficiency. The tragedy of our present day is this that whatever is touched by the Government, unfortunately, in a number of places the efficiency has gone down. I only hope that the Moghul lines will not go in the grand royal style of the old Moghuls but that it will be conducted on efficient lines. If that happens, this experiment of take over would be justified.

There are only two or three points more. A number of ports like Malwan which were not covered for some time are included now in the new schedules. In the new scheme the timings during the high tide and low tide are different. There has been a constructive proposal made by a former MLA of Maharashtra Shyam Kochrekar from Malwan who has suggested that all the ships of Moghul Lines moving from Bombay to Panjim should halt at 'Rajkot Buoy'. From there a small ferry service could operate to travel upto Malwan. If this is done the small ports could be connected with the major ports. The Maharashtra Govern-

ment have introduced the question of no-loss no-profit. I am a most modest and humble student of economics. I fail to understand how the principle of profit and loss is to be applied in an isolated way.

MR. SPEAKER : You are a Scientist and not an Economist.

PROF. MADHU DANDAVATE : Sir, I am a humble student of Economics. I learnt my economics outside the University.

Therefore, I fail to understand how the principle of no-profit-no-loss would apply only in an isolated way to Konkan Services alone? The Shipping Corporation of India has the cargo service; also it has got the passenger service. Why should this principle of no-profit-no-loss be applied only to this passenger service? I would agree with my hon. friend Shri Salve when he made a very important point. Rather than applying the no-profit-no-loss principle in an isolated manner only to the passenger service, we should take all the activities—cargo as well as the passenger service together—and then this principle of no-profit-no-loss should be applied so as not to justify this increase in fares in this case. I say that even the Maharashtra Government is to be blamed for this. I would like to make a point that the Maharashtra Government is guilty of applying this principle in a wrong direction. They forgot to understand the reality of the situation that even in an isolated way this principle of no-profit-no-loss is applied there is bound to be losses. And if there are losses on the basis of this principle than the increase in fares is going to be justified. Therefore, I say that the Maharashtra Government is also guilty of introducing a very wrong principle. They again did not take into account the very important aspect of the rationalisation of the size of the vessels when Messrs. Chowgule Steamship Company Ltd introduced their vessels. At that time, a proper rationalisation in terms of the size of the

vessels was not at all investigated into. Vessels were so big as far as small ports are concerned that they could not even realise the need for rationalisation in terms of the size of the vessels at the time of introduction.

In this connection I would state that whereas you consulted the Maharashtra Government you did not consult Goa Government. This is a coastal service from Bombay to Panaji and I would support Shri Naik that this should not be restricted not only from Bombay to Panaji but that should go up to Karwar or Mangalore so far as this particular shipping service is concerned as it will put an end to Maharashtra-Mysore's present conflict.

I would conclude with my complaint that though Goa port is involved—Panaji port is involved—whereas they consulted from time to time the Maharashtra Government, they did not consult Goa Government.

MR. SPEAKER : May I tell you that there should be respect for the bell sometimes. You said you would take two more minutes. You were allowed a little more time. Everytime I am not going to ring the bell.

PROF. MADHU DANDAVATE : Therefore, on this basis, let them reorientate the policy in such a manner in future so that their new policy will not be a legacy of the past policy. I am thankful to you for this. I am sorry I have taken a little more time.

MR. SPEAKER : The time is limited—two hours—and there are so many Members. I would request them all to be brief. Shri Ramavatar Shastri.

श्री रामावतार शास्त्री (पटना) : अध्यक्ष जी, चाँगले स्टीमशिप लिमिटेड के अधीन चलने वाले दो जहाजों का सरकार अपने हाथ में ले रही हैं और उसके सम्बन्ध में यह विधेयक यह 51 LSS/73—8

पर लाया गया है। मैं इसका समर्थन करते हुए तीन बातें कहना चाहता हूँ।

पहली बात तो यह है कि मंत्री जी ने अभी बतलाया कि चाँगले स्टीमशिप कम्पनी किराए में वृद्धि करना चाहती थी जिसके ऊपर सरकार विचार कर रही थी। लेकिन उसके बीच में ही कम्पनी ने जहाज चलाना बन्द कर दिया। और भी तरह तरह की गड़बड़ी करने के आरोप इस कम्पनी पर थे। इसलिए सरकार ने इसके दो जहाजों—'कैम्पेण संवक' तथा 'सरिता'—का अधिग्रहण करके उनको चलाने के लिए मुगल लाइन्स को दे दिया। तो इसका समर्थन करते हुए मैं यह कहना चाहता हूँ कि आपने किराए में वृद्धि क्यों की? अभी दण्डवत जी ने ठीक ही कहा कि वह इलाका पिछड़ा हुआ है और पिछड़े हुए इलाके की तो मदद करनी चाहिए। लेकिन वहाँ की गरीब जनता की जेब से आपने 30 फीसदी किराए में वृद्धि करके पैसे खींच लिया, उनकी स्थिति आपने और खराब की। इसलिए मैं इस बात का विरोध करता हूँ।

दूसरी बात यह है कि चाँगले स्टीमशिप लिमिटेड कम्पनी में जो मजदूर काम करते थे अगर उनकी कोई तन्खाह बकाया पड़ी हुई है या ग्रन्थुटी तथा अन्य किसी रूप में कोई बकाया है तो उसकी सरकार दनदार नहीं होगी—यह बात कही गई है। अभी तक इस सदन में जब भी कभी किन्हीं कारखानों अथवा खानों को लेने की बात आई है तो उसके लिए यह व्यवस्था की जाती रही है कि जो पैसे कारखानों या खानों के मालिकों को दिया जाये उसमें से मजदूरों के बकायों की रकम काट ली जाये। लेकिन इस बिल में उसका कोई जिक्र नहीं है। उस कम्पनी को आप 90 लाख रुपया दे रहे हैं जिसने आपकी कोई परवाह किये बगैर, जनता की कठिनाइयों को देखे बगैर जहाजों को चलाना बन्द कर दिया। आप विचार कर रहे थे कि किराया बढ़ाया जाये या न बढ़ाया जाये। लेकिन उस पर उन्होंने जरा भी ध्यान नहीं दिया बल्कि मनमाने तौर पर जहाज चलाना बन्द कर दिया। इसके अतिरिक्त वे समय पर जहाज चलाते भी नहीं थे तथा तरह

[श्री रामावतार शास्त्री]

तरह की गड़बड़ीयां भी करते थे जिसका असर जनता के ऊपर पड़ता था, यात्रियों के ऊपर पड़ता था। फिर भी आप इस प्रकार से गड़बड़ करने वाली कम्पनी को 90 लाख रुपया दे रहे हैं और जिन मजदूरों ने अपना खून पसीना एक करके उस कम्पनी को चालू रखा, उसमें काम करते रहे, उनका यदि कोई बकाया है तो उसके लिए आप कहते हैं हम नहीं देंगे—यह कौसी बात है? क्या यह न्याय की बात हो सकती है? आप एक तरफ गरीबों की मदद करने की बात करते हैं, समाजवाद की बात करते हैं लेकिन इस बिल में आपने साफ लिख दिया है कि हम बकायों की रकम के दानदार नहीं हैं। उस बकायों को वे मजदूर कम्पनी से वसूल करें लेकिन जो कम्पनी आपकी परवाह नहीं करती वह गरीबों की क्या परवाह करेगी? फिर उन गरीबों के पास इतना पैसा कहां है कि वे उनसे मुकदमा लड़कर अपना बकाया वसूल कर सकें? इसलिए मैं चाहूंगा कि जो 90 लाख रुपये आप उनको दे रहे हैं उसमें से अगर किसी मजदूर का बकाया रह गया हो, जिस बकायों से आप भागना चाहते हैं, तो उनसे वह दें और उसके लिए सरकार व्यवस्था करे। कम्पनी को मुआवजा तो कतई नहीं देना चाहिए। मुआवजा तो अब आप देते नहीं, पेमेंट के नाम पर देते हैं। इस तरह की बदनाम कम्पनी को तो एकदम नहीं कुछ मिलना चाहिए। अच्छी कम्पनियों को भी सरकार की तरफ से कोई पैसा नहीं मिलना चाहिए क्योंकि इन्होंने बहुत पैसा कमाया होगा। यह कम्पनी तो बदनाम है आप के कहने के मुताबिक जिस का जिक्र आप ने अपने वक्तव्य में किया है। तो इस को कोई मुआवजा नहीं देना चाहिए।

13 hrs.

इस तरह की और भी प्राइवेट कम्पनियों जहाज की जगह जगह चल रही हैं देश के अन्दर, और सब जगह गालमाल है। मुझे भी पटना की एक कम्पनी का अनुभव है जो गंगा नदी में जहाज चला कर यात्रियों को इस पार से उस पार ले जाती है। अपनी आंखों से मैंने देखा है कि किस तरह से वह यात्रियों को तंग

करते हैं, किस तरह से मनमाने ढंग से किराये वसूलते हैं। तो इस तरह की जहां भी कम्पनियां हैं उन तमाम को अपने हाथ में लीजिए और उन को ठीक से चलाइयें ताकि यात्रियों को फायदा हो सके और आपकी आमदनी भी बढ़े। पटने में दो कम्पनियां चल रही हैं, एक तरफ आप की रेलवे की और दूसरी तरफ प्राइवेट कम्पनी चलती है। तो उस से आप का घाटा होता है, रेलवे का घाटा होता है और जनता को सुविधा भी नहीं मिल पाती। इसलिए और जगह भी जो निजी कम्पनियां हैं उन को भी अपने हाथ में लीजिए। इन बातों की तरफ आप का ध्यान जाना चाहिए।

इन शब्दों के साथ मैं इस अधग्रहण विधेयक का समर्थन करता हूँ।

SHRI SHANKERRAO SAVANT (Kolaba) : The hon. Minister of Shipping and Transport deserves to be congratulated on bringing this Bill so speedily. I am aware that the original decision of takeover was taken by the outgoing Minister, Shri Raj Bahadur, and my thanks are in no small measure due to him also.

For the information of the House, I may state that the Konkan, the coastal region of Maharashtra is a backward region. It serves as the main hinterland to the city of Bombay. But communications in Konkan are extremely poor. Road communications are bad. There are absolutely no railway communications. Sea communication being the cheapest, naturally people hanker after it. That was the reason why there was so much agitation regarding the taking over of the coastal traffic.

Formerly the Scindia Steam Navigation Co. used to ply its ships in this region. But the service was so irregular that people raise a hue and cry against it. So when Chowgules offered to ply their ships in this region, people welcomed it. Not only the people, even the Maharashtra Legislative Assembly welcomed it. I may

tell the House that the Chief Minister of the State had also gone to Europe to launch one of the ships they had bought. That shows how the takeover of the service by Chowgules was very popular. But somehow or other, after sometime the Chowgules fell into the same ditch as the Scindia's. Their service also became irregular. Also they asked for a hike in the fares. They were allowed one rise. At that time, they had given an assurance that they would not ask for a further rise in the passenger fare. But recently, as was said by the hon. Minister, they asked for a 42 per cent increase in the fare.

As a matter of fact, Chowgules are running not only a passenger service but a cargo service also. As was just now pointed out by Prof. Dandavate, the earnings from the passenger and cargo services should be totalled up to find out if the service as a whole was making a profit or loss. But Chowgules have all along been treating the passenger service and its earnings separately and on that basis they have been demanding a rise in the fares. But as the cargo service earnings are kept out, we cannot find out whether really the service as a whole is making a loss or profit and what the profit or loss really is.

It is all right that Government have made a beginning with the takeover of the passenger service, but in time they should take over the cargo service also. When the two are taken over, people will really get relief.

Some of the harbours on the Konkan line are silted and hence bigger vessels cannot enter. But it is necessary that the Government should do the desilting work and when the work is done, so many harbours also will be opened for bigger vessels. It is not necessary that there should be small vessels as stated by one hon. Member. What is necessary is that the harbours which are silted should be desilted at a very early date.

AN HON. MEMBER : Tremendous cost.

SHRI SHANKERRAO SAVANT : Desilting is done not only in India but in so many other countries of Europe and America. It is good that a beginning has been made and I have no doubt that the needs of the poorer people of Konkan will be properly looked after by our Ministry of Shipping under the able guidance of Shri Kamlapati Tripathi.

With these words, I welcome the Bill.

MR. SPEAKER : Shri Anantrao Patil.

SHRI JYOTIRMOY BOSU : Sir my party spokesman in fact stood out in favour of Shri Dandavate.

MR. SPEAKER : Don't be too touchy. They will come in his place now. If they had stood out for Prof. Dandavate, they will come in his place. It is very fair.

SHRI JYOTIRMOY BOSU : We always appreciate your courtesies and kindness.

SHRI ANANTRAO PATIL (Khed) : Mr. Speaker, Sir, I rise to support this Bill which seeks to replace the ordinance promulgated in the month of November for taking over Messrs Chowgule Steamships Limited. Chowgules which were operating on the Konkan coast had asked for an increase of 42 per cent in passenger fares. When the negotiations were going on, they did not start the service in September which they were expected to start. Not only that. Till 6th November, they did not do anything. On the contrary, they intimated to the Government that they will lay off the two ships. This caused the greater inconvenience to passengers, since the monsoon was over and there was no other coastal service in operation. So, the Government thought it fit and necessary to take over this coastal service and give it in charge of the Mogul Lines.

[Shri Anantrao Patil]

Some facts ought to be brought before the House. The reason for the take-over is not only that Chowgule had asked for a fare rise. The Government have also said in the Statement of Objects and Reasons to the Bill that the service was not regular, it was unpunctual and it was not dependable also. The negotiations between Chowgule and the Central Government were going on for the last so many months and a Committee was appointed under the chairmanship of Mr. Bhave, which had recommended in January, 1973 that a fare rise up to the extent of 20 per cent should be given. But Chowgule wanted to have a higher rate and again the negotiations continued. While the negotiations were going on, a decision was not taken by the Government till September or October. The monsoon was over. The Government as well as Chowgule were sitting tight. No decision was made. I would like to make it clear that I hold no brief for Mr. Chowgule though I knew him for the last 25 years, and Mr. V. D. Chowgule is known to me very intimately. This service was started by Chowgule at the instance of the Maharashtra Government. When the Scindia Steam Navigation Co. was not operating their steamship services properly and regularly, the Government of Maharashtra insisted upon Chowgule to start the service. The Chief Minister of Maharashtra had gone to Czechoslovakia or Yugoslavia, from where the two ships were purchased, to inaugurate the two ships, Konkan Sevak and Sarita. The Government of India has estimated that the operational cost is going high day by day. So, Chowgule was also prepared to accept a rate between 20 per cent and 40 per cent. The Maharashtra Government and the passengers themselves were opposed to any further rise. Since this was taken over and handed over to the Mogul Lines, the Central Government immediately gave a 30 per cent rise to the Mogul Lines. The Bhave Committee recommended 20 per cent and the Chowgules were asking for 42 per cent. Government did not take any deci-

sion. But as soon as this was handed over to the Moghul Line, a thirty per cent rise was given. It means that the operational cost had gone up. People will welcome nationalisation of coastal shipping if it is not only a change in the name; instead of Chowgule Steamship Ltd. it is merely Moghul Lines, without any efficiency in operation, what is the use? The ports are not developed; dredging is not done. The defects that were there in the Chowgule Steamships still continue after taking over by the Moghul Line; they were taken over on the 15th November and there is no change for the better. That is what Mr. Dandavate and Mr. Savant said also. Thousands of people go to Konkan and Goa from Bombay and come back and this is the only means of communication. But many ports between Bombay and Panaji could not accept ships because dredging has not been done for the last twenty years. If you want to improve line and improve the efficiency of the coastal services, ports should be developed and other facilities should be provided. Otherwise, inspite of the change in the name, people will continue to face the same hardship in the future also. There is no railway line in the Konkan area; it is practically undeveloped. The Government of Maharashtra wanted this service to run on ro-profit-no-loss basis. The Minister assures us that they have taken over on that basis. I wish they stick to this and improve the coastal service in the hands of Moghul Lines. But our experience of public undertakings such as the Indian Airlines and the Railways shows that transport services run by the Government are not efficient or punctual or dependable. This should not happen in the case of Moghul Line coastal service. With these words, I support the Bill.

श्री जगन्नाथ राव जोशी (शाजापूर) : मंत्री महोदय ने विधेयक को उपस्थित करते हुए जो करण बताए कही हैं उनके बदले में सीधे सीधे कहने कि जिन कम्पनियों

के साथ दोस्ती हुई है उनके पद चिन्हों पर चल कर वह हर चीज को अपने हाथ में लेने की कोशिश करेगा और उनकी आलोचना से बचने की कोशिश करेगा तो ज्यादा अच्छा होता यदि यह बात कही जाती तो कितने में वृद्धि को मैं भी मान सकता था। तब उन्हें यह नहीं कहना चाहिये था कि दक्षता से इस सर्विस को चलाने के लिए उन्होंने ऐसा किया है, इसलिए किया है कि यह सर्विस डिफेंडेंबल नहीं थी। मरे मित्र श्री अनन्तरव पाटिल ने बताया है कि इस में कोई सुधार नहीं हुआ है जब से आपने इसको अपने हाथ में लिया है। उनकी ही जब यह धारणा है और उनका ही जब यह विचार है तो मैं कैसे यह विश्वास कर सकता हूँ कि आपको जो उद्देश्य इसके लेने का रहा है, वह वही रहा है जो आपने बताया है। इसलिए दो बातों की ओर मैं आपको ध्यान निकालते हूँ इसका विरोध करता हूँ।

पहली बात तो यह है कि सरकार अध्यादेश जो बड़ी फ़स्ती से निकालने की अभ्यस्त हो गई है, यह ठीक नहीं है। ऐसा क्यों किया जाता है यह मेरी समझ में नहीं आया है। टैंक बगैरह लगाने हैं तो उसके लिए भी अध्यादेश निकाले जाते हैं। उनकी हम ने कड़ी आलोचना भी की है। चांगलें स्टीमशिप कम्पनी अपने हाथ में लेने के लिए आपने जो अध्यादेश निकाला इसकी भी हम आलोचना करना चाहते हैं। यह ठीक नहीं है। कई दिनों से यह मामला चालू था। वास्तव में चांगलें बर नाट टैकन बाई सरप्राइज। पार्लिमेंट 12 तारीख को शुरू होने वाली थी। आपने पांच दिन पहले यानी सात तारीख को यह अध्यादेश निकाल दिया। इस में आपने इतनी जल्दी क्यों की? इस तरह का मजबूत आप पार्लिमेंट के साथ क्यों कर रहे हैं? अध्यादेश तो एमरजेंसी के लिए होता है। यहां कौन सी ऐसी एमरजेंसी आ कर खड़ी हो गई थी कि आपको अध्यादेश का सहारा लेना पड़ा? यदि आपको कौनकन में रहने वाले लोगों की तकलीफों की ओर ध्यान देना था तो उनको तो कफ़ी तकलीफें हैं। वे तो रेलवे के लिए कई दिनों से मांग करते रहे हैं। प्रधान मंत्री

महादया ने उसका आश्वासन भी दिया था। बाद में पता नहीं उसका क्या हुआ। उसके बाद दो रेलवे मिनिस्टर बदल गए। लेकिन उसका कुछ नहीं हुआ। कौनकन की जनता की बहुत सी तकलीफें हैं। उनकी तकलीफों को दूर करने की दृष्टि से अगर आप ऐसा करना चाहते हैं तो मैं मानने के लिए तैयार नहीं हूँ। वहां की जनता बहुत दिनों से इन तकलीफों को भुगतती चली आ रही है। लेकिन कोई ध्यान नहीं दिया गया है। मैं आप अध्यादेश जो निकालते हैं इसका विरोध करता हूँ।

जहां तक किराये का सवाल है श्री दंडवत जी ने बताया है और आपने भी बताया है कि उसके लिए एक भावे कमेटी नियुक्त की गई थी और उस कमेटी ने यह सिफ़ारिश की थी कि बीस प्रतिशत किराये में वृद्धि हानी चाहिये। लेकिन आपने चौदह तारीख को जो नॉटिफिकेशन निकाला है उस में मुगल लाइज को तीस प्रतिशत किराये में वृद्धि करने की इजाजत दे दी है। लेकिन ऐसी कोई वृद्धि आपने कम्पनी के करने की इजाजत नहीं दी। अब इसका मतलब क्या यह नहीं निकलगा कि कम्पनी के मन में यह आया कि इसके पीछे कोई राजनीतिक चाल है? उसके तो वृद्धि करने की आपने इजाजत नहीं दी और अपने आप अपने हाथ में लेते ही किराये में तीस प्रतिशत वृद्धि कर दी। अब उनके मन में यदि यह भावना आए तो इसके लिए हम उनको दौष नहीं दे सकते हैं। आपको तो माडल एम्पलायर होना चाहिये। सरकार अधिग्रहण तो कई चीजों का करती है लेकिन अधिग्रहण के बाद काम ठीक से चल रहा है। क्या वह इसके भी देखती है? इसके वह क्यों नहीं देखती है। गेहूं का वितरण आप करते हैं उस में धतुरा कहां से आता है? चावल में लोहे के कण क्यों पाए जाते हैं? सूत के वितरण का काम आपने हाथ में लिया वह मारकीट से गायब हो गया। कंबलें का काम आपने हाथ में लिया, वह गायब हो गया। आप कहते थे कि इनके काम चल नहीं रहे हैं ठीक से लेकिन अपने हाथ में लेने के बाद क्या वे ठीक से चलें इसके

[श्री जगन्नाथ राव जोशी]

भी आपने देखा ? एक भी उदाहरण ऐसा दिखाई नहीं देता है कि वास्तव में आपने जिस चीज के हाथ में लिया है वह ठीक से चली है, वह एफिशेंटली चली है। आप रेलों को लें, एयरलाइज को लें। कई सालों से लगातार हम देखते आ रहे हैं कि इनके किस्मों में वृद्धि हो रही है। बस सर्विस जो सरकार ने अपने हाथ में ली है उसके किराये में भी लगातार वृद्धि होती रहती है। जब सरकार किसी चीज को अपने हाथ में लेती है तो किस्मों में वृद्धि नहीं होगी, ऐसा आने कभी भी कहीं भी उदाहरण उपस्थित नहीं किया है। अब इसको जब सरकार अपने हाथ में लेने जा रही है तो इसके बड़ी दक्षता के साथ, सस्ते में और जन हित में चला कर एक आदर्श उपस्थित करना चाहिये। लेकिन वह ऐसा कर सकेगी इसमें मुझे सन्देह है। अभी श्री पार्टिल ने आपको ध्यान माइनेर पोर्ट्स की डिवेलपमेंट की तरफ दिलाया है। इसके बारे में मैंने एक प्राइवेट मॅम्बरज बिब भी दिया है। उस बिब में मैंने सुझाव दिया है कि इसको कनकर्ण्ट लिस्ट में इनीलिट किया जाए ताकि केंद्र की भी थोड़ी सी जिम्मेदारी हो जाए और वह भी उसकी ओर जरा ध्यान दे। छोटी-छोटी पोर्ट्स का डिवेलपमेंट नहीं हुआ है। ड्रीजिंग के लिए उनके पास साधन नहीं हैं। परमानेंट पोर्ट फॅसिलिटीज नहीं होने की वजह से वे हैंब टू डिपेंड आन दी वेंगरीज आफ दी वाटर्ज। ज्वारभाटे पर उनकी एफिशेंसी निर्भर रहती है। यह जो तकलीफ है इसके दूर करने की दृष्टि से आपने क्या सांचा है। केवल हाथ में लेने से काम नहीं चलेगा। यदि आपको मंशा यह है कि जनता को एफिशेंट सर्विस मिले, उसके सुविधा हो तो इस तरह के जो काम हैं वे होना बहुत जरूरी हैं।

बम्बई से आप सीधे एक दम गोआ चले जाएं, मंगलोर चले जाएं, कांचीन चले जाएं लेकिन बीच में जो मालवण है, दागाड़ है, जयगढ़ है, रत्नगिरि है, बॉंगोला है इनके वास्तु भी आपको कुछ करना चाहिये और शार्ट डिस्टेंस सर्विस शुरू करनी चाहिए ताकि वहां

लोगों को लाभ मिले, सुविधा मिले। सस्ते में यात्रा वे कर सकें, इसकी व्यवस्था होनी चाहिये। वृद्धि जो आप किस्मों में करते हैं, इसके विरुद्ध हमने बम्बई में आन्दोलन किया, आगवांट दरक्यात आन्दोलन। जनता की यह मांग है कि किराए में कभी वृद्धि नहीं होनी चाहिये। दूसरे उसकी यह मांग है कि उसका जिस में हित हो, लाभ हो वह कम होना चाहिये। उसकी जो यात्रा है वह सुविधाजनक हो, सुचारू हो, और ऐसी व्यवस्था हो कि सुरक्षित वह अपने गन्तव्य स्थान तक पहुँच सकें। उन सब की दृष्टि से अगर आपने अधग्रहण किया है और इसकी जिम्मेदारी ली है तो मैं जानना चाहता हूँ कि पोर्ट्स के डिवेलपमेंट की दृष्टि से, ड्रीजिंग आपरेशंस की दृष्टि से और एक दम सीधी लम्बी लाइन चलाने के बजाय शार्ट डिस्टेंस लाइज चलाने की दृष्टि से आपने क्या किया है और क्या करने का आप विचार रखते हैं ?

मैं यह भी आप से जानना चाहता हूँ कि भावे कमेटी ने जब किस्मों में बीस प्रतिशत वृद्धि करने की सिफारिश की थी और आपने नॉटीफिकेशन के जरिये तीस प्रतिशत की वृद्धि कर दी तो ऐसी कौन सी बात थी जिन पर भावे कमेटी ने विचार नहीं किया और जिन पर बाद में आपको विचार करना पड़ा और आपने तीस प्रतिशत वृद्धि कर दी ? इसका हमें भी पता लगना चाहिये। इस में कुछ नहीं है। तीस प्रतिशत वृद्धि आपने क्यों करने की इजाजत दी। भावे कमेटी ने कौनसी ऐसी बात थी जिस पर राशानी नहीं डाली और जो आपको ध्यान में आई। इट शूड नाट बी ट्रीटेड इन आइसोलेशन। शिपिंग क्लरिफिकेशन आपको तर्फ से जो सर्विस चलाती है उस में से कौनसी लास में है और कौनसी प्रॉफिट में है सब को देख कर आपको करना चाहिये और देखना चाहिये कि कौन मिलकर ज्यादा उस में वृद्धि हो और जनता को सस्ते में सर्विस मिले, आने जाने का यह साधन उपलब्ध हो। वाटर ट्रांसपोर्ट को चीपेस्ट फार्म आफ ट्रांसपोर्ट समझा जाता है। दूसरा कोई भी यातायात का साधन कौनकन के लोगों को उपलब्ध नहीं है। न

रेलवे लाइन वहां हैं और रास्ते ठीक न होने की वजह से बस सर्विस भी नहीं है। यालायात का यह साधन उनको सस्ते में उपलब्ध होना चाहिये और यह बहुत आवश्यक है।

मैं यहाँ भी चाहता हूँ कि आगे में चाहे जब अध्यादेश निकालने की जा प्रवृत्ति आपमें पैदा हो रही है उस पर आप थोड़ा सा संयम लगाएँ, रोक लगाने की कोशिश करें। सरकार जिन चीजों का हाथ में लेती है, उनको ठीक ढंग से चला कर वह जनता में यह विश्वास पैदा करे कि सरकार जो चीज अपने हाथ में लेगी, वह ठीक चलेगी। यह जनता की सरकार है। अगर वह अपने आप को इनफ़ीफ़ेन्ट साबित करती है, तो फिर जनता को यह मानना पड़ेगा कि इस सरकार को अपने प्रतिनिधियों के रूप में चुन कर उसने अपनी इनफ़ीफ़ेन्सी प्रकट की है। इस लिए इस सरकार पर बहुत बड़ी जिम्मेदारी आती है। इस सर्विस को अपने हाथ में लेने के बाद उसको किसी दूसरे नाम से चलाना ही पर्याप्त नहीं है। अगर मुगल लाइन्स ने इस सर्विस को अपने हाथ में लिया है, तो इसको मुगल दरबार की तरह न चलाया जाये, बल्कि यह ध्यान रखा जाये कि यात्रियों को प्रवास मुगल दरबार की तरह सुखकर, सस्ता और त्वरित हो। अगर ऐसा किया जाये, तो मैं इस विधेयक का विरोधी नहीं हूँ। मुझे आशा है कि मंत्री महाशय इन बातों पर ध्यान देंगे।

SHRI DHAMANKAR (Bhiwandi) :
Sir, I rise to support the Bill and I congratulate the Government and our new Minister of Shipping for having brought this Bill before the House.

Normally, Konkan is a deserted and forsaken area and there is a feeling in Konkan that the whole country is being developed and only Konkan remains undeveloped. In Marathi they say "Desaza Zala Vikas Konkan Rahile Bakas". This feeling must be changed.

PROF. MADHU DANDAVATE :
There is nothing unparliamentary about it.

MR. SPEAKER : I do not know because he did not interpret it in English.

SHRI DHAMANKAR : The people of that area feel that they have not received proper attention either at the hands of the Maharashtra Government or the Central Government. The Maharashtra Government have declared it as a backward area. The Central Government also included Ratnagiri in backward area and gave certain concessions for starting of new industries for an initial period. But they cannot materialise unless the infrastructure is there. There are no railway lines. The buses also ply on the hillside, but not on the coastal side. The people of that area suffer for want of transport. Water transport is the cheapest even though day by day it is becoming costly.

The economy of Konkan is a money-order economy. Most of the young people from Konkan go to Bombay and other cities for employment and every month they send money orders for maintaining the families of the Konkan people. The land is barren. There is not even a rice crop. If this money order economy has to be improved, then cheap transport facilities will have to be extended to the Konkan region.

The Mughal Lines have been taken over by the Shipping Corporation. I feel it is too late on the part of the Government to take over the Konkan Passenger Ships. It should have been done much earlier. The people of Konkan have been suffering for three months after the rainy season, in October and November because these services were not resumed.

In the Konkan area only shipping facilities are available. Now the Shipping Corporation is going to ply these ships. But they will ply their services only to the big harbours. The Konkan area is studded with small ports. The big ships cannot reach these small ports. They have to be anchored in the high seas from where the country craft bring the passengers to the port. This involves some in-

[Shri Dhamankar]

convenience, especially for women and children who travel by ships. I would request the Minister to see that these ports, which are now seasonal, are made to operate for twelve months in the year. The ports should be developed so that big ships can be anchored. All the necessary facilities should be provided to the ports in the Konkan area.

An aluminium project is going to come up in the Ratnagiri district. So, that area is going to be developed. That port requires development. The Maharashtra Government is very keen to develop that port. So, I would request the Minister to expedite the port development facilities and see that all the Konkan ports are operated for 12 months so that Konkan Sevak, Sarita and other big ships can touch these ports and the people of Konkan area can avail of this facility all the year round. With these words, I support the Bill.

*SHRI AJIT KUMAR SAHA (Vishnupur) : Mr. Speaker, Sir, while I support the Bill which seeks to take over the Konkan Passenger Shipping service. I would like to urge upon the Government that by taking the passenger side only the problems cannot be solved. In fact the Cargo Services is making huge profits and my friend Shri Madhu Dandavate quoted figures in extensive details to prove the huge profits that are being made by this Shipping line. Unfortunately the Government have not touched that section which makes profit and have taken over only that section which is making losses. It is therefore, necessary that both the wings—the passenger as also the Cargo service—both should be taken over.

Sir, Konkan is a backward area. Water transport is the cheapest among all modes of transport. But we have found that

immediately after the takeover, on the 14th November the Government through the issue of a notification raised the passenger fare by 30 per cent. Sir, the entire people of this area have to depend wholly on water transport as other means of communications are neither developed nor available—at a cheap rate. But through this rise in passenger fare, the poorer sections of the population of this area who are majority being a backward area are worst hit. Sir, I must also tell the Government that take-over is not an answer to all problems. We have seen that whenever the Government have taken over any item, the prices have gone up very high. This has happened in the case of coal. After the take over, the price of coal has gone up many times and even coal is not available in the market. Along with take over, it is essential that the things should be so well managed that the prices should not be allowed to rise and people should not be put to any difficulty. In this case, however, this has not been so. The hon. Minister while initiating the Bill informed the House that a sum of Rs. 90 lakhs will be paid to this company. Why should we pay this amount to the Company which has made huge profits? It is indeed very sad Sir, that while the Government have readily agreed to give to the Company this huge amount of money, they have not cared to protect the interest of the workers. I would like to know from the hon. Minister the total amount that was to be paid to the workers prior to take over by way of salary, bonus, gratuity etc. and whether before making the payment of Rs. 90 lakhs, Government would ensure that every worker's dues are deducted and every worker is paid his share. This has always happened in the past whenever Government tried or have taken over any business or an industrial unit and I would like to know why in this case the past practice is not being followed. I would now put a few questions and request the

*The original speech was delivered in Bengali.

hon. Minister to answer them during the course of his reply :

- (i) what was the written down of the assets when the passenger ships were taken over whether it was correct or not;
- (ii) Surely the ships were insured and if so, the total amount for which they were insured;
- (iii) What is the book value of the assets of the Company;
- (iv) When these ships were purchased by the Company? Were they new or secondhand ones;
- (v) What is the total number of officers and crew that were serving the Company before take over. How many of them have been absorbed in the new set up;
- (vi) What is assessor's report about the cost of the ships;
- (vii) Whether the terms of service of the workers would continue to be the same and if not how they are going to be amended.

Sir, I would very strongly urge upon the hon. Minister that he may please ensure that every worker is absorbed and not even one is rendered jobless. They should be given the security of job. With these words, I conclude my speech, Sir.

MR. SPEAKER : The Half-an-Hour Discussion scheduled for this evening will be postponed. Is it all right?

SHRI JYOTIRMOY BOSU (Diamond Harbour) : Yes, Sir. This is going to be taken up on Saturday.

MR. SPEAKER : I do not know yet.
Mr. B. V. Naik.

13.32 hrs.

[MR. DEPUTY -SPEAKER *in the Chair*]

SHRI B. V. NAIK (Kanara) : Mr. Deputy-Speaker, Sir, we would like the

name of Konkan to be changed over as soon as possible because the entire western coast is composed of what is called the traditional Konkan in Maharashtra, Tulu-rud, Haighnad and Kerala. This applies to the entire western coast. Only the north of the district of Kanara spreading into Goa and Ratnagiri are a part of Konkan.

I welcome this Bill presented by our new dynamic Minister of Shipping and Transport . . .

PROF. MADHU DANDAVATE : The old dynamism is carried forward.

SHRI B. V. NAIK : I do not think that dynamism is the monopoly of the hon. members on the other side.

Shipping is such a line of extreme expertise that it would be very difficult to draw conclusions on the basis of the observations which we have been able to make. Mr. Chowgule, who is one of the shipping tycoons in this country, has come out with an article in which he has pointed out that the Indian coastal shipping, in particular, has been languishing in the course of the last one decade completely; the tonnage of the coastal shipping has come down from four lakh tonnes to 2-1/2 lakh tonnes.

In that part of the west coast where we come from, hardly 10 to 15 years back, the coastal ships, particularly, Sabarmati and Saraswathi—it will borne out by my hon. friend, Prof. Madhu Dandavate—were plying; they were plying throughout the entire west coast of India, right from Bombay upto Cochin in the south. About ten years back these were discontinued. I have every reason to believe that Prof. Madhu Dandavate has been extremely satisfied, all our hon. members, friends and colleagues from Maharashtra are extremely satisfied, that there has been a takeover of this concern of Chowgule so that the resumption of the services takes place. The major portion of the population on the west coast lives not between

[Shri B. V. Naik]

Bombay and Panjim but it lives between Panjim and Cochin. India's—why India's—even the world's most densely-populated areas are situated in Kerala, in the districts of South Kanara and North Kanara and as we go on proceeding to the north, the population pressure actually goes on decreasing. Therefore, I would urge through your good offices upon the hon. Minister for Shipping that now that this traffic has been nationalised and taken over by the Moghul Lines, Services should be resumed as they existed in the year 1960 between Bombay and Cochin touching, not the minor ports, but at least all the important ports so that the people may be benefited. Secondly, the number of passengers that would be available for this service would immediately increase and what was once an unprofitable proposition for the house of Chowghules or the Chowghule Steamship company will now become a much more profitable proposition for the Moghul Lines.

There were certain severe criticisms in regard to the working of the Moghul Lines Ltd. The Moghul Lines being nationalised concern should not attribute the criticism of this august House to the mere chance of a coincidence of its name 'Moghul'. Just because its name is 'Moghul line', saying that it will be like the extravagant Moghuls is bad. Then what shall we call it? Shall we call it a Marxist Line or Communist Line? Or shall we call it Czaristline or Caesar's Line?

Hon. Members would agree that since 1966 the dividends of the Moghul Lines have been jumping. It was 7-1/2 per cent in 1966, 7-1/2 per cent in 1967, 10 per cent in 1968 and 10 per cent in 1969. For the workers they have declared a 20 per cent bonus in 1968 as also in the subsequent years.

What I have been driving at is that the line of shipping is extremely a specialised one and will it be possible for our Minister of Shipping with his Shipping Corporation, to meet the entire shipping needs of this country? India was a glorious

maritime nation in the past. At the time of the Great Vikramaditya and even earlier our ships used to touch Jerusalem, but today we have been languishing because there has been no support in this country. The reason for this is that we do not have in the coastal line a political muzzle to push it. . . .

SHRI JYOTIRMOY BOSU : On a point of order, Sir. Seeking a clarification, is he telling us that his Party has really surrendered to foreign shipping interests and there they have not deliberately developed the local interests?

MR. DEPUTY - SPEAKER : I should remind you that we are not discussing the Shipping Corporation. We are not discussing the shipping industry. We are discussing a very limited subject—nationalisation of a particular shipping line and especially paying an amount for the ships that were taken over. Please remember that and confine your remarks to that.

SHRI B. V. NAIK : If I can submit, I was bringing in the Shipping Corporation because the Moghul Line which has taken over these services is a subsidiary of the Shipping Corporation.

MR. DEPUTY-SPEAKER : You can criticise the Moghul Lines but don't go into the entire working of the Shipping Corporation and the entire gamut of the shipping industry.

SHRI B. V. NAIK : Sir, I do appreciate the longstanding association of the hon. Member from Maharashtra with Mr. Chowgule and the House of Chowgule, who is not a subject-matter of debate, but incidentally, he happens to be the highest taxpayer in this country, of which our hon. Member . . .

SHRI N. K. P. SALVE (Betul) : I am not highest-tax payer.

SHRI B. V. NAIK : Biggest tax-payer in the country.

SHRI N. K. P. SALVE : Biggest wealth-tax assessee.

SHRI B. V. NAIK : Well, I am subject to correction. Anyway he seems to be a disgustingly rich man. We have still paid about Rs. 90 lakhs as the amount for the process of nationalisation.

SHRI JYOTIRMOY BOSU : We want to know the written down book value.

SHRI B. V. NAIK : While arriving at these, I have only one reservation in regard to this, Sir, why is it that this House of shipping, the management of Chowgule, were kept in for a period of 2½ months or 3 months, in-suspense.

And two ships were kept unsurveyed which means, did they have a premonition that the Government of India or the Shipping Corporation in the country would be going in for putting in large amount of tax-payers' money and then they will be buying their ships? Otherwise no responsible shipping company in the country would keep it in order to sell that Rs. 8 lakhs of expenditure which would be the expenditure during the time when these ships are hibernated. I would therefore suggest that it is very necessary that we should take a series of fresh look in regard to these houses which get the inside information—from where, God alone knows,—so that they anticipate a particular projected move of the Government, both of the Centre and of the States and thereafter try to make the best in the given set of circumstances.

I have gone through the names of the Board of Directors and as far as the names of the Board of Directors are concerned, I find Mr. Shrivastava, an excellent executive and Chairman, Mr. Jain, Mr. Dave, Mr. Goenka, Mr. Singh, Mr. Kapur, Mr. Mathur, Mr. Rao. (*Interruptions*) No Naik there. What do we find? The real coastal people on behalf of the consumers, on behalf of the rest of them, who are going to be affected, ought to have a place in the Govt. of

India undertakings. Sir, of course, I do appreciate that there are people with considerable amount of business acumen but I do feel that the consumer interest in these particular industries as well as the workers' interests will have to be protected. Having been associated with the Shipping Board I have understood that we can't as politicians pass off-the cuff remarks about an industry which is highly specialised. The Coastal sub-committee of the Shipping Board is coming to certain conclusions. I think in the years to come, if I can tender my humble advice to our new Minister for Shipping as well as for Transport, the biggest problem of the coastal shipping in this country which will have to flourish before even we made a dent in the international shipping, will be the coordination between the shipping as well as the rail as well as the road transport in this country. The entire coastal maritime trade had been languishing because of the competition from the rail. That is not a disqualification for making the west-coast rail line which is also essential, but the cry of the hour, the need of the hour is for coordination and I request the hon. Minister to see that this is done as this is very essential. Thank you.

SHRI H. M. PATEL (*Dhandhuka*) : I wish to make only very few observations . . .

Firstly, it seems to me that the amount which has been fixed as compensation,—of course, the word compensation is not used,—is grossly inadequate.

The company had very recently to write off as a total loss the third sister ship to the two ships now taken over. And, the company received from the underwriters for it a sum of Rs. 1.25 crores. These two ships are also of that value. A compensation of Rs. 90 lakhs for two ships given by Government is obviously thus too low. But, one had hoped—I think one should always expect—the Government to behave in a fairly just manner that whenever they take over some thing from somebody, a reasonable amount would be paid. In

[Shri H. M. Patel]

this case a larger sum should be given because, although the Minister has said that this company was running inefficiently and so on, in fact, it was not run inefficiently and this is a very unfair charge that has been made against it. I do not think that at any time earlier this charge had been levelled against Messrs. Chowgule Steamship Company, that is before it had asked for an increase in fares and before the Government, because of certain circumstances, such as the company's decision to close down, made up their mind to take over the shipping company. When they asked for an increase in fares, no reply is given. Yet in effect, you have had to accept that their request was most reasonable. Your own Committee appointed for the purpose considered that an increase between 20 to 25 per cent was reasonable. You did not agree to that. But, having taken over, you have immediately increased the fare by 30 per cent. Does this not bear out the suggestion that you were not being fair to that company? They were losing money and so they put in a reasonable demand for an increase in fares. You should have accepted the committee's findings whatever they may be. This was not done they were not offered any increase at all. You compelled them by prolonging the timelag between their demand and your decision. You did not decide.

SHRI KAMLAPATI TRIPATHI :
Who asked them to stop the services?

SHRI H. M. PATEL : You cannot expect the company to run the service when it was losing large sums of money. In fairness to that company, you should have taken a decision with some degree of expedition. This is what you failed to do. You considered that it was wrong on their part to stop the services. Did they stop overnight? You will kindly look up the papers and you will find that they had asked for this long before. And that increase should have been given an expeditious consideration. That was not done.

SHRI DHAMANKAR : There was a price hike before this also.

SHRI H. M. PATEL : Let us consider this that there has been increase in freight. The cost of running has gone up. I am not suggesting this for one moment. But, instead of giving everything that they have asked for you could have given them some increase. You yourself found it necessary to increase fares by 30 per cent. What is more, is that you have stated that it would be necessary to increase them further. That is because you consider that this service should be run on a no-profit-no-loss basis. As you have heard the previous speaker clearly mentioned that this consideration will always be urged before you that the areas that these steam ships will have to serve are backward areas and therefore, the fares must be kept as low as possible. That being so, it seems to me a much sounder course from every point of view would have been to see that the fares are kept as low and as reasonable as possible having regard to the conditions of the people they have to serve. Frankly speaking an open subsidy would make it possible for you to see whether the company was running inefficiently or efficiently. If they were running inefficiently, the quantum of subsidy would go up and you would know that it is functioning unsatisfactorily.

PROF. MADHU DANDAVATE :
If, in fact, there is a loss on the passenger lines, even then the question of providing a subsidy would not arise.

SHRI H. M. PATEL : Mr. Deputy-Speaker, Sir, I am glad that Prof. Dandavate is speaking so soundly on economic matters.

SHRI VASANT SATHE (Akola) : He usually does. Does my hon. friend not agree ?

SHRI H. M. PATEL : I am glad that Shri Sathe agrees that he is sound, but on this occasion, he is not merely sound.

MR. DEPUTY-SPEAKER : Was there ever any doubt about it?

SHRI H. M. PATEL : It is possible to combine both, if you like, but that again, as I pointed out, would hide the fact of the service being run inefficiently.

I would urge these two points, firstly that the hon. Minister should bear in mind that the compensation or the amount that has been fixed is extremely unreasonable and unfair to this company. They came in at the request of the Government of Maharashtra to run these services. They provided a very necessary service to the people of that area. It is not as if they left out any ports but during certain times . . .

SHRI SHANKERRAO SAVANT : They had also given an assurance that they would not ask for any further hike after the first hike. And they did not keep this assurance.

SHRI JYOTIRMOY BOSU : Mr. Patel has to speak for the private sector. My hon. friend must appreciate that, though it is a vital sector.

SHRI H. M. PATEL : I hope Government will be very happy after having taken over this service because I am quite certain that they will soon realise what they have taken over; they will have to meet a whole host of unreasonable demands. I would not say that they would be totally unreasonable, because if an area is backward, it is quite right that it should be treated sympathetically, but that is something which Government can do, and having taken over I think, they should do so, but they should do so openly and not suppressing or hiding the fact of losses that would have to be incurred on this particular line.

Prof. Madhu Dandavate, being as clear as he usually is, has not realised.

SHRI N. K. P. SALVE : It is a matter of opinion.

SHRI H. M. PATEL : Of course, it always is.

SHRI JYOTIRMOY BOSU : We have got to be careful if Prof. Dandavate gets compliments from Mr. Patel.

SHRI H. M. PATEL : Trying to set off the profits of the cargo service against losses in the passenger service is the surest way of hiding inefficiency. If the services are to be efficient, then the method that I am suggesting would be far more satisfactory. I think increases in fares would be necessary all the time, but they will not find it, however, easy to do so hereafter. They may have done so on this occasion, but in future the public will resent any increase. Then, what will happen? Either the Moghul Lines will have to set off against these losses their profits on other services which they are responsible for, or Government will have to assist it in some other way. Why not start off in a proper way, in a surdier way, namely give open subsidy to the Moghul Lines who are going to run this? As regards cargo services, I imagine they would be running cargo services along with the passenger service.

My hon. friend Shri B. V. Naik has said about the survey being held up and said that did so only in order to get additional compensation. But I think he does not realise that survey of ships has to be carried out every now and then at certain intervals of time, and on this occasion it is quite possible that the survey was carried out at the instance of Government themselves in order to enable them to know what they were taking.

I do not wish to make any further observations except once again to emphasise these two matters. The first is in regard to the compensation, which I think is not fair at all. Secondly I support Shri Joshi who said that an ordinance was totally uncalled for on this occasion. Nothing would have been lost had Government waited till the session began.

SHRI S. L. PEJE (Ratnagiri) : I congratulate the Minister of Shipping and Transport and Government on taking the historic step to nationalise the Konkan

[Shri S. L. Peje]

coastal service. People in Konkan were demanding nationalisation of this particular coastal service for more than 10 years now, on two grounds. Chowgule's service was irregular; it was not punctual and was not running to schedule. Secondly, when Chowgule started the service in Konkan, he gave a promise to the Government of Maharashtra that if he was allowed to run the service, he would not increase the fare. Only then was he allowed to operate the service.

But Mr. Chowgule has kept up his demand for increase in fares. Some 10-12 years ago, the Government of Maharashtra appointed a Committee named the Rao Committee. It recommended an increase of 15 per cent in the fare. But somehow the Government of India agreed to an increase of 7 per cent. Recently he made a further demand for increase in fare. The State Government appointed a committee known as the Bhave Committee which recommended an increase of 20 per cent. The Maharashtra Government opposed the increase. Particularly in Konkan there was agitation and satyagraha and a demand that this particular coastal service should be nationalised without any increase in fare.

After the rainy season, Chowgule did not restart the service. There were some negotiations between him and the Central Government. They did not succeed and ultimately Government had to take over the service. Government have given two reasons for the takeover. The first is that there is no punctuality in the service. I know there is no punctuality. But this is not entirely dependent on Chowgule, because the regularity or schedule of a coastal or sea service is not entirely in the hands of the operator it depends upon the ebb and flow of the tide. Again this coastal service has to operate with minor ports. There are no landing facilities, no jettis and the ports are silted. For so many years they have been neglected. Care of these ports has been left to the

Maharashtra State. The State Government has not provided enough money for the development of these ports. I would impress upon the Central Government one thing. By mere nationalisation or change of ownership of the service, you are not going to achieve the laudable object of looking to the comfort of the travelling public. I am requesting the Central Government and the Minister particularly to take charge of these minor ports and effect sufficient improvement in them.

If they are left to the care of the State Government, the State Government must be provided with sufficient funds, but the State Governments have not enough funds and they have not provided enough money to improve these ports. That is why I will urge upon the Central Government either to place at the disposal of the State Government enough funds or take charge of the minor ports and then alone these operations will be very regular. Otherwise, it is not possible to maintain regularity and punctuality even though the Moghul Lines have taken over this operation of the coastal steamers.

14 hrs.

Secondly, I want to make two or three suggestions. Recently, it was reported in the newspapers that the Moghul Lines have started charging even a child of one year. They are recovering charges from even children of one year. Chowgule had been charging children who were more than three years old. The railways and the State Transport also charge only three-year old children. Children who are one-year old are not charged. I will urge upon the Minister to see and make enquiries whether this is a fact or not. I read in the newspapers that they are recovering fares from children who are one year old. This is not the practice in the railways or in the State Transport.

Thirdly, seasonal concessions should be given to the students. Chowgules were giving such concessions during the Deepa-

vali holidays and other such vacation periods. This concession should be made available to the students now also.

Then, there are passenger advisory committees in the railways. In the State Transport also, there is a passenger advisory committee. On the same lines, there should be some advisory committee to look after the welfare of the passengers.

AN. HON. MEMBER : Are you opposing the take-over?

SHRI S. L. PEJE : Lastly, I would like to bring to your notice the protection given to the employees. The employees formerly in the service of Chowgule have been transferred to the Moghul Lines. I would urge upon the Government that all the benefits such as leave, provident fund gratuity and salaries should be given and their rights protected by the new company.

I once again thank the Minister for bringing out this major step to nationalise the steam service.

SHRI VASANT SATHE : I want one clarification. How many ships are there in this service and how old are they, and why are you paying a handsome compensation for it?

MR. DEPUTY-SPEAKER : Order, please. Raja Kulkarni.

SHRI RAJA KULKARNI (Bombay—North-East) : Mr. Deputy-Speaker, Sir, this step of taking over the Konkan passenger service by the Government is no doubt a step in the right direction, but this has again to be viewed in the light of the further steps being taken by the Government as management in raising the passenger fares. We want that ultimately this should prove a good step, especially when nationalisation in this case has become, in the eyes of the public, a little sub-standard step. The step taken by the management has become a step to which the people were opposed right from the beginning. There is no doubt that it was necessary to take over the services, because the

coastal service is a vital means of communication for the people of the west coast and for Konkan in particular. Therefore, the Government has taken, no doubt, a good decision. I would have liked if this decision had been taken during the monsoon period when there was no service. It would have avoided all this controversy. Even if it is a delayed decision, we welcome it since it involves change of ownership in Government taking it over. What was further required was to make this nationalisation more popular, among the people. Along with the working of this nationalised service, the management-concept should have been changed. What has happened between the Ordinance and its replacement by this measure? A notification was issued by the Government authorising the Moghul lines to raise the passenger fare by thirty per cent. That is the crux of the controversy. People wanted a change in ownership because the earlier owner was bent on raising the passenger fare. Now the Government itself has come and raised the passenger fare. The distinction that Chowgule wanted 42 per cent and Government has now sanctioned only 30 per cent does not hold good. In fact the Bhave Committee recommended only 20 per cent. Just as any other private employer the Government has raised the passenger fare all of a sudden, with all the inconveniences and sacrifices to the public.

If Chowgule service was not dependable, people are asking whether the nationalised service would be dependable, regular and punctual. We are told that even the Moghul Lines have troubles because as earlier speakers said, the minor ports that are being covered by this line have not been developed. Therefore the Government has to take up the programme for minor ports development. Otherwise irregularity and unpunctuality will continue.

If there are occasions when unpopular decisions like increasing the passenger fare, etc. have to be taken, they should asso-

[Shri Raja Kulkarni]

ciate people's representatives in the management and they should show to the people how and why it is inevitable. We should like the Minister to take the House into confidence and on what basis was this done? What efforts were made by the Government to have a suitable structure by which the rise in passenger fare could have been avoided? It has been said rightly that an integrated approach should be there. Passenger service was at a loss but the cargo service was running at a profit. I repeat that there should have been a more comprehensive approach to the managerial structure of the nationalised service before the announcement of 30 per cent increase in the fare. Government should have made all efforts to find a suitable structure to run this company with the intention of avoiding an increase in the passenger fares. We would like to know if the minister has any reply to this. What is done in other public sector undertakings like, say, the Fertiliser Corporation? If one or two units run at a loss, on that account the prices of fertilisers are not increased. They take the whole corporation's operations into account and then decide. Similarly, in this case also, they should have looked at it from this point of view before acting in a unilateral manner in raising the fare by 30 per cent. The Government should also announce its programme for the development of minor ports. If these measures are not taken, the people would feel that the Government has taken one step forward, but it has taken two steps backward because the people had asked for nationalisation to avoid increase in passenger fare. I do not want the people to go to the length of saying it. Therefore, proper management measures have to be taken. If management is improved, then wherever private sector has failed, it would be easy for the people to demand nationalisation in other sectors.

SHRI N. K. P. SALVE (Betul) : Sir, I am not conversant with the problems of

maritime passengers of Konkan and therefore, I did not have the slightest intention of participating in this debate. But I found that my eminent friends Shri. H. M. Patel and Shri Dandavate had confused very simple issues and I thought I would not worsen the matter if I joined the debate and attempted to simplify a very simple problem which had been made complex. I have heard Panditji's chaste Hindi and I assure him that if he would listen to what I have to say, I am sure the misfortunes of the maritime passengers would be redressed.

There appears to be unnecessary debate as to what are the real causes that have led to the Government's decision to take over this service. As far as I am able to understand primarily this line was operated by Chowgules, who thought it was running at a loss on the passenger side. As a commercial concern, they looked at it in a manner which I do not think is a very fair way of looking at it. Mr. Dandavate says that the losses in the passenger service should be absorbed by the cargo services and then the tariff structure should be determined. Mr. Patel seems to feel that it is a completely improper approach. In fact, for efficient management, it is utterly necessary that you must have what is known as departmental or sectionalised accounting. You must know what profit you are making in one branch of trading activity and what losses you are making in the other. For optimising efficiency in productivity, such sectionalised accounting is a *sine qua non*. But the real problem that arose thereafter, which Shri Patel failed to understand is this. Having known that this particular service is running at a loss, is it fair for Chowgule . . .

PROF. MADHU DANDAVATE : I am not at all opposed to indicating sectorwise the loss or gain. I said that there should be no increase in the fare structure.

MR. DEPUTY-SPEAKER : He is trying to enlighten you on how a commercial concern should be run and I am trying to find a connection between that and this Bill.

SHRI N. K. P. SALVE : Having found out the loss or gain in passenger and cargo services, the next question which arises, and which I am posing as a question to Shri Patel, is this. Is there not an obligation cast on Chowgule to run these services? Was it just and fair on his part to have terminated these services? It is not an entirely mercenary approach to the problem, which needed a much larger perspective, a broader outlook, a perspective which should have been welfare-oriented? Is it consistent and in conformity with the concept of trusteeship which several monopolists have been glibly talking about these days and to which category Shri Chowgule also belongs? If they found that it was running at a loss, was it not necessary for him to sit down and determine whether or not with the profits that they are making on other lines, they should continue this service as an obligation under the trusteeship concept? At any rate, even if the Government was delaying a decision so far as their demand for a hike in the passenger and freight rates were concerned, the minimum they could have done was to give sufficient notice, say, three months, six months or one year, saying that after that period they will not run the service at a loss.

SHRI H. M. PATEL : They gave that notice.

SHRI N. K. P. SALVE : Was there any justification for them to have left the maritime passengers high and dry, when that area is not catered by the railways or by the roads properly? How are the passengers in that area to go about if the only line that was running about was stopped?

SHRI H. M. PATEL : What about the Government?

SHRI N. K. P. SALVE : I entirely agree that the Government should have taken an expeditious decision and said "no, there will be no price hike". That should have been done. But, at this stage, we are on a different question. In the mean while, what should they have done? Should they have left the passengers high and dry? Was delay in taking a decision on the part of the Government a sufficient provocation to take this step? Should they not have continued their services?

SHRI H. M. PATEL : How long?

SHRI N. K. P. SALVE : As long as the losses of the company are not eating into their capital. That is where Shri Dandavate is right. They were taking a mercenary attitude. Then, do not have a pretence to the trusteeship concept in commercial transactions.

What I said about Chowgule equally applies to the Mughal Lines or the Shipping Corporation of India. It may be that in a sectoral line they are not making any profit but it is an obligation on their part certainly to have a perspective which is welfare oriented. Is it not part of their job to cater to a social objective, even if it is running at a loss? Should they not have improved their efficiency and tried to reduce their losses, rather than stopping the prices? Every attempt should have been made to continue the service.

PROF. MADHU DANDAVATE : What he has described as our confusion is our clarity.

SHRI N. K. P. SALVE : The last question I want to ask is about compensation, which is important. I am distressed at the attitude shown by Shri Chowgule. I am not one who will say that the State should grab what belongs to the citizen without paying him compensation. That is my clear view in the matter. But in this particular case, where they were catering to the requirements of commu-

[Shri N. K. P. Salve]

ters, the maritime passengers of the Konkan area, where they were left high and dry and they tried to arm-twist the Government, to bring them under duress to a certain hike in passenger fares, would it be unfair, too much, to ask the hon. Minister to let us know what was the written down value of these ships and the outstanding amount of mortgage on these ships? I would consider that the outstanding amount of mortgage on the ships would be the fair compensation and that would be the end of the matter.

SHRI JYOTIRMOY BOSU : I do not know how the mortgage amount will really matter. If they go to barkers, they can get much more than the real amount.

SHRI N. K. P. SALVE : The mortgage amount will matter like this. If the ships were purchased 10 years ago, the mortgage amount will be very much less. It will not be more than Rs. 10 lakhs or Rs. 5 lakhs. That is how compensation becomes important.

Last but not the least, I whole-heartedly support the demand being made by my colleagues from my party and other parties for extension of service to the smaller ports on the west coast. It is an extremely valid and legitimate demand. The Shipping Corporation of India also took over the Jayanti Shipping and after the takeover of the Jayanti Shipping, it is being magnificently managed. I hope, this Konkan passenger service line, after it is taken up, will provide to the maritime passengers of Konkan a magnificent and efficient service at cheap rates.

MR. DEPUTY-SPEAKER : The hon. Minister.

SHRI JYOTIRMOY BOSU : Let us hope the hon. Minister covers all the points that have been raised, the book value of ships, the written down cost of ships, etc.

SHRI KAMPLAPATI TRIPATHI : Mr. Bosu, it is always very difficult to meet all your points. We cannot meet all your points because, when there are no points, you go on making points. When there are no points, how to meet them?

उपाध्यक्ष महोदय, इस बड़े साधारण बिल पर जो बहस हुई है, उस से मैं तो बहुत ज्ञान बढ़ा हूँ। मैं यह स्वीकार करता हूँ कि यह विषय बड़ा स्पेशलाइज्ड है जैसा कि श्री नायक ने कहा है और मुझे इस बारे में बहुत कुछ जानकारी हासिल करने की आवश्यकता है। मैं कृतज्ञ हूँ कि प्रायः सभी माननीय सदस्यों ने, संभवतः माननीय श्री पटेल को छोड़ कर, इस बात का समर्थन किया है कि सरकार ने चाँगुले की पैसेंजर सर्विस को अपने हाथ में ले लिया है।

इस बहस में जो बहुत से राश्रवण दिये गये हैं, मैं उन के लिए भी कन्जु हूँ। जब मैं प्रोफेसर वंडवते की स्पीच को सुन रहा था, तो मुझे यह नहीं मालूम हो रहा था कि वह सरकार की क्या टीका कर रहे हैं। शुरु ताँ उन्होंने इस तरह किया कि चाँगुले ऐसे हैं, वैसे हैं, चाँगुले ने यह किया, वह किया—उन्होंने चाँगुले की बहुत चुगली खाई। और बाद में वह कहने लगे कि इस में सरकार ने बड़ी गलती की है, उस को कारगो और पैसेंजरज का हिसाब रखना चाहिए था और मिला-जुला कर घाटा और मुनाफ़ा देखना चाहिए था। उन्होंने यह भी कहा कि चाँगुले ने चालबाजी की। वे खुद चाहते थे कि उनके जहाज ले लिये जायें और सरकार ने उन को ले लिया—सरकार ने ले लिया है तो वह भी बुरा किया और चाँगुले ने भी बुरा किया, और यह कि इस विधेयक में यह कमी रह गई है, वह कमी रह गई है, आदि।

मैं सचमुच श्री वंडवते की बात को समझ नहीं सका। वह प्रोफेसर हैं और मैं साधारण आदमी हूँ। उन की बात को लड़के समझते हैं मरे जैसा बूढ़ा कैसे समझ सकता है? वह रामभूते हैं कि हायनामिजम का उद्देश्य उन के

पास हैं। हम पचास वरस तक हायनामिज्म करते रहे हैं, और जब हम रीएक्शनरी हो गये हैं।

यह मुझसे विचार करने योग्य है कि पोर्ट्स को डेवेलप किया जाये। सब माननीय सदस्यों ने कहा कि जब तक पोर्ट्स को डेवेलप नहीं किया जायेगा, तब तक एफिशियसी नहीं आयेगी, चाहे मुगल लाइन्ज चलायें और चाहे चाँगुले चलायें। ये पोर्ट्स माइनर पोर्ट्स हैं। जहाँ तक मुझे मालूम है, माइनर पोर्ट्स स्टेट्स की जिम्मेदारी है। उनको डेवेलप करने के लिए सरकार की ओर से सहायता दी जाये, इस विषय पर बाद में सोचा जा सकता है। इस बिल से उस का विशेष ताल्लुक नहीं है। मेरी सहानुभूति उस के साथ है।

हमारे बहुत से माइनर पोर्ट्स हैं। काँकण का इलाका तो पिछड़ा हुआ, अनुन्नत इलाका है ही। लेकिन गुजरात से ले कर गोआ तक, और नीचे मंगलौर तक, सैकड़ों छोटे और बड़े पोर्ट्स हैं।

SHRI H. M. PATEL : I hope you will convert this *sahanubuthi* into a reality.

SHRI KAMLAPATI TRIPATHI : But you want me to pay more compensation. If the whole money is spent on compensation, how is Government going to finance the minor ports?

मैं कह रहा था कि मेरी सहानुभूति इस बात के साथ है कि छोटे-छोटे पोर्ट्स को उन्नत करना चाहिए और इसके लिए सरकार की ओर से कोई प्रोविजन होना चाहिए। जहाँ तक मैं जानता हूँ, पोर्ट्स को डेवेलप करने के लिए सरकार स्टेट्स को कुछ मदद देती भी है। हमारे देश में शिपिंग तब तक कभी विकसित नहीं हो सकता है, जब तक छोटे पोर्ट्स को डेवेलप न किया जाये। कोस्टल शिपिंग के लिए छोटे पोर्ट्स को डेवेलप करना बहुत जरूरी है। चाहे पैसेजर सर्विस हो और चाहे कार्गो सर्विस हो, जब तक छोटे-छोटे पोर्ट्स को हम डेवेलप नहीं करेंगे, तब तक कोस्टल शिपिंग का विकास नहीं हो सकेगा। मैं

समझता हूँ कि यह एक ऐसा विषय है, जिस पर सरकार को विचार करना चाहिए। मैं अवश्य इस पर ध्यान दूंगा कि इस बारे में क्या किया जा सकता है। अभी तो हम मंजर पोर्ट्स को डेवेलप करने में लगे हुए हैं। फिफथ फाइव-यीअर प्लान में मंजर पोर्ट्स को डेवेलप करने के लिए एक बड़ी योजना रखी गई है।

मैं समझता हूँ कि श्री पटेल का यह कहना सही है कि चाँगुले ने इनशोरर्स कम्पनीज से 25 करोड़ रुपये पाये। लेकिन यह भी सही है कि जब शिपिंग कम्पनियाँ अपने को इनशोर करती हैं, तो कीमत बढ़ा कर करती हैं। अगर इस में उन को अधिक मिल गया, तो उस की बुनियाद पर कोई कम्पेन्सेशन नहीं दिया जा सकता है।

एक माननीय सदस्य ने यह पूछा कि उन पर कब किस्तना है। 71 लाख रुपया शिपिंग डेवेलपमेंट फंड का उस पर है। वह रुपया काट कर उनको कम्पेन्सेशन दिया गया है। उन की बुक वैल्यू, और उस की जो जांच-पड़ताल की गई है, उस के विषय में मुझे इस वक्त अधिक जानकारी नहीं है।

श्री ज्योतिर्मय बसु : वह बड़ा इम्पार्टेन्ट आइटम है। आप उन के साथ दास्ती कर लेंगे।

SHRI H. M. PATEL : The ships could not have been insured at a higher price, they must have been insured at a price which was paid for the ships. This can easily be checked.

SHRI KAMLAPATI TRIPATHI: Yes.

SHRI JYOTIRMOY BOSU : It was insured for an amount which would enable them to procure a ship of that capacity at the present market rate. That does not bear any relation.

श्री कमलापति त्रिपाठी : माननीय सदस्य की राय यह है कि उन को कम्पेन्सेशन में एक पैसे भी देने की जरूरत नहीं है, जब कि

[श्री कमलापाति त्रिपाठी]

श्री पटेल की तय यह है कि उन को ज्यादा कम्पेंसेशन दिया जाये।

श्री तन्नाबत्तार शास्त्री : यह तय ठीक है कि उनको कोई कम्पेंसेशन नहीं देना चाहिए।

श्री कमलापाति त्रिपाठी : शास्त्री जी क्वेश्चि विद्यापीठ के उत्पादन हैं। वहां बड़े मुझ से बहुत जूनियर थे। क्वेश्चि विद्यापीठ से तो लालबहादुर शास्त्री भी निकले थे, हम भी निकले हैं और यह शास्त्री जी भी निकले हैं। हर तरह के लोग निकले हैं। और मैं तो इन को बड़ा भाई हूँ।

एक माननीय सदस्य : कैसे कैसे लोग निकले हैं ?

श्री कमलापाति त्रिपाठी : एक खान से हीर भी निकलता है, कंचला भी निकलता है, यह दूनीया का कचरा है। तो इस से क्यों परेशान हैं।

अब इन को जो कम्पेंसेशन दिया गया है, वह कम्पेंसेशन देना चाहिए या नहीं देना चाहिये, यह तो सिद्धान्त का सवाल है। आपके यहां आज यह नियम है कि अगर किसी की कोई चीज ले लें तो कम्पेंसेशन देना होता है। तो सोच समझ कर यह कम्पेंसेशन उन को दिया गया है और यह समझ कर दिया गया है कि यह ज्यादा नहीं है।

श्री ज्योतिर्मोय बसु : मैं सोचता हूँ कि ज्यादा दिया गया है।

श्री कमलापाति त्रिपाठी : मैं आप को बता दूंगा। मैं आप से बात कर लूंगा।

श्री ज्योतिर्मोय बसु : यू. पी. एलेक्शन के बाद।

श्री कमलापाति त्रिपाठी : यू पी एलेक्शन में तो मैं खड़ा नहीं हो रहा हूँ, तो मुझे क्या चिन्ता है ?

अब मैं समझता हूँ कि इन को कम्पेंसेशन निश्चय कर दिया गया है। वह दिया जा रहा है और सोच समझ कर दिया जा रहा है।

श्री ज्योतिर्मोय बसु : रिटर्न डाउन कास्ट आफ दि एसट्स, यह हाउस को बता दीजिए।

श्री कमलापाति त्रिपाठी : बुक वॉल्यू से मतलब है रिटर्न डाउन कास्ट का, तो मैं ने आप से कहा कि मैं किसी वक्त बता दूंगा। यह इस वक्त मेरे पास नहीं है। मैं फिर बता दूंगा।

SHRI JYOTIRMOY BOSU : When was the ship due for the break-up? It should be on the Lloyds Register. You can easily find it out.

SHRI KAMLAPATI TRIPATHI : You are only interested in the compensation that is being paid. All these questions relate to that. I will let you know.

I would request the hon. Member to put a Starred Question and he will be getting all the information.

PROF. MADHU DANDAVATE: I think the time for star performance is over.

SHRI JYOTIRMOY BOSU: Just I wanted to help you in understanding the issue.

MR. DEPUTY-SPEAKER: You have to do a star performance.

श्री कमलापाति त्रिपाठी : अब फेयर की बात ख गइ। यह फेयर की बात 20 परसेंट तो उन्होंने इस के लिए कहा ही था। इस के बाद फ्यूचर की कास्ट, मीटर्नस की कास्ट, डिस्पर्समेंट जो पोर्ट्स पर होते हैं उस की कास्ट, यह सब देख कर के और इस ख्याल से कि इस का खर्च बढ़ा है, दस परसेंट और बढ़ाया है। अब चांगले के साथ कोई हमारी बुराई नहीं थी, कोई उन से दुश्मनी नहीं थी, उन्हें कोई सजा देने का इरादा नहीं था।

जैसे कुछ लोग कह रहे थे कि बड़ा मुनाफा उन्होंने कमाया। तो मुनाफा कमाया उन्होंने तो उसके लिए उन्हें सजा तो दे नहीं सकते हम और सजा देने का कोई इरादा नहीं था। सवाल यह था कि उन्होंने काम चलाना बन्द कर दिया और कहा कि 42 परसेंट किराया बढ़ा दीजिए। और बढ़ाया गया है, पटल जी पूछ रहे थे तो मैं उनको बता दूँ कि 1969 में इन का 7 परसेंट बढ़ा, फिर 8 परसेंट बढ़ा। अब गवर्नमेंट के विचार में यह बात थी कि इनको बढ़ाया जाय या न बढ़ाया जाय। इस प्रश्न पर विचार हो रहा था और इस बीच मैं इन्होंने सत्याग्रह किया। यह कहा कि अगर यह सर्विस ली नहीं जाती है तो हम सत्याग्रह करेंगे और उधर चाँगल ने यह कहा कि अगर किराया बढ़ाया नहीं जाता है तो हम सर्विस बन्द कर देंगे।

प्रो. मधु षण्डवते : हमारी बात सन ली, यह बहुत अच्छा हुआ।

श्री कमलापीत त्रिपाठी : अब आप देखें कि सितम्बर अक्टूबर उन्होंने चलाया नहीं। मई के बाद जून, जुलाई, अगस्त और सितम्बर में उन्होंने सर्वे भी नहीं कराया। यह भी नोटिस दे दिया कि अगर किराया बढ़ा नहीं देंगे तो तमाम शारि स्टाफ वर्गों के अखास्त कर देंगे और काम बन्द कर देंगे। तो गवर्नमेंट के सामने और कोई दूसरा रास्ता नहीं था सिवाय इस के कि इस के यह टैक आंचर करती। डिमांड उस के लिए बराबर हो रही थी। आप ने कहा कि कॉकण के एरिया के लिए और कोई दूसरा मार्ग नहीं, कोई और यातायात का साधन नहीं। एक अनडैवलप्ड एरिया पड़ा हुआ है, वहाँ भी सर्विस बन्द कर दिया, यह बहुत ही अनुचित है। जैसा अभी एक भाई ने कहा कि बड़े भारी गांधी जी के ट्रस्टीशिप की आइडिया वाले हैं तो ट्रस्टीशिप यह दिखलाया कि काम बन्द कर दिया।

अब उन्होंने सर्वे कराया तो उसका कम्पन्सेशन दिया है। उनसे कहा गया था कि सर्वे करा लीजिये। 18 लाख रुपये उस का कम्पन्सेशन दिया है।

श्री ज्योतिर्बब बसु : 8 लाख रुपया इतना खर्चा क्यों हुआ सर्वे करने पर? यह तो बहुत बड़ा खर्चा है।

श्री कमलापीत त्रिपाठी : यह बात भी देख लेंगे। आप ने मुझे ज्ञान बहुत प्रदान किया। . . . (व्यवधान) . . . आई वांट टु बी टाट बाई यू।

श्री ज्योतिर्बब बसु : यह मत दीजिये। हम को इतना कहां ज्ञान है?

श्री कमलापीत त्रिपाठी : उनके मामले पर फंसला हो जाता लेकिन उन का काम बन्द कर देना मुनासिब नहीं था। इसलिए आर्डिनेंस निकालना पड़ा। षण्डवते जी कह रहे थे कि पांच दिन पहले क्यों निकाला? अब पांच दिन पहले निकाला गया

प्रो. मधु षण्डवते : मैंने नोटिफिकेशन के बारे में कहा। पार्लियामेंट के क्रीपडेंस में लिए बिना 30 परसेंट जो बढ़ाया और हम के फंडर स्ट्रक्चर के बारे में चर्चा करने का मौका नहीं मिला उस के लिए मैंने कहा।

एक माननीय सदस्य : आर्डिनेंस के लिए जांशी जी ने कहा था।

श्री कमलापीत त्रिपाठी : तो अब जो बात बीत चुकी उस की बहस करना फिजूल होता है। . . . (व्यवधान) . . . मैं आप से कहता हूँ—
गतासूनगतासूश्च नानुशांचान्त परिणताः ॥

कृष्ण ने कहा कि जो बात बीत जाती है उस अकल जिसको होती है वह सोचता नहीं।

तो वह तो हो गया। अब आर्डिनेंस निकाला गया था तो कंस्टीट्यूशनल रिक्वायर्समेंट को पूरा करने के लिए

the bill must be placed before the House and the bill is before you Sir, and I request to the House, through you Sir, that the bill may be passed.

PROF. MADHU DANDAVATE: I had placed three questions and I will repeat them. I do not want to embarrass the hon Minister. The questions are as follows:

[Prof. Madhu Dandavate]

Firstly, why this House was deprived of the opportunity to express its views on fare structure by issuing notification on the 14th?

Secondly, will you allow cargo service to be developed by the Moghul lines so that the profits accruing will be able to absorb the losses and raising fare will not be necessary?

Thirdly, why is it that Goa Government which is concerned with the Service has never been consulted? Was it because Goa Government happens to be a non-congress Government and the Govt. of Maharashtra happens to be a Congress Government and that is why you consulted only the Maharashtra Government? These are my specific questions for which you may kindly reply.

श्री कमलपति त्रिपाठी : तीसरा जो सवाल है आप का वह तो एक अभियोग आप में लगा दिया और उस में एक मोटिव देख लिया कि गाँवा गवर्नमेंट ने इसलिए नहीं कंसल्ट किया कि वह नान-कांग्रेस गवर्नमेंट है और महाराष्ट्र गवर्नमेंट को इसलिए कंसल्ट किया कि वह कांग्रेस गवर्नमेंट है, तो यह तो एक मोटिव लगा देने की बात है।

PROF. MADHU DANDAVATE: I asked whether the Goa Government was consulted or not and if not what are the reasons. If you feel I attribute motive, I withdraw the statement.

SHRI KAMLAPATI TRIPATHI: You said that Goa Government was not consulted because it was a non-Congress Government, but Maharashtra Government was consulted because it was a Congress Government. (*Interruptions*)

MR. DEPUTY-SPEAKER: Order, order. Let there be no motive attributed. I have allowed you and you have put a very simple question whether the Goa Government was consulted or not; if not, the reasons therefor.

PROF. MADHU DANDAVATE: If the hon. Minister wants, I am prepared to withdraw the word 'motive'. I want a factual information.

SHRI JYOTIRMOY BOSU: I am putting a supplementary. You are not on your legs. You are on your bells!

MR. DEPUTY SPEAKER: Let me now regulate the proceedings. If Members want to put a question, they can put it now. I shall give five more minutes. The Minister will note down the questions and give a comprehensive reply. I do not want this kind of shooting across the aisle. It is for the Minister to answer. If anybody wants to put a question, let him put it.

SHRI JYOTIRMOY BOSU: Did you or did you not consult the Goa Government? If you have not done so, what is the reason for that? My second question is this. Why is it that after takeover you have decided to increase the fare by 30 per cent? Are you not aware of the fact that the steamer is used by the weaker section of the society? In the railways there are many lines which run into losses. Why does the Government want to burden the weaker section of the society by enhancing the fares? By so doing, you will only add fuel to the fire.

MR. DEPUTY-SPEAKER: You are making a speech. Please put your question.

SHRI JYOTIRMOY BOSU: What made you to increase the fare by 30 per cent?

MR. DEPUTY-SPEAKER: You have put the question.

SHRI JYOTIRMOY BOSU: I leave it to you.

SHRI SHANKERRAO SAVANT: May I know whether it is a fact that it was only the Maharashtra Government which was agitating for the take-over and not the Goa Government?

SHRI JYOTIRMOY BOSU: If so, whether all employees would be absorbed or not.

MR. DEPUTY-SPEAKER: Now, no more questions.

SHRI KAMLAPATI TRIPATHI : I am glad that the hon Members have no more questions to ask.

गोवा गवर्नमेंट को कन्सल्ट करने की जरूरत नहीं समझी गई। इस लिये नहीं समझी गई—जैसा कि माननीय सदस्य ने बताया है—गोवा की सरकार की इस संबंध में कोई मांग नहीं थी कि इस सर्विस को टर्क-आवर किया जाय—इस लिये उन से कन्सल्ट करने की जरूरत नहीं पड़ी।

If what you say is correct that Government of Goa was not consulted, I would only say that it was not consulted. What can I do now?

PROF. MADHU DANDAVATE: I am happy that you are admitting that Goa Government was not consulted.

SHRI KAMLAPATI TRIPATHI: I was going to reply to you according to the information I have received just now. If you go on insisting on that as to why Goa Government was not consulted, I would only say that it was not consulted. If at all you want me to consult the Goa Government whether the Mughal Lines should be removed and Messrs. Chowgule Steamship Company should be brought again, then that is not within the scope of the discussion.

जहां तक 30 परसेन्ट भाड़ा बढ़ाने की बात है—मैंने आप से कहा है कि फ्यूल की कास्ट बढ़ी है, इस लिये बढ़ाना पड़ा . . .

श्री ज्योतिर्मय बसु : रेलवे को भी देखना चाहिए।

श्री मधु दण्डवत : मैंने तीन प्रश्न पूछे हैं, उन के जवाब दीजिये।

श्री कमलापति त्रिपाठी : उन के जवाब मैं पहले दे चुका हूँ। जो बात बता चुका

हूँ उन के बारे में बात करना फिजूल है। अब यह बिल आप के सामने है, इस को स्वीकार कीजिये।

Now, the Bill is before hon. Members, and I would request them to pass it.

MR. DEPUTY-SPEAKER: The question is:

"That the Bill to provide for the acquisition and transfer of the Konkan passenger ships in order to serve better the needs of the maritime passengers of the Konkan coastal region and for matters connected therewith or incidental thereto, be taken into consideration"

The motion was adopted.

MR. DEPUTY-SPEAKER : We shall now take up clause 2 of the Bill. The question is :

"That clauses 2 to 6 stand part of the Bill".

The motion was adopted.

Clauses 2 to 6 were added to the Bill.

Clause 7—(Central Government or Government Company not to be liable for prior liabilities)

PROF. MADHU DANDAVATE: I beg to move:

Page 4, after line 12, insert--

"Provided that the salary, service conditions, gratuity and other rights and facilities of the employees of the existing company are not adversely affected".(1)

I do not want to repeat the earlier arguments, but I would only say this. I had put one specific starred question to the hon. Minister earlier and I was very happy to get the reply from him that all the facilities and rights and privileges that were enjoyed by the employees of Messrs. Chow-

[Prof. Madhu Dandavate]

gule Steamships Ltd. would be continued under the new management and new ownership.

SHRI JYOTIRMOY BOSU: And better-
ed.

PROF. MADHU DANDAVATE: I have moved an amendment which only wants to confirm what was given to me in the form of a reply. Therefore, my amendment only says that :

MR. DEPUTY-SPEAKER: That has already been circulated.

PROF. MADHU DANDAVATE: All that I have said is that every liability of the company in relation to the Konkan passengerships in respect of any period prior to the appointed day shall be enforceable against it and not against the Central Government or the Government company, provided that the salary, service conditions, gratuity and other rights and facilities of the employees of the existing company are not adversely affected. I am sure that the hon. Minister will accept this amendment.

SHRI JYOTIRMOY BOSU: We want an assurance here today.

श्री कमलापति त्रिपाठी : मैंने आप के प्रश्नों के उत्तर दे दिये थे और जो उत्तर दिये, वे वे सही हैं। इन को जो भी फॉसिलिटी मिलती रही है या इन के जो भी राइट्स थे, वे कान्टिन्यू होंगे। इस में लमाम आफिसर्स जिन का पेंसन्जर सर्विस से सम्बन्ध था या जो शोर्सटाफ हैं, वे सब शामिल हैं।

श्री ज्योतिर्मय बसु : आफिस स्टाफ के बारे में क्या हुआ ?

श्री कमलापति त्रिपाठी : उस में सब शामिल हैं। शोर्सटाफ का कम्पनी के साथ एग्रीमेंट हुआ था, उस को इन्होंने भी स्वीकार कर लिया है। इन का ग्रेजुइटी, पेंशन आदि का जो पैसा अभी तक चांगल के पास था, उन्होंने

उस को मुगल-लाइन्ज को ट्रांसफर करने को कह दिया है। हर आदमी जो इस कम्पनी में था, मुगल लाइन्स को दे दिया है, इस तरह से उनके राइट्स प्रोटेक्ट हैं—इस लिये इस अग्रीमेंट की आवश्यकता नहीं है।

MR. DEPUTY-SPEAKER: Is he accepting the amendment?

SHRI KAMLAPATI TRIPATHI: No, it is not at all necessary to accept it.

MR. DEPUTY-SPEAKER: I shall now put Prof. Dandavate's amendment to the vote of the House.

Amendment No. 1 was put and negatived.

MR. DEPUTY-SPEAKER: The question is:

"That clause 7 stand part of the Bill".

The motion was adopted.

Clause 7 was added to the Bill.

Clauses 8 to 20, Clause 1, the Enacting Formula, the Preamble and the Title were added to the Bill.

SHRI KAMLAPATI TRIPATHI: I beg to move:

"That the Bill be passed".

MR. DEPUTY-SPEAKER: Motion moved:

"That the Bill be passed".

SHRI JYOTIRMOY BOSU: The hon. Minister has very nicely kept out the basic information from this House about the real written down cost of the asset that Government had taken over and paid a very handsome compensation, no doubt taking the counsel of people like Shri H. M. Patel who are so close to them in matters of principle while dealing with monopoly capital.

Secondly, in regard to the 30 per cent rise in fares, I have been posing this question so many times. I am bringing in a new issue altogether to make it suitable for reply.

If you look at the performance of the Indian Railways, if you look at the third class passenger fare and its viability, you will see that there are many sections on many railways, many lines and branch lines, where the money that you get out of the sale proceeds of tickets does not cover the cost of running that line. I have travelled in this steamer line a couple of times between Bombay and Goa and back. I have seen that most of the passengers, particularly in the deck class, belong to the weaker section of society, the very weaker section of society. Most of the passengers are Goans. So when the hon. Minister says that the Central Government belonging to the Congress Party did not take the trouble of consulting the Government of Goa which does not have the same political views as they have—I do not want to say anything good or bad about them—I consider it the height of discourtesy and impropriety on the part of the Central Government.

Now on the issue of the 30 per cent rise, the hon. Minister and his department could have. . . .

MR. DEPUTY-SPEAKER: Why does he refer to it now?

SHRI JYOTIRMOY BOSU: I want to say that if the hon. Minister had followed the policy the Indian Railways have followed so far with regard to third class passengers, he should have hesitated to impose this big levy of 30 per cent, one third of the fare, on these passengers. The Minister will kindly consider that by this he is going to hit the weaker section of society who cannot afford this 30 per cent rise in the fare.

Lastly, we have heard his assurance with regard to all those who have been connected with this line *minus* the directors and those who hold substantial equity

shares, that all those persons will be absorbed by the Government in time, without any hesitation and delay.

SOME HON. MEMBERS ROSE—

MR. DEPUTY-SPEAKER: I will allow Shri Banerjee. We are in the third reading at which stage observations should be confined to either supporting or opposing the Bill. And may I remind you about the rule that repetitions of others' arguments or one's own arguments are not allowed? If you are going to talk about the 30 per cent, I will not allow it because at least half a dozen times this has been stressed, 30 per cent, 30 per cent. Shri Bosu himself many times stressed the 30 per cent increase.

SHRI JYOTIRMOY BOSU: Has he replied?

MR. DEPUTY-SPEAKER: I cannot allow Shri Naik because it is against the rule for any member to make a second speech on the same subject. I will allow Shri Banerjee since he did not speak earlier.

श्री एस. एस. बनर्जी (कानपुर) : उपाध्यक्ष महोदय, मुझे खुशी है कि इस कम्पनी को कम से कम सरकार ने अपने हाथों में ले लिया। जो कुछ इसकी खाशियाँ हैं वह सदन के सदस्यों ने माननीय मन्त्री जी के सामने रखने की कोशिश की है। जो दिन बीत चुके हैं वह लौट कर आयेगे नहीं। ज्यादा बोलने की मेरी इच्छा भी नहीं है। मुद्दे का मुंह देखने से उबकाई ही आयेगी इसलिये मुद्दे का मुंह ढका ही रहे तो अच्छा है। मैं चाहूंगा अगर किरायों के बारे में कुछ हो सकता है तो मन्त्री जी उसको कानों की कोशिश जरूर करें। और वह के जो कर्मचारी हैं, जो आश्वासन उन्होंने हमें दिये हैं उन आश्वासनों के पूरी तरह से निभायेगे इसकी मुझे आशा है। इसके बारे में गंगा सरकार से क्या नहीं पूछा गया, मुझे नहीं मालूम शायद उनसे पूछा नहीं जायेगा लेकिन मैं समझता हूँ गाँवा की सरकार राजी नहीं थी।

[श्री एस. एम. बनर्जी]

इस के साथ साथ मैं फिर मन्त्री जी ह कहूंगा कि और भी शिपिंग कम्पनीज के लेन की कमीशंस कर और एक वफा उत्तर प्रदेश के लोगों के इस बात की ख़ुशी हो कि उत्तर प्रदेश सारे देश में जहाज चला रहा है।

MR. DEPUTY-SPEAKER: Have you got anything to say in reply?

SHRI KAMPLAPATI TRIPATHI: I have nothing to say.

MR. DEPUTY-SPEAKER: The question is:

"That the Bill be passed."

The motion was adopted.

14.55½ hrs.

DEMAND* FOR EXCESS GRANTS (GENERAL), 1971-72 and

SUPPLEMENTARY DEMANDS* FOR (GENERAL), 1973-74

MR. DEPUTY-SPEAKER: We take up the Demands for Excess Grants (General) and the Supplementary Demands for Grants (General). Both of them will be discussed together.

DEMAND NO. 2—DEFENCE SERVICES, EFFECTIVE—ARMY

MR. DEPUTY-SPEAKER: Motion moved:

"That a sum of Rs. 84,95,36,194 be granted to the President to make good an excess on the grant in respect of 'Defence Services, Effective-Army, for the year ended the 31st day of March, 1972."

DEMAND NO. 3—DEFENCE SERVICES, EFFECTIVE—NAVY

MR. DEPUTY-SPEAKER: Motion moved:

"That a sum of Rs. 2,09,19,266 be granted to the President to make

good an excess on the grant in respect of 'Defence-services, Effective-Navy, for the year ended the 31st day of March, 1972."

DEMAND NO. 4—DEFENCE SERVICES, EFFECTIVE—AIR FORCE

MR. DEPUTY-SPEAKER: Motion moved:

"That a sum of Rs. 11,48,88,770 be granted to the President to make good an excess on the grant in respect of 'Defence Services, Effective-Air Force' for the year ended the 31st day of March, 1972."

DEMAND NO. 5—DEFENCE SERVICES—NON-EFFECTIVE

MR. DEPUTY-SPEAKER: Motion moved:

"That a sum of Rs. 51,34,251 be granted to the President to make good an excess on the grant in respect of 'Defence Services, Non-effective' for the year ended the 31st day of March, 1972."

DEMAND NO. 20—MINT

MR. DEPUTY-SPEAKER: Motion moved:

"That a sum of Rs. 2,90,412 be granted to the President to make good an excess on the grant in respect of 'Mint' for the year ended the 31st day of March, 1972."

DEMAND NO. 24—OTHER REVENUE EXPENDITURE OF THE MINISTRY OF FINANCE

MR. DEPUTY-SPEAKER: Motion moved:

"That a sum of Rs. 1,20,26,693 be granted to the President to make good an excess on the grant in respect of 'Other Revenue Expenditure of

*Moved with the recommendation of the President.