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Tuesday, December 02, 2014  
Agrahayana 11, 1936 (Saka)

# **LOK SABHA DEBATES**

**(English Version)**

**Third Session**

**(Sixteenth Lok Sabha)**



*(Vol. V contains Nos.1 to 10)*

**LOK SABHA SECRETARIAT**

**NEW DELHI**

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Dr. M. Thambidurai

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Shri Ramen Deka

Shri Konakalla Narayana Rao

Shri Hukum Singh

## **SECRETARY GENERAL**

Shri Anoop Mishra

## **LOK SABHA DEBATES**

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LOK SABHA

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Tuesday, December 2, 2014/Agrahayana 11, 1936 (Saka)

The Lok Sabha met at Eleven of the Clock

**[HON. SPEAKER *in the Chair*]**

**REFERENCE BY THE SPEAKER****Reported loss of lives of 14 personnel of CRPF in an ambush by naxals in Sukma district of Chhatishgarh on 1<sup>st</sup> Dec., 2014**

[Translation]

**HON. SPEAKER:** Hon. Members, 14 soldiers of the Central Reserve Police Force including two officers were reportedly killed in an ambush by Naxals in Sukma district of Chhattisgarh on 1 December, 2014.

The House expresses its profound sorrow on this dastardly terrorist attack which has brought pain and suffering to the bereaved families and injured. Now the House will stand in silence for a few moments in honour of the departed souls.

**11.0½ hrs.**

*The Members then stood in silence for short while.*

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... (*Interruptions*)

**HON. SPEAKER:** Listen to me for a minute.

. . . (*Interruptions*)

**HON. SPEAKER:** I am not allowing the suspension of question hour. Hon. Kharge Ji, please speak.

. . . (*Interruptions*)

**HON. SPEAKER:** I will give you an opportunity to speak during Zero Hour.

. . . (*Interruptions*)

**SHRI MALLIKARJUN KHARGE (GULBARGA):** Madam, this Union Minister... (*Interruptions*)

**HON. SPEAKER:** Which subject do you have on the Adjournment Motion? There are so many notices of Adjournment Motion.

... (*Interruptions*)

**HON. SPEAKER:** Please wait a minute.

**SHRI MALLIKARJUN KHARGE:** There are two adjournment motions here, but the one we've submitted on an urgent issue, [English] that is highly objectionable language used by BJP Ministers, flaring up tensions as reported in today's Indian Express newspaper dated December 2nd, 2014. [Translation] This is a very important issue. This is a serious matter. ... (*Interruptions*) This is already causing tension. ... (*Interruptions*) Communal riots have happened before because of this. ... (*Interruptions*) They should apologise for this. ... (*Interruptions*)

[English]

**HON. SPEAKER:** Hon. Members, I have received notices of Adjournment Motion from Shri Rajeev Satav, Shri K.H. Muniyappa, Shri K.C. Venugopal, Shri Deepender Singh Hooda and so many others.

The matters though important enough do not warrant interruption of business of the day. The matters can be raised through other opportunities.

I have, therefore, disallowed all the notices of Adjournment Motion.

... (*Interruptions*)

[Translation]

**HON. SPEAKER:** You can raise it later.

... (*Interruptions*)

**THE MINISTER OF URBAN DEVELOPMENT; MINISTER OF HOUSING AND URBAN POVERTY ALLEVIATION; AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI M. VENKAIAH NAIDU):** You people have given many notices. ... (*Interruptions*) Madam Speaker will give her ruling after studying them. I say that something has been published in the newspaper, it is not a method to get the House adjudicated. ... (*Interruptions*) This has never happened. ... (*Interruptions*) ... (*Interruptions*) We are ready to discuss all topics. ... (*Interruptions*) Please stay calm. ... (*Interruptions*)

[English]

**HON. SPEAKER:** You can not raise it at any time. I will allow you afterwards.

... (*Interruptions*)

**SHRI M. VENKAIAH NAIDU:** There are other important issues. Try to understand that. After the Question Hour, the Speaker will take a view on whatever notice given by the Leader of the Congress Party. We are ready to discuss any issue. ... (*Interruptions*)

**HON. SPEAKER:** I have said: “You give a notice. I will allow you to raise it but not Adjournment Motion.”

... (*Interruptions*)

**11.06 hrs.**

*At this stage, Shri Jyotiraditya M. Scindia and some other Hon. Members came and stood on the floor near the Table.*

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**11.06 1/2 hrs.**

**2\*ORAL ANSWERS TO QUESTIONS**

**HON. SPEAKER:** Q. No. 121 - Shri K. C. Venugopal – Not Present

Shri D. K. Suresh. – Not Present

Shri Ganesh Singh

... (*Interruptions*)

[Translation]

**HON. SPEAKER:** Ganesh Singh Ji, please ask your question.

**(Q.121)**

**SHRI GANESH SINGH:** Madam Speaker, I would like to know from the Hon. Minister Sir, through you, that the programmes run to discover sports talents require infrastructure and training. ... (*Interruptions*) This is rarely seen. ... (*Interruptions*) I have been organizing "MP Trophy" competition in my Parliamentary Constituency Satna, Madhya Pradesh for the last 5 consecutive years and also organize various types of games. ... (*Interruptions*) But there is a huge lack of infrastructure to train the talent. ... (*Interruptions*) I want to know from the Hon. Minister whether the Government of India is going to open such a training centre in our Satna, Lok Sabha

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<sup>2\*</sup> For Questions, please visit <https://sansad.in/ls/questions/questions-and-answers>.

constituency? ... (*Interruptions*) I request him to assist us in discovering talents. ... (*Interruptions*)

[English]

**SHRI SARBANANDA SONOWAL:** Madam Speaker, the Hon. Member has been taking so much of initiative to promote sports in his constituency. ... (*Interruptions*) I am thankful to him and assure him that we can set up a sub-centre of SAI. This matter will be looked into. ... (*Interruptions*)

**11.07 hrs.**

*At this stage, Shri Kalyan Banerjee and some other Hon. Members came and stood on the floor near the Table.*

*... (Interruptions)*

[Translation]

**HON. SPEAKER:** Shri Sultan Ahmed.

*... (Interruptions)*

[English]

**SHRI C.R. CHAUDHARY:** Hon. Speaker, thank you very much for giving me an opportunity. ... (*Interruptions*)

[Translation]

I would like to know a few things through you from the Hon. Minister that a lot of work is still needed to promote sports and games in rural areas of the country. ... (*Interruptions*) I would like to thank the Minister for providing a very elaborate answer. ... (*Interruptions*) You have also mentioned a good thing about it in the discussion. ... (*Interruptions*) I request you that the children are gold medalists at the national level, ... (*Interruptions*)

[English]

Those boys and girls who secured a medal at the national level in the secondary and senior secondary should be given scholarships. ... (*Interruptions*) scholarships should be given to them, because they are from humble and poor background. ... (*Interruptions*)

[Translation]

There will be initiation from here and the children will move forward. ... (*Interruptions*) I want to provide an example that in Rajasthan, in the Nagaur district of my Parliamentary Constituency, there is a place called Mundwa, where many girls from very poor backgrounds are studying. ... (*Interruptions*) Those who are national gold medalists in Kabaddi, Hockey, Gymnastics and Athletics are not being given any scholarship. ... (*Interruptions*) We can collect money through charity and give scholarships to them. ... (*Interruptions*) Is there any scheme

of the Government or the Department so that the children who got gold medals in sports and games can get scholarship? ...  
(*Interruptions*) This is my question to you. ... (*Interruptions*)

[English]

**SHRI SARBANANDA SONOWAL:** Madam Speaker, for a meritorious sports person, this Ministry is always taking a positive initiative to encourage them. Definitely, this matter will be looked into. ... (*Interruptions*)

**HON. SPEAKER:** Shrimati Hemamalini.

. . . (*Interruptions*)

**(Q.122)**

[Translation]

**SHRI NISHIKANT DUBEY:** Madam Speaker, the Government has said in its reply that they have given 10343 notices. ... (*Interruptions*) The Foreign Contribution Regulation Act is very important. ... (*Interruptions*) I have a report of IB. ... (*Interruptions*) The IB report was prepared during the UPA Government's tenure. ... (*Interruptions*) On 3rd June, 2014, IB has given this report. ... (*Interruptions*) In that, it has said that the NGOs are engaged in this country. ... (*Interruptions*) They are causing at least 15-20 percent loss of the country's GDP. ... (*Interruptions*) This is a very serious matter. They are losing 15 to 20 percent of GDP. Wherever infrastructure projects are ongoing in this country, be it nuclear projects, mega industrial projects, or North-East development projects, or policies being formulated by the Government of India, there is a 25-page full IB report. If you permit, I will place it on the floor of the House. ... (*Interruptions*) My question to the Hon. Minister, through you, is that the IB report specifically mentions cases and individuals. There are several NGOs that are not submitting to FCRA audits and are not registered. ... (*Interruptions*) For example, in the nuclear sector, there are 65 NGOs trying to prevent nuclear plants from being established.

... (*Interruptions*) Out of these, only 17 have FCRA registration. Through you, I want to know, based on this IB report, how many people has the Hon. Minister filed sedition charges against?

**SHRI KIREN RIJJU:** Madam Speaker, the Hon. Member has rightly said that from time to time, through investigations by the IB, news has emerged that some organizations are using foreign funds, through certain NGOs in India, to carry out campaigns that are impacting our country's critical installations, such as nuclear power plants, thermal power plants, and mining. Besides these, there are many other activities where foreign funds have been used, and this has the potential to affect the country's progress. The case involving Greenpeace, which the Hon. Member just mentioned, has been frozen by the Government of India. ... (*Interruptions*) They are currently prohibited from conducting such activities here and cannot receive any further foreign contributions. Additionally, we are aware of other matters. If any work is done against the country, we will take action against that NGO as well. ... (*Interruptions*)

**SHRI NISHIKANT DUBEY:** Madam Speaker, the NGOs in this country are not only stopping infrastructure projects, the NGOs of this country are engaged in conversion, they are engaged in terrorist activities, they are engaged in naxalism. Moreover, being a Member

of the Rules Committee, I would also like to request you that cases are taken under Rule 377, the Supreme Court's judgment regarding gay rights has come under Section 377. There are movements in this country regarding the Supreme Court's judgment and gay rights. This means that cultural invasion is taking place. ... (*Interruptions*) The CAG report states that the FCRA Act, 1976, and the FCRA Act, 2010, mandate audits -- 'Audit is of the view that the Ministry may bring suitable amendment in the Act to issue instructions regarding maintenance on FCRA Act.' My point is that the people are engaged in this country against tariffs, naxalism, cultural tariff, cultural invasion or the judges of the Supreme Court. Ambassadors of Pakistan meet terrorists from Jammu and Kashmir. I want to know whether the Ministry of Home Affairs is thinking that a radical change should be made in the FCRA Act, 2010, and a new Act should be brought? What stance is the Government taking in this regard?

**SHRI KIREN RIJJU:** Madam, it needs to be looked into comprehensively. What the Hon. Member has said, I agree that many cases have come to light. I want to mention that just like CBI has 23 cases related to NGOs which they have made mistakes and six have been convicted. Police have received nine cases. Apart from this, some of the other activities mentioned by the Hon. Member are in the cognizance of the Government, but as far as changes in the FCRA Act

are concerned, it is a dynamic. We have tried to make this process very efficient. Registration in this is quite strict. We have also taken a very strict step regarding the return they file after online registration and further we promise to the Hon. Member that full action will be taken against them on our behalf and on behalf of the Government ...  
*(Interruptions)*

**HON. SPEAKER:** Shri Adhir Ranjan Chowdhury - Not present.

Shri Virendra Singh - Not present.

Yogi Adityanath.

**YOGI ADITYANATH:** I would like to know from the Hon. Minister that the NGOs violating the FCRA directives have not yet submitted their complete accounts and are known to be engaged in anti-social and anti-national activities, ... *(Interruptions)* How many organisations have now faced action? I would like to know from the Hon. Minister as to what steps the Government is going to take to take action against such organisations which are indulging in anti-social and anti-national activities? ... *(Interruptions)*

**SHRI KIREN RIJJU:** Madam, as I mentioned, we have initiated action and have also given notices to more than ten thousand people. Apart from this, we are also doing outreach programmes. The Home Ministry is also giving information to the people ... *(Interruptions)*

that if you do not file the return on time, then action will be taken against you and a penalty will also be imposed. I have their complete details, I will give them to the Hon. Member, because it would take more time to tell them completely, we can give the details separately as to how much amount we have collected and how much amount is yet to be collected. ... (*Interruptions*)

[English]

**HON. SPEAKER:** The House stands adjourned to meet again at 11.30 hours

**11.18 hrs**

*The Lok Sabha then adjourned till Thirty Minutes past Eleven of the  
Clock*

**11.30 hrs.**

*The Lok Sabha re-assembled at Thirty Minutes past Eleven of the  
Clock.*

(Hon. Speaker *in the Chair*)

[Translation]

**SHRI TARIQ ANWAR (KATIHAR):** Madam Speaker, please apologise to him. ... (*Interruptions*)

**11.31 hrs**

*At this stage, Shri Jyotiraditya M. Scindia, Shri Sultan Ahmed and some other Hon. Members came and stood on the floor near the Table.*

... (*Interruptions*)

**11.32 hrs.**

**ORAL ANSWERS TO QUESTIONS-Contd....**

**HON. SPEAKER:** Question 123 - Shri Bhola Singh.

**(Q.123)**

**SHRI BHOLA SINGH:** Madam Speaker, in response to this question, the Government has said that in the year 2010, 77 agreements were signed with 63 countries. These agreements have been signed in the field of information technology, crop management and market control. ... (*Interruptions*) We would like to know from the Government, through you, that there are 77 agreements with 63 countries, what cooperation has been made by those countries in implementing those agreements so far and what is the estimated expenditure by the Union Government in its capital investment?

**SHRI MOHANBHAI KALYANJIBHAI KUNDIYA:** Madam Speaker, in relation to the question asked by the Hon. Member, we say that we have signed 77 agreements with 63 countries. ... (*Interruptions*) The main objective of the agreement reached between the two countries is to increase agriculture and improve the condition of farmers. ... (*Interruptions*) That agreement has been reached for development, equity creation, value addition, advancement of tantric horticulture, flower planting and material production through modern

tools and machines. ... (*Interruptions*) Both countries have benefited from that agreement. ... (*Interruptions*)

**SHRI BHOLA SINGH:** Madam Speaker, Hon. Minister has not answered the question that I have asked. I have asked how much money will be spent on the implementation of the agreement, with whom the agreement has been signed and what will be the estimated expenditure of the Union Government in its implementation? The Minister is repeating the answer given to the original question.

**SHRI MOHANBHAI KALYANJIBHAI KUNDARIYA:** Hon. Madam Speaker, under that agreement meetings are held with both the countries. ... (*Interruptions*) Agricultural officials from both countries sit face to face to discuss how agricultural productivity can be increased. ... (*Interruptions*) Apart from this, no other expenses have been incurred. ... (*Interruptions*) The only expense incurred is that of commuting. ... (*Interruptions*)

**HON. SPEAKER:** All Hon. Members should return to their respective places. I have understood your point, so all of you go to your seats.

. . . (*Interruptions*)

**HON. SPEAKER:** Don't do the same thing again and again. I am speaking.

. . . (*Interruptions*)

**HON. SPEAKER:** Please trust me.

. . . (*Interruptions*)

**HON. SPEAKER:** I am doing some treatment on that topic only. I have asked him. This is not the way, please.

. . . (*Interruptions*)

**11.34 hrs**

*At this stage, Shri Jyotiraditya M. Scindia, Shri Sultan Ahmed and some other Hon. Members went back to their seats.*

. . . (*Interruptions*)

**HON. SPEAKER:** Don't make any more mistakes. Please, all of you, go to your respective places.

. . . (*Interruptions*)

**HON. SPEAKER:** Please trust me a little, too. Please go to your seat.

. . . (*Interruptions*)

**HON. SPEAKER:** Saugata Roy Ji, please trust the chair.

**THE MINISTER OF URBAN DEVELOPMENT, MINISTER OF HOUSING AND URBAN POVERTY ALLEVIATION, AND**

**MINISTER OF PARLIAMENTARY AFFAIRS (SHRI M. VENKAIAH NAIDU):** Hon. Speaker, the issue about which some Hon. Members in this House have raised objections is indeed serious. I accept that. We do not know what was said exactly. Our understanding is based on what was published in the newspaper. ...  
*(Interruptions)*

**HON. SPEAKER:** Please listen to me. This is not the way.

... *(Interruptions)*

**HON. SPEAKER:** Bhupendra Ji, please understand the point.

... *(Interruptions)*

**HON. SPEAKER:** It doesn't happen like that.

... *(Interruptions)*

**HON. SPEAKER:** Dharam Singh Ji, please sit down. His statement has not been finished yet. Let him complete.

... *(Interruptions)*

**SHRI M. VENKAIAH NAIDU:** It is coming on TV and also in some newspapers. The issue you have raised, once we have a complete understanding of the matter. ... *(Interruptions)*

**SHRI ADHIR RANJAN CHOWDHURY (BAHARAMPUR):**  
You understood after I spoke. ... *(Interruptions)*

**HON. SPEAKER:** What is this?

... (*Interruptions*)

**SHRI M. VENKAIAH NAIDU:** You are very knowledgeable, you already know, what I should do ... (*Interruptions*) Adhir Ji, I would like to remind that we are in the House, and whenever such a matter arises, there is a prescribed procedure to raise it. You have followed that procedure by giving notice. Madam Speaker will allocate time for you to speak after Question Hour, and you will be duly informed. However, since you insist on an immediate response, I am prepared to speak on the matter now. I wish to inform the House that consultations have been held with the Hon. Minister, who is ready and willing to express her regret on this issue. I therefore urge the House to afford her the opportunity to do so, so that the matter may be resolved appropriately.

**HON. SPEAKER:** This is the reality, it should be done.

. . . (*Interruptions*)

**THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRY (SADHVI NIRANJAN JYOTI):**

Hon. Speaker, I did not and do not intend to offend anybody with a

statement outside the House. But the words that have come from my mouth, I sincerely express regret and accept.

**HON. SPEAKER:** Regret has been expressed. In fact, everyone should be careful while speaking.

**11.38 hrs.**

**ORAL ANSWERS TO QUESTIONS-Contd...**

**HON. SPEAKER:** Bhola Singh Ji, ask your supplementary question.

**DR. BHOLA SINGH:** Hon. Speaker, I had asked the Government what the estimated expenditure is on the implementation of 77 agreements signed with 63 countries?

**HON. SPEAKER:** He has answered, please ask the next question.

**DR. BHOLA SINGH:** Agriculture is the lifeblood of the economy. If agriculture improves, then the market will improve, borders will improve, and there will be a demand for vermilion among women.

**HON. SPEAKER:** Ask the question.

**DR. BHOLA SINGH:** Agriculture generates 50 percent of the income in our country. The agreement that was reached has been reviewed. I want to know what is the status of implementation in agriculture and farmers life? How many places in the country have meteorological equipment been installed for advanced information?

**SHRI MOHANBHAI KALYANJIBHAI KUNDARIYA:** Hon. Speaker, Following the signing of the agreement, food production in India has witnessed a significant increase. In the year 2009–10, food production stood at 281.1 million tonnes. This figure declined to 264.8

million tonnes in 2013–14. However, subsequent to the agreement, agricultural production has shown an upward trend and has increased substantially.

**SHRIMATI ANJU BALA:** Hon. Speaker, is it true that farmers did not get much benefit in crop cultivation from these agreements? Is this benefit limited to flowers and vegetables only? Please give me the figures to show that these agreements have paid off in the cultivation of flowers.

**SHRI MOHANBHAI KALYANJIBHAI KUNDARIYA:** Hon. Speaker, the agreement has benefited agriculture and farmers. Rice production in India in the year 2003 was 88.53 million tonnes. It was 106.54 million tonnes in 2013-14. Wheat production increased from 72.16 million tonnes to 95.91 million tonnes in the year 2003-04. The production of grains has increased from 198.28 million tonnes to 245.556 million tonnes in the year 2003-04. Total food production has increased from 213.19 million tonnes in 2003-04 to 264.77 million tonnes in 2013-14. There has been a boost in production in every aspect after the agreement.

[English]

**SHRI JAYADEV GALLA:** Madam, there is no doubt that international cooperation is required to boost our agricultural production and productivity. This is only one part. The second part is implementation of recommendations made after a thorough and pragmatic international study to boost our agriculture.

Madam, the Chandrababu Naidu Task Force on Micro Irrigation submitted its report in 2004 after a thorough and detailed study of the Israel model of optimum utilisation of water under micro irrigation. The task force had identified 70 million hectares of potential area to bring under micro irrigation, but so far we have not achieved even five million hectares of potential even after ten years of implementation of the report. So, I would like to know from the Hon. Minister the reasons behind this. What steps would his Ministry take to achieve the target? I would also like to know whether any special emphasis has been made in the 12<sup>th</sup> Plan on micro irrigation.

[Translation]

**SHRI MOHANBHAI KALYANJIBHAI KUNDARIYA:** Hon. Madam Speaker, regarding micro-irrigation, two states in India, Haryana and Gujarat, have seen significant growth. In the Gujarat model, the agricultural base has expanded considerably. Therefore, the Government is considering changing irrigation methods to embrace drip, sprinkler, or spray systems, which require less water but yield more agricultural produce. The Government is thinking of implementing such a scheme across the entire country.

**SHRI BADRUDDIN AJMAL:** Hon. Madam Speaker, through you, I would like to ask the Hon. Minister that when Shri Sharad Pawar

was the Minister of Agriculture in 2013, he reported that 14% of the country's agricultural produce goes to waste. In this regard, is the Minister taking any steps, especially since our country has the highest number of people dying from hunger globally? The fact that 14% of food items are being wasted in the country is a matter of great concern. Is the Minister going to take any action on this matter?

**SHRI MOHANBHAI KALYANJIBHAI KUNDARIYA:** Hon. Speaker, Madam, I currently do not have the details related to the question raised by the Hon. Member. I will call him later, discuss it, and then inform you about it.

[English]

**PROF. K.V. THOMAS:** Madam, 67 years back when we got Independence, it was from ship to mouth as we had to import all the food grains. Now our production is to the tune of 252 million tonnes, which is a record production, while the storage is to the tune of about 150 million tonnes or 180 million tonnes. So, the main challenges before the Government are safety, preservation, preventing the leakages and to have better storage mechanisms. What are the steps the Government is taking to improve the storage mechanisms? Our production is high and our procurement is also high. What are the

steps the Government taking to have better procurement and better storage?

[Translation]

**SHRI MOHANBHAI KALYANJIBHAI KUNDARIYA:** Hon. Madam Speaker, the Hon. Member is talking about storage, which does not fall under my department; it comes under the Food Department. I will speak to the relevant department to see how this can be addressed.

**SHRI PRALHAD SINGH PATEL:** Madam Speaker, the real problem faced by farmers is related to climate. We need help with the exchange of information. Are there any international agreements through which we can obtain such information? Today, most of India's agriculture depends on the climate. Therefore, based on that information, has the Government of India entered into any agreements with any country regarding technology?

**SHRI MOHANBHAI KALYANJIBHAI KUNDARIYA:** Madam Speaker, the agreement that has been made is for mangoes from Maharashtra. Similarly, there are separate agreements for different products for each state. For Haryana, there are agreements regarding flowers and bees for Gujarat, regarding vegetables, mangoes, and dates. There are different agreements with other countries for different

states, and based on these, we are guiding farmers to try for increased production.

**HON. SPEAKER:** Hon. Minister, please understand the question once again.

**SHRI PRALHAD SINGH PATEL:** I wish to reiterate my question. Nearly 70 percent of India's agriculture is dependent on climatic conditions. Has the Government, under any agreement with another country, obtained technology that enables us to receive timely information or make advance predictions regarding the monsoon or other climate-related phenomena?

**SHRI MOHANBHAI KALYANJIBHAI KUNDARIYA:** There has been no agreement regarding climate.

[English]

**HON. SPEAKER:** That is all. Thank you.

**(Q. 124)**

**SHRI ASADUDDIN OWAISI:** Madam, it is a fact that the Muslims, Dalits and Adivasis constitute 38.8 percent of the total population of our country. But the fact also is that the Muslims, Dalits and Adivasis constitute 53 percent as undertrials. These statistics reflect a serious and dangerous institutional bias among the law enforcement agencies, and the funny part is that their conviction rate is more or less the same. This clearly shows that all these fake cases are being registered against the Muslims, Dalits and Adivasis.

Now, if you see the statistics ... (*Interruptions*) Madam, I am putting forward my question based on the answer that has been given by the Government. Now, the statistics are, for example, that 20 percent of the Muslims are undertrials, and their conviction is not even 17 percent.

My Question to the Hon. Minister is that very cleverly in his answer he has said that law and order is a State subject. Is it not true that the Union Government gives more than Rs. 800 crore under the MPF modernization scheme, and one of the components of MPF is to sensitize the police force and to bring in an attitudinal change in them? Why is it that after spending crores and crores of rupees on police modernization you have not been able to bring an attitudinal change

when it comes to the Muslims, Dalits and Adivasis? What are the factors ... (*Interruptions*)

**HON. SPEAKER:** You will get a chance to ask the second supplementary also.

**SHRI ASADUDDIN OWAISI:** Madam, I am concluding my first supplementary. What are the factors, which the Government feel that you have these highest number of the Muslims, Dalits and Adivasis as undertrials in the prison?

[Translation]

**SHRI HARIBHAI CHAUDHARY:** Madam Speaker, what the Hon. Member has said is not correct. We do not engage in any kind of discrimination or bias in the cases that are ongoing. Action is taken against any prisoner who commits a crime. According to the data we have so far, there are 192,202 Hindus, 57,936 Muslims, and 11,606 Sikhs. We do not consider anyone as Dalit or Muslim in this Ministry. Despite policing being a state subject, the Union Government also advises on all matters. The Hon. Member asked whether there is discrimination against Muslims and Dalits; I want to state that the Government does not discriminate. A criminal is a criminal, regardless of their background.

[English]

**SHRI ASADUDDIN OWAISI:** Madam, you have to come to my rescue. The Hon. Minister is denying the data, which has been given. Is he ... (*Interruptions*)

[Translation]

**HON. SPEAKER:** The data was given only after you asked for it. But he is saying no.

... (*Interruptions*)

[English]

**SHRI ASADUDDIN OWAISI:** Madam, please ... (*Interruptions*)

**HON. SPEAKER:** You have asked about the religion of the undertrials in your Question.

**SHRI ASADUDDIN OWAISI:** Madam, please come to my rescue. Please listen to what I have to say. The data, which has been given ... (*Interruptions*)

**HON. SPEAKER:** The Question is with me.

**SHRI ASADUDDIN OWAISI:** Exactly. The data clearly says ... (*Interruptions*)

**HON. SPEAKER:** You have asked for it, and that is why it is given.

... (*Interruptions*)

**SHRI ASADUDDIN OWAISI:** Madam, can I put forward and explain as to why I oppose the Minister's answer?

**HON. SPEAKER:** Yes, you have the opportunity to ask the second supplementary. I have no objection to it.

**SHRI ASADUDDIN OWAISI:** Madam, before I come to my second supplementary, you have to come to my rescue. The Minister does not give a proper answer, based on his own data, which has been given here. He says that we do not do discrimination.

[Translation]

Please tell me that Muslim population is 13 percent, then why are 20 percent people in jail? ... (*Interruptions*) This is your data, not my data. ... (*Interruptions*) Madam, this is their data. ... (*Interruptions*) Madam, you have to protect me. ... (*Interruptions*) We are talking about data. ... (*Interruptions*) Madam, please allow me to put my Question. ... (*Interruptions*)

**HON. SPEAKER:** You all sit down, the Minister will give the answer.

. . . (*Interruptions*)

**HON. SPEAKER:** Anurag Ji, please sit down.

Hon. Minister, speak.

... (*Interruptions*)

**HON. SPEAKER:** Now, nothing will go on record except the Minister.

... (*Interruptions*)<sup>3\*</sup>

**HON. SPEAKER:** Don't assume that you know everything yourselves.

... (*Interruptions*)

[English]

**SHRI ASADUDDIN OWAISI:** Madam, please allow me to put my second supplementary. ... (*Interruptions*)

**HON. SPEAKER:** You are not putting your second supplementary.

**SHRI ASADUDDIN OWAISI:** I would like to know from the Government whether they will go for an Inquiry Commission to find out why the number of Muslims and Dalits who are in the jails is higher while their conviction rate is less. What are the factors? Will he go for an Inquiry Commission on this?

[Translation]

**SHRI HARIBHAI CHAUDHARY:** Madam Speaker, the Hon. Member's statement is not correct. I have statistics. In the state where

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<sup>3\*</sup> Not recorded.

there are more Muslims, there is a higher number of Muslim prisoners. For example, Uttar Pradesh has the highest number of Muslims...

*(Interruptions)*

[English]

**SHRI ASADUDDIN OWAISI:** What is the percentage of their population? ... *(Interruptions)*

**HON. SPEAKER:** Please cooperate. Owaisi ji, this will not do. Nothing will go on record. This is not the way.

*(Interruptions) ...<sup>4\*</sup>*

[Translation]

**SHRI HARIBHAI CHAUDHARY:** Your statement is not correct, I want to provide the figures to clarify... *(Interruptions)*

[English]

**HON. SPEAKER:** Nothing will go on record, except the answer being given by the Minister.

*(Interruptions) ...\**

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<sup>4\*</sup> Not recorded.

**HON. SPEAKER:** Nothing will go on record, except what Shri Baijayant Jay Panda is asking and the reply to be given by the Minister.

*(Interruptions) ...* <sup>5\*</sup>

**SHRI BAIJAYANT JAY PANDA:** Madam, my supplementary pertains to all prisoners of all religions and all castes. As per the answer submitted by the Hon. Minister, the total number of convicted prisoners of all categories is 1, 29, 608. It is shocking that the number of under-trial prisoners is more than double of the number of convicted prisoners. The number of under-trial prisoners throughout the country is 2,78,503. The Hon. Minister has also given reference to a Supreme Court's order of September 5, which wants to expedite their trials and has ordered the Magistrates, Chief Judicial Magistrates and Sessions' Judges to visit the jails every week and conduct hearings. This may be a one-time solution.

**HON. SPEAKER:** Rightly.

**SHRI BAIJAYANT JAY PANDA:** But there has to be a permanent solution to speed up their trials because their constitutional rights are being denied by being kept in jails for many months.

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<sup>5\*</sup> Not recorded.

A dozen years ago, in the previous NDA Government, the Union Government made funding available to the States to set up fast track courts to expedite many of these cases. Recently, the Hon. Prime Minister has also said that certain category of cases such as those against elected representatives must be speeded up to which the Hon. Supreme Court has said that all categories of cases must be speeded up.

Since the Minister has said that this was the State's responsibility, my question to the Hon. Minister is will he emulate the previous NDA Government and make funds available to States to set up fast track courts with more judges so that the cases of ordinary citizens who are languishing in jails, who are under-trials, can be expedited?

**HON. SPEAKER:** That should be the question.

[Translation]

**SHRI HARIBHAI CHAUDHARY:** Our ministry and the Union Government do not discriminate or have any bias in this. The one who is a criminal is considered a criminal. In a state where there are more Muslims, the number of Muslim prisoners is also higher and where fewer Muslims live, the number of Muslim prisoners also remains less. Everything will not be considered correct just because you say so. ... (*Interruptions*)

[English]

**SHRI MOHAMMAD SALIM:** On what basis, is he saying that? ...

*(Interruptions)*

**HON. SPEAKER:** This is not the way.

... *(Interruptions)*

[Translation]

**SHRI HARIBHAI CHAUDHARY:** Madam Speaker, as per the order of the Supreme Court, our ministry has written to all the states by adding 430 (C-A). They also ran a campaign in this regard for two months in October and November, its figures will come in December. Of all the undertrial prisoners, in 2013, 13, 95,900 undertrial prisoners were released. It is an ongoing process, but what happens is that the more prisoners leave, the more crimes increase, according to the Supreme Court order, all states have been told that DSPs, district judges and DMs at the district level have been asked to sit and visit the jail one day in a week. ... *(Interruptions)*

**HON. SPEAKER:** You must first listen to the answer. This is not the right way.

**SHRI HARIBHAI CHAUDHARY:** We have issued an advisory. ...  
*(Interruptions)*

**HON. SPEAKER:** It doesn't happen, you listen to the answer. I will then give you an opportunity to ask supplementary questions.

**SHRI HARIBHAI CHAUDHARY:** The figures that we have, have come from the Ministry. There is no truth in what you are saying.

**HON. SPEAKER:** Hon. Minister, please address the Chair, it will go to everyone.

**SHRI HARIBHAI CHAUDHARY:** I want to say that in 436-A, every District Magistrate, DM and DSP have been told. After going to jail, holding a meeting once a week, we have ordered the release of those under-trial people who do not seem guilty.

[English]

**SHRIMATI BIJOYA CHAKRAVARTY:** In spite of lots of reformatory efforts done by the Government, the conditions of the under-trials are not good. Recently, we have visited many jails. Even in the Tihar Jail also, there are 600 under-trials. There is a recent judgment of the Supreme Court that those under-trials who have served half of the term in the jail or are supposed to be convicted, they may be released. There are many old persons, infirm and many patients. I want to know whether there is any proposal with the Government for the release of under-trials according to the Hon.

Supreme Court judgment or according to the conditions of the under-trials.

[Translation]

**SHRI HARIBHAI CHAUDHARY:** Madam Speaker, a women's committee had gone to four jails, Trivandrum, Bangalore, Mumbai and Delhi. The number of women in under-trials is 4 percent. These four jails had good facilities, and there were special facilities for women. If the Member wants to say something, then two committees have also been formed for his convenience. We provide good security and arrangements for women in jails.

[English]

**DR. SHASHI THAROOR:** I am very much concerned about a couple of points which the Minister does not seem to have addressed. We have something like 3000 under-trials behind bars for five years that is the people who are in jails for more than five years. In 2013, the number of under-trials has increased by 9.3 percent from previous year 2012. The Minister mentions the Supreme Court judgment but the Criminal Procedure Code of 1973 in section 436 A already lays down the maximum period for which an under-trial can be detained, which is half the total maximum sentence possible. Now, the court is bound to release such people but they do not actually release them and

this provision has not been properly implemented because of lack of management of information on the part of the Government. There needs to be a periodic review of the actual numbers and my question is whether the Government would consider for establishing a mechanism to maintain an updated data-base of all prisoners everywhere, with a periodic review committee to review the conditions and duration of all under-trials on a case to case basis, and make it mandatory to compensate all such under-trials who have served more than half of their sentence? It is a violation of Cr. PC.

[Translation]

**SHRI HARIBHAI CHAUDHARY:** Madam Speaker, till date the NCRB used to collect data once a year, but this time we have brought the scheme of e-prison, so after a short time, we will have daily data in every jail. Now he told that in 436A we do not leave it under trial, but we have a two-month drive and its figures will come at the end of December. We have left out a large number of under-trials.

**PROF. SAUGATA ROY:** Madam, Hon. Minister stated that in 2013, many people were released under Section 436A. However, he also made a comment that for every person released, the number of criminals increases. This is a very dangerous remark. We do not want people to go to jail, so may I ask the Hon. Minister if he has any plan

to reduce crime across the country? Does the Ministry of Home Affairs have any plan to create a conducive social environment?

**SHRI HARIBHAI CHAUDHARY:** Madam Speaker, law and order falls under the purview of the states; we can only provide advisories and follow up on them.

**(Q.125)**

**SHRI ASHWINI KUMAR:** Madam Speaker, through you, I want to know from the Government whether the Supreme Court has said that the Representation Act and Village Panchayat Act of Jammu and Kashmir should be amended and the refugees who came to the state in 1947 should be given the right to vote in the panchayat.

**12.00 hrs.**

Whether the Supreme Court has also said that the students of Refugees should be brought an executive order for admission to educational institutions, and no registration is required for it. What action has the Government taken in this regard?

**SHRI KIREN RIJJU:** Madam, under Article 6 of the Jammu and Kashmir Constitution, the refugees who first came in 1947 have not been given the status of permanent residents there. Because of that they do not get any entitlement. Unless the Constitution of Jammu and Kashmir is changed, no facilities can be given to them. Even the court will not be able to say anything in that because it is a matter of the legislature.

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## **<sup>6\*</sup>WRITTEN ANSWERS TO QUESTIONS**

Starred Question Nos.126 to 140

Unstarred Question Nos.1381 to 1610

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**12.01 hrs**

**PAPERS LAID ON THE TABLE**

[English]

**HON. SPEAKER:** Now Papers to be laid.

**THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT, FORESTS AND CLIMATE CHANGE**

**(SHRI PRAKASH JAVADEKAR):** I beg to lay on the Table:-

- (1) A copy of the Notification No. G.S.R. 497(E) (Hindi and English versions) published in Gazette of India dated 11<sup>th</sup> July, 2014 appointing the United India Insurance Company Limited as a fund manager under the Environment Relief Fund Scheme, 2008 for a period upto 31<sup>st</sup> December, 2014 issued under Section 7A of the Public Liability Insurance Act, 1991.

(Placed in Library, See No. LT 910/16/14)

- (2) (i) A copy of the Annual Report (Hindi and English versions) of the Central Zoo Authority, New Delhi, for the year 2011-2012, alongwith Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Central Zoo Authority, New Delhi, for the year 2011-2012.
- (3) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (2) above.

(Placed in Library, See No. LT 911/16/14)

**THE MINISTER OF STATE IN THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI G.M. SIDDESHWARA):** I beg to lay on the Table: -

- (1) A copy of the Annual Report (Hindi and English versions) of the Automotive Research Association of India, Pune, for the year 2013-2014, alongwith Audited Accounts.
- (2) Statement regarding review (Hindi and English Versions) by the Government of the working of Automotive Research Association of India, Pune, for the year 2013-2014.

(Placed in Library, See No. LT 912/16)

**THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI KIREN RIJIJU):** I beg to lay on the Table: -

(1) A copy of the Ministry of Home Affairs, National Investigation Agency, Cyber Forensic Examiner and Crime Scene Assistant Recruitment Rules, 2014 (Hindi and English versions) published in Notification No. G.S.R. 700(E) in Gazette of India dated 29<sup>th</sup> September, 2014 under Section 26 of the National Investigation Agency Act, 2008.

(Placed in Library, See No. LT 913/16/14)

(2) A copy of the Governors (Allowances and Privileges) Amendment Rules, 2014 (Hindi and English versions) published in Notification No. G.S.R. 788(E) in Gazette of India dated 11<sup>th</sup> November, 2014 under sub-section (3) of Section 13 of the Governors (Emoluments Allowances and Privileges) Act, 1982.

(Placed in Library, See No. LT 914/16/14)

(3) A copy of the Notification No. S.O. 2803(E) (Hindi and English versions) published in Gazette of India dated 31<sup>st</sup> October, 2014, proposing to add the Kamatapur Liberation Organisation and all its formation and front Organization as a terrorist Organization in the first schedule to the Unlawful Activities (Prevention) Act, 1967, issued under sub-section (5) of Section 35 of the said Act.

(Placed in Library, See No. LT 915/16/14)

(4) A copy of the Notification No. 11034/12/2011-IS.VI (Hindi and English versions) published in Gazette of India dated 22<sup>nd</sup> October, 2014, regarding discontinuation of the Review Committee constituted for the review of the applications rejected under Section 36(1) read with Section 36(4) of the Unlawful Activities (Prevention) Act, 1967, issued under sub-section (2) of Section 37 of the said Act.

(Placed in Library, See No. LT 916/16/14)

(5) A copy each of the following Notifications (Hindi and English versions) under Section 124 of the Daman and Diu, Panchayat Regulation, 2012:-

(i) Notification No. PRI/DD/2013-14/152 published in U.T. Administration of Daman & Diu Gazette dated 19<sup>th</sup> February, 2014, containing order regarding election of Members of a Gram Panchayat or a District Panchayat.

(ii) Notification No. 5/30/PRI/RESIG.CHAIRMAN/VPBD/2013/001 published in U.T. Administration of Daman & Diu Gazette dated 25<sup>th</sup> April, 2014, containing order regarding election of Sarpanch of a Gram Panchayat.

(Placed in Library, See No. LT 917/16/14)

- (6) (i) A copy of the Annual Report (Hindi and English versions) of the National Institute of Disaster Management, New Delhi, for the year 2012-2013, alongwith Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of National Institute of Disaster Management, New Delhi, for the year 2012-2013.
- (7) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (6) above.

(Placed in Library, See No. LT 918/16/14)

[Translation]

**THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (DR. SANJEEV BALYAN):** Hon. Speaker, I beg to lay on the Table:-

- (1) A copy of the Plant Quarantine (Regulations of Import into India) (Fifth Amendment) Order, 2014 (Hindi and English versions) published in Notification No. S.O.2879(E) in Gazette of India dated 11th November, 2014 under Section 4(d) of the Destructive Insects and Pests Act, 1914.

(Placed in Library, See No. LT 919/16/14)

(2) A copy each of the following Notifications (Hindi and English versions) issued under sub-section (2) of Section 27 read with Section 38 of the Insecticides Act, 1968:-

(i) S.O.2485(E) published in Gazette of India dated 24th September, 2014, regarding cancellation of Certificate of Registration of Sirmate for want of data necessary to fix Maximum Residue Limits.

(ii) S.O. 2486(E) published in Gazette of India dated 24th September, 2014, regarding deletion of crops from the label and leaflets of insecticides for which Maximum Residue Limits have not been fixed.

(Placed in Library, See No. LT 920/16/14)

**THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI RAOSAHEB PATIL DANVE):** Hon. Madam Speaker, I beg to lay on the Table a copy each of the following papers (Hindi and English versions) under sub-section (1) of Section 619A of the Companies Act, 1956:-

(1) Review by Government of the working of the Hindustan Vegetable Oils Corporation Limited, New Delhi, for the year 2013-2014.

(2) Annual Report of the Hindustan Vegetable Oils Corporation Limited, New Delhi, for the year 2013-2014, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

(Placed in Library, See No. LT 921/16/14)

**12.03 hrs**

**MESSAGES FROM RAJYA SABHA**

**AND**

**BILLS AS PASSED BY RAJYA SABHA**

[English]

**SECRETARY-GENERAL:** Madam, I have to report the following messages received from the Secretary-General of Rajya Sabha:

- (i) “In accordance with the provisions of Rule 111 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to enclose a copy of the Merchant Shipping (Amendment) Bill, 2014 which has been passed by the Rajya Sabha at its sitting held on the 1<sup>st</sup> December, 2014.”
- (ii) “In accordance with the provisions of Rule 111 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to enclose a copy of the Merchant Shipping (Second Amendment) Bill, 2014 which has been passed by the Rajya Sabha at its sitting held on the 1<sup>st</sup> December, 2014.”
- (iii) “In accordance with the provisions of Rule 127 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed

to inform the Lok Sabha that the Rajya Sabha at its sitting held on the 1<sup>st</sup> December, 2014 agreed without any amendment to the Indian Institutes of Information Technology Bill, 2014 which was passed by the Lok Sabha at its sitting held on the 26<sup>th</sup> November, 2014.”

2. Madam, I lay on the Table the Merchant Shipping (Amendment) Bill, 2014 and the Merchant Shipping (Second Amendment) Bill, 2014, as passed by Rajya Sabha on the 1<sup>st</sup> December, 2014.

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**12.03 ¼ hrs.**

**BUSINESS ADVISORY COMMITTEE**

**7th Report**

**THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI RAJIV PRATAP RUDY):** I beg to present the Seventh Report of the Business Advisory Committee.

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**12.03 ½ hrs.**

## **STANDING COMMITTEE ON EXTERNAL AFFAIRS**

### **Statement**

**DR. SHASHI THAROOR (THIRUVANANTHAPURAM):** I beg to lay on the Table the statement (Hindi and English versions) showing Further Action taken by the Government on the observations/recommendations contained in the Twenty-fourth Report (15<sup>th</sup> Lok Sabha) on the Action Taken by the Government on the observations/recommendations contained in the Nineteenth Report on Demands for Grants for the year 2013-14 of the Ministry of Overseas Indian Affairs.

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**12.04 hrs.**

**STATEMENT BY MINISTER**

**Status of implementation of the recommendations contained in the 37<sup>th</sup> Report of the Standing Committee on Agriculture on ‘Cultivation of Genetically Modified Food Crops-Prospects and Effects’, pertaining to the Department of Agriculture and Cooperation, Ministry of Agriculture.<sup>7\*</sup>**

[Translation]

**THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (DR. SANJEEV BALYAN):** Hon. Speaker, I, on the behalf of Radha Mohan Singh Ji, make a statement regarding the status of implementation of the recommendations contained in the 37<sup>th</sup> Report of the Standing Committee on Agriculture on ‘Cultivation of Genetically Modified Food Crops – Prospects and Effects’, pertaining to the Department of Agriculture and Cooperation, Ministry of Agriculture.

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<sup>7\*</sup> Laid on the Table and also placed in Library, See No. LT 922/16/14.

**12.04 ¼ hrs.**

## **ELECTION TO COMMITTEE**

### **Central Advisory Board of Archaeology (CABA)**

[English]

**THE MINISTER OF STATE OF THE MINISTRY OF CULTURE, MINISTER OF STATE OF THE MINISTRY OF TOURISM AND MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (DR. MAHESH SHARMA):** I beg to move:

“That in pursuance of the provision in paragraph XVIII of the Government of India, Archaeological Survey of India, Resolution No. F.9/1/2013-EE (CABA) dated 17<sup>th</sup> February, 2014 the Members of this House do proceed to elect two Members from amongst themselves, to serve as Members of the Central Advisory Board of Archaeology (CABA), subject to the provisions of the said Resolution.”

**HON. SPEAKER:** The question is:

“That in pursuance of the provision in paragraph XVIII of the Government of India, Archaeological Survey of India,

Resolution No. F.9/1/2013-EE (CABA) dated 17<sup>th</sup> February, 2014 the Members of this House do proceed to elect two Members from amongst themselves, to serve as Members of the Central Advisory Board of Archaeology (CABA), subject to the provisions of the said Resolution.”

*The motion was adopted.*

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**12.04 1/2 hrs.**

**SCHOOL OF PLANNING AND  
ARCHITECTURE BILL, 2014 <sup>8\*</sup>**

**THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI SMRITI ZUBIN IRANI):** I beg to move for leave to introduce a Bill to establish and declare Schools of Planning and Architecture as Institutions of national importance in order to promote education and research in architectural studies including planning of human settlements.

**HON. SPEAKER:** The question is:

“That leave be granted to introduce a Bill to establish and declare Schools of Planning and Architecture as Institutions of national importance in order to promote education and research in architectural studies including planning of human settlements.”

*The motion was adopted.*

**SHRIMATI SMRITI ZUBIN IRANI:** I introduce the Bill.

**12.05 hrs.**

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<sup>8\*</sup> Published in the Gazette of India, Extraordinary, Part-II, Section-2, dated 02.12.2014.

**PAPERS LAID ON THE TABLE – Contd.**

[Translation]

**HON. SPEAKER:** The supplementary list of business is with me. Shri Rajiv Pratap Rudy.

[English]

**THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI RAJIV PRATAP RUDY):** On behalf of Shri Arun Jaitley, I beg to lay on the Table a copy of the Notification No.24/2014-Central Excise (Hindi and English versions) published in Gazette of India dated 2<sup>nd</sup> December, 2014 together with an explanatory memorandum making certain amendments in the Notification No.12/2012 – Central Excise dated 17<sup>th</sup> March, 2012 so as to increase the basic excise duty on (i) Unbranded petrol from Rs.2.70 per litre to Rs.4.95 per litre; (ii) Branded petrol from Rs.3.85 per litre to Rs.6.10 per litre; (iii) Unbranded diesel from Rs.2.96 per litre to Rs.3.96 per litre; and (iv) Branded diesel from Rs.5.25 per litre to Rs.6.25 per litre under subsection (2) of Section 38 of the Central Excise Act 1944.

(Placed in Library, See No. LT 923/16/14)

**SHRI N.K. PREMACHANDRAN (KOLLAM):** Madam, it imposes Excise Duty on the people of the country.

**HON. SPEAKER:** This is a statement only. We will discuss it.

[Translation]

**DR. RAMESH POKHRIYAL NISHANK (HARIDWAR):** I am grateful to you for granting me the opportunity to speak during Zero Hour on the issues concerning the Himalayan States, particularly the challenges faced by the horticulture sector in Uttarakhand. The Himalayan region is a vital centre for the cultivation of rare medicinal herbs, off-season vegetables, and naturally grown fruits. These resources are unique and of immense value not only to our nation but to the world at large. This region holds the potential to make a significant contribution to the health and well-being of the country and the world, and to guide humanity towards a more harmonious and sustainable future. However, due to the absence of appropriate policies and the lack of necessary resources, the valuable funds allocated to this sector are not being utilised effectively. As a result, this region continues to lag behind in development. A concerning outcome of this neglect is the rapid migration from these areas, which is emerging as a serious national challenge.

Furthermore, the people of India are being deprived of the opportunity to consume vegetables enriched with the essence of *Sanjeevani* herbs. In the absence of such naturally beneficial produce, various health-related issues are also beginning to emerge.

Therefore, I respectfully urge that a dedicated Mission on Himalayan Forestry and Horticulture be constituted to address the policy gaps and challenges facing this vital sector. Such a mission would enable the systematic cultivation of *Sanjeevani* herbs and vegetables in the region. This initiative would not only help restore the health potential of this unique ecosystem but also serve as a remedy against the rising health issues caused by the consumption of chemically grown vegetables, which have severely impacted the well-being of the common citizen. Today, it is a matter of grave concern that even individuals as young as fifteen years old are afflicted with diabetes, while those aged twenty-five suffer from cardiovascular diseases. I submit that there should be a focus on cultivating flowers that remain fresh for up to six months after being plucked and whose fragrance possesses medicinal properties capable of curing various ailments. Additionally, the production of off-season vegetables rich in essential vitamins, cultivated using the natural juices of indigenous herbs, should be promoted. Such cultivation will not only improve health outcomes but also restore the environment, safeguarding the region's water resources, forests, soil, and its people. In addition to the production of vegetable bars and fruit belts, there is an urgent need to establish adequate storage facilities in this region. An efficient system for production and distribution

must be put in place to ensure optimal utilisation of resources. With improved coordination of the youth and effective management of water resources, this entire area has the potential to become a milestone in the progress of the nation.

**HON. SPEAKER:** Don't make such a long speech in Zero hour.

**DR. RAMESH POKHRIYAL NISHANK:** Therefore, through you, Honourable Speaker, I earnestly request the Government to constitute a dedicated Mission on Forestry and Horticulture.

**12.07 hrs.**

**SUBMISSIONS BY MEMBERS**

**(i)Re: Reported destruction of a Church in East Delhi due to fire prompting allegation of foul play by Church authorities**

[English]

**SHRI P. KARUNAKARAN (KASARGOD):** Hon. Speaker, I would like to place before this House a very serious and sensitive issue. It is shocking to see that a Christian church was burnt yesterday morning and that also very near to Delhi. We the MPs have visited the place when we heard the news. It is very sad to say that this attack occurred in the morning but the senior police officers had gone only in the evening when we again went there. ... (*Interruptions*)

[Translation]

**HON. SPEAKER:** Such interruptions are uncalled for. I am addressing the House in an orderly manner. Those Members who have submitted notices will be given the opportunity to speak in due course. One of them has been permitted to do so now, and the remaining Members will be allowed their turn subsequently.

[English]

**SHRI P. KARUNAKARAN:** Madam, I would like to say that there are about 1,500 devotees who are going to this church every day. When we had gone there we have seen that this church was fully damaged. The photos and instruments have all got fully damaged. There is no doubt that it was a pre-planned attempt. We cannot believe that it was an accident caused by a short circuit and all that. It is done by some other persons we do not know.

We have a secular character in our country. We have churches, mosques and temples and everyone has the right to go and worship there. I think there is an intention behind it to make it a sensitive issue and also a communal issue. ... (*Interruptions*)

**HON. SPEAKER:** Hon. Members, you can associate with him. This is not the way. Shri Jose K. Mani, he has given notice. You can associate with him. This is not the way.

**SHRI P. KARUNAKARAN:** Madam, let me conclude.

I would request the Government to come forward with a statement. ... (*Interruptions*)

**HON. SPEAKER:** Hon. Members Shri N.K. Premachandran, Shri Mullappally Ramachandran, Shri Md. Badaruddoza Khan, Shri M.B. Rajesh, Adv. Joice George, Shri P.K. Biju, Shri Innocent, Dr. A. Sampath, Shri Shashi Tharoor, Shri Jose K. Mani, and Shri M.K.

Raghavan are allowed to associate themselves with Shri P. Karunakaran on this issue.

**SHRI K. ASHOK KUMAR (KRISHNAGIRI):** Hon. Speaker, I would like to raise the subject of subsidy on water soluble fertilizers.

Advanced micro-irrigation system is now highly practiced in southern states especially in Tamil Nadu on a large scale. ...  
*(Interruptions)*

**THE MINISTER OF URBAN DEVELOPMENT, MINISTER OF HOUSING AND URBAN POVERTY ALLEVIATION AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI M. VENKAIAH NAIDU):** The matter raised by Shri Karunakaran is very serious. The incident is condemnable without any reservation. I will inform my Senior colleague Shri Rajnath Singh who has gone to Chhattisgarh about the House Proceedings. Once he comes back, he will make a thorough inquiry into what has happened and then inform the House. ... *(Interruptions)*

[Translation]

**HON. SPEAKER:** Now the matter is done.

... *(Interruptions)*

[English]

**HON. SPEAKER:** Shri K. Ashok Kumar, have you completed your question?

**SHRI K. ASHOK KUMAR (KRISHNAGIRI):** Fertilization in drip irrigation and sprinkler irrigation is very essential to supply the micro and macro-nutrients to horticultural crops. It gives more yields when compared to traditional methods. In Tamil Nadu, in last three years our Amma Government has given 100 percent subsidy to small farmers having less than 5 acres of land and 75 percent subsidy to farmers having more than 5 acres of land and doing the drip irrigation.

Hence, I request the Government to give subsidy on water soluble fertilizers at 50 percent cost to all farmers of India through the Department of Fertilizers and fertilizer dealers.

**12.10 hrs.**

**SUBMISSIONS BY MEMBERS-Contd...**

**(ii)Re: Attack by Naxals in Sukma district of Chhattishgarh  
leading to death of 14 CRPF personnel**

[Translation]

**SHRI TAMRADHWAJ SAHU (DURG):** Madam, Yesterday, fourteen brave CRPF personnel were killed by Naxalites in Sukma, Chhattisgarh. This tragic incident exposes a complete failure of the intelligence apparatus in the region, rendering the Government seemingly paralysed in its response. In addition to the fatalities, fourteen personnel were injured as over five hundred Naxalites surrounded and launched an attack on them. This search operation had been ongoing for ten days, yet such incidents continue to occur with alarming frequency in Chhattisgarh. Each time, the Government attributes these occurrences to oversight. However, this incident stands as the clearest example of the intelligence failure. Given that there was an intelligence report prior to the attack, the claim of oversight is untenable.

Previously, 122 personnel were engaged in a search operation in the region. From the 1st of this month, the Naxalites have been observing a seven-day 'Naxalite Week' there, a fact well known to the Government. In light of this, what actions were the intelligence agencies undertaking at that time? Despite possessing this information, they failed to take any effective measures to prevent such attacks.

A few days ago, there was an attack on a CRPF helicopter. Despite that, the Government did not take any precautions. ... (*Interruptions*)

**HON. SPEAKER:** Your point has been made.

... (*Interruptions*)

**SHRI TAMRADHWAJ SAHU:** First 74 soldiers died in Talmetla. 34 people, including our Nand Kumar Patel and others, were murdered in Sukma, Darma valley, 16 people died in Risgaon.

**HON. SPEAKER:** These are past issues, why are you bringing them up today?

**SHRI TAMRADHWAJ SAHU:** 21 people were killed in the incident at Errabor, and 12 people died in Tarakeguda.

Madam, 2500 civilians have died so far as per Government's records. More than 10 thousand people have died there. 1500 soldiers have died there so far.

**HON. SPEAKER:** Now your point has been made.

Prahlad Ji, you can be a partner in this.

. . . (*Interruptions*)

**SHRI PRAHLAD SINGH PATEL (DAMOHO):** Madam, I have to speak. ... (*Interruptions*)

**SHRI TAMRADHWAJ SAHU:** This Government does not deserve to be in power. ... (*Interruptions*)

**HON. SPEAKER:** Not everyone will speak.

. . . (*Interruptions*)

**HON. SPEAKER:** Shri Babulal Chaudhary Ji, please speak.

. . . (*Interruptions*)

**SHRI TAMRADHWAJ SAHU:** This Government should be dismissed immediately. The incident took place due to the failure of the intelligence system. ... (*Interruptions*)

**HON. SPEAKER:** Now your point has been made.

. . . (*Interruptions*)

**SHRI TAMRADHWAJ SAHU:** Madam, CRPF from Saturday. ...  
(*Interruptions*)

**HON. SPEAKER:** Shri Mullapally Ramachandran associates himself with the subject of Shri Tamradhwaj Sahu Ji.

[English]

**THE MINISTER OF URBAN DEVELOPMENT, MINISTER OF HOUSING AND URBAN POVERTY ALLEVIATION AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI M. VENKAIAH NAIDU:** Venugopal Ji, your Member is on his feet. Let him complete, then I will respond.

[Translation]

**HON. SPEAKER:** You are not even allowing them to speak. I have allowed him to speak. Everyone has to shout loudly. He is responding.

**SHRI M. VENKAIAH NAIDU:** Madam, He requested the Hon. Minister to respond. If there is no desire for a reply, I am prepared to take my seat. Your side indicated that the Hon. Minister should address this matter. However, if that is not required, I have no objection.

**SHRI MULAYAM SINGH YADAV:** Madam, please allow a discussion on this.

**SHRI BABULAL CHAUDHARY (FATEHPUR SIKRI):** Madam, I am very grateful to you for giving me an opportunity to speak under Zero Hour. The Jaswant Singh Commission report on the establishment of Allahabad High Court bench should be implemented. ... (*Interruptions*) People are agitated in Western Uttar Pradesh. ... (*Interruptions*)

**HON. SPEAKER:** Minister, you stood up to speak, but at that time you were making noise.

. . . (*Interruptions*)

**HON. SPEAKER:** Babulal Choudhary Ji, please wait for a minute.

Hon. Minister, please speak.

**SHRI M. VENKAIAH NAIDU:** Hon. Speaker, We must always respect one another in this House. When given the opportunity to speak, Members are expected to address the subject under discussion. Since the Speaker has graciously permitted me to speak, I would like to offer a response. Although the rules do not obligate me to do so, I consider this matter to be of such serious importance that a reply is warranted.

[English]

This is not a partisan issue. This is not a one-party issue. ... *(Interruptions)* This is a very serious thing. A series of events have been happening in the recent days. We have taken note of it. The Hon. Home Minister has left for Chhattisgarh in the morning. He has reached Raipur. I have got a message. From there, he will be going to that area also. He will be holding discussions and coming back. Probably, he will make a statement in the House tomorrow. ... *(Interruptions)* This issue is concerning not only Chhattisgarh; it is a national challenge thrown at our system and democracy. Such things are happening continuously. ... *(Interruptions)* We are taking a serious note and the Government will respond tomorrow.

[Translation]

**SHRI BABULAL CHAUDHARY (FATEHPUR SIKRI):** Madam Speaker, I am very grateful to you for giving me the opportunity to speak during Zero Hour. The people and lawyers of Western Uttar Pradesh have been agitating for 30-35 years for the establishment of a division bench of the Allahabad High Court. The Government of Uttar Pradesh had written a letter in the year 1981 requesting the Government of India. After that, in the year 1986, the Government of India constituted the Jaswant Singh Commission. Based on that constitution, Agra was considered the supreme place and a demand was made for the establishment of a High Court. In the year 1986, Hon. Atal Bihari Vajpayee Ji had asked a question in the Rajya Sabha. In that, the Government of India had assured that it would be implemented in Agra soon, but till date the Division Bench of the High Court has not been established. The Commission has recommended Agra as the topmost position, I request you to implement the report of the Jaswant Singh Commission, so that the people of Western Uttar Pradesh can get relief because, five to six hundred kilometres away, the litigants have to go, which is a waste of time and money. I request you to immediately implement the Jaswant Singh Commission Report and set up a Bench in Agra itself.

**SHRI ARJUN RAM MEGHWAL (BIKANER):** Hon. Speaker, I would like to raise a topic regarding Neyveli Lignite Corporation Limited, a major lignite-based power generation corporation of the Government of India, belonging to my Parliamentary Constituency Bikaner. A thermal power plant to generate electricity is working in Bikaner, Rajasthan. Based on the reserves of Lignite Coal in Bikaner, Rajasthan, the process of setting up 250-250 MW Thermal Power Plant in Beethnok, Hadla and Barsingsar Khan expansion has started. Approval has also been received from the Ministry of Forest and Environment. The land has also been acquired. But engineers have not been recruited for the last 3 years in the Barsingsar project, and the entire technical and managerial staff comes to Barsingsar from the Neyveli Lignite Corporation headquarters in Tamil Nadu. This does not give them any local connection. I visited the plant and found that coal is also local and all resources are also local. People say that when recruitment takes place, priority should be given to the local people. I demand from the Minister of Coal, through you, that there should be more and more recruitment of local people in engineering, technical and managerial staff so that there is no resentment and allow us to install more power plants utilising the coal resources available to us.

**SHRI HUKUM SINGH (KAIRANA):** Madam Speaker, I want to raise a very important question which concerns lakhs of farmers in the

country, especially in Uttar Pradesh and also Western Uttar Pradesh. Today, the prices of all commodities have increased, the price of fertilisers has increased, the cost of labour has increased, the price of medicines has increased, but the price of sugarcane has not increased by a single paisa. ... (*Interruptions*)

**SHRI MULAYAM SINGH YADAV (AZAMGARH):** Have the prices of sugar increased? ... (*Interruptions*)

**SHRI HUKUM SINGH:** Many may recall the issue of sugar, but I choose to remember sugarcane. While mill owners and industrialists focus on sugar, I stand with the farmers. Today, those who claim to represent farmers are voicing concerns about sugar rather than the very source of their livelihood which is sugarcane.

Hon. Speaker, the biggest issue is that three mills in my Lok Sabha constituency are currently shut down. If three mills in a district are closed, what will happen to those farmers? There was some intervention just now. ... (*Interruptions*) Was it not the state Government's responsibility to call the mill owners, sit them down, and resolve any difficulties they faced? ... (*Interruptions*) Have we given industrialists the right that they will run the mills when they wish, and close them down when they don't?

Sir, this is a crime. Those three mill owners should either run their mills or go to jail for this crime. There is no third way. The Government is conspiring with these organizations. ... (*Interruptions*)

Sir, the name of one mill is Shakambhari, another mill is Bidwi and the third mill is in Kankedheri. Why are these three mills closed? Why are these not working? ... (*Interruptions*)

Sir, I humbly request that the Government does not solely rely on police force, the Government's job is not just to give orders. Today it was the responsibility of the state Government to get those mills running and provide relief to the farmers. This is my humble request to you.... (*Interruptions*)

**HON. SPEAKER:** Shri P.P. Chaudhary associates himself with the matter raised by Shri Hukum Singh.

. . . (*Interruptions*)

**HON. SPEAKER:** Mulayam Singh Ji, the matter has already been raised by several Hon Members. This is indeed a serious issue, and the Government will look into it carefully. . . . (*Interruptions*)

[English]

**SHRI M.B. RAJESH (PALAKKAD):** Madam Speaker, today is the 30<sup>th</sup> anniversary of the Bhopal disaster which left thousands killed and

more than five lakh injured. Even after 30 years, thousands of survivors continue to lead a life ... (*Interruptions*)

**HON. SPEAKER:** Please sit down. No one is going on record.

... (*Interruptions*)<sup>9\*</sup>

**HON. SPEAKER:** I have called Shri M.B. Rajesh to speak. Please allow him to speak.

... (*Interruptions*)

**SHRI M.B. RAJESH:** Even after 30 years, the survivors and victims of that Bhopal tragedy continue to lead a life of pain and trauma. The Indian State, including the Judiciary, has failed to do justice to the survivors and victims of Bhopal tragedy. ... (*Interruptions*)

A study has found that spontaneous abortion had risen threefold after the disaster. Birth defects and cancer rates have also increased. Children, even in the third generation are physically and mentally challenged. Tests of groundwater and waste dumps have shown the presence of mercury and other toxic substances. Chemical contamination has made water in the tubewells around the plant unfit for drinking. The plant which has tons of toxic waste is yet to be cleaned up. The dispute is who will pay for it and who is responsible

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<sup>9\*</sup> Not recorded.

for it. All these are nothing but utter lack of sensitivity and concern for the plight of survivors, most of whom are poor. ... (*Interruptions*)

I would like to urge upon the Government to show some amount of sensitivity and enhance the compensation for the survivors and do justice to survivors; otherwise, I would just want to remind the Government that history will not forgive us.

**HON. SPEAKER:** Shri P.K. Biju, Shri Innocent, Dr. A. Sampath, Shri P. Karunakaran, Adv. Joice George and Shri Md. Badruddoza Khan are permitted to associate with the issue raised by Shri M.B. Rajesh.

**DR. THOKCHOM MEINYA (INNER MANIPUR):** Thank you, Madam.

I would like to raise a matter of urgent public importance. This is about the infamous, draconian, and colonial Act, that is, Armed Forces Special Powers Act, 1958. This Act is national in character and regional in application. At present, this Act is under promulgation in the special category States of Jammu and Kashmir and the North-Eastern States. Under this Act, the Army is given such uncontrolled and unaccounted power to do whatever they want including search, arrest, rape the women, and even killing and what not. This is too much. I have been always pleading for the repeal of this Act. Now, I

am supported by the fact that in 2004 there was a statement by the then Prime Minister that steps would be taken to replace this Act by a more humane law. Following this, the Justice Jeevan Reddy Committee was formed in 2005, which recommended for the repeal of the Act. Again, the report of the Second Administrative Reforms Commission, headed by the former Union Minister Shri Veerappa Moily also recommended for the repeal of the Act. In the report of the Working Group on Confidence Building Measures in Jammu & Kashmir, in 2007, headed by His Excellency the Vice-President, Shri Hamid Ansari also recommended for the repeal of the Act.

Recently, in the Nirbhaya case, the Justice Verma Committee has also recommended and I quote:

“There is an imminent need to review the continuance of the AFSPA and the AFSPA-like legal protocols in internal conflict areas as soon as possible.”

Madam, the time has now come to re-visit this Act and to repeal this Act. Let us not delay it. I can assure this House that by repealing this Act, the people of the so-called Special Category States of Jammu and Kashmir and the North-Eastern States, especially my State of Manipur, shall ever remain grateful to you.

Finally, I urge upon the Union Government to repeal this Act.  
Thank you very much.

[Translation]

**HON. SPEAKER:** You can associate.

[English]

**SHRI BHARTRUHARI MAHTAB (CUTTACK):** I associate with this and support this.

**HON. SPEAKER:** Shri Mullappally Ramchandran is allowed to associate with this issue.

[Translation]

**SHRI BHAIRON PRASAD MISHRA (BANDA):** Madam Speaker, I want to draw your attention to the All India Institute of Medical Sciences (AIIMS) in the nation's capital, Delhi, along with Dr. Ram Manohar Lohia Hospital, Safdarjung Hospital, Pandit Govind Ballabh Pant Hospital, and many other Government hospitals in Delhi. Patients suffering from serious illnesses, referred from all states, especially in large numbers from my constituency and Uttar Pradesh, arrive there. They require immediate treatment or surgery. First, their registration takes a long time, then they are given long intervals for necessary tests, sometimes even a month. For operations, they are

given appointments ranging from six months to a year. During this waiting period, many patients are dying prematurely.

Madam, there are no proper treatment facilities in the states. Especially in Uttar Pradesh, patients are directly referred to AIIMS from district hospitals and state Government hospitals. When they face such disarray in treatment here, they encounter immense difficulties.

Madam, through you, I request the Government of India to upgrade the hospitals located in the States and make all the facilities and instead of referring the patients suffering from serious diseases to Delhi, complete arrangements for treatment should be made in the State itself, and the district-level hospitals should also be improved. Along with this, in view of the problems of patients who come from the states in the hospitals of Delhi, arrangements should be made for immediate registration and all the tests simultaneously. ...  
*(Interruptions)*

**HON. SPEAKER:** You have made your point. Now, please sit down.

. . . *(Interruptions)*

**HON. SPEAKER:** Shri Sharad Tripathi is permitted to associate with the issue raised by Shri Bhairon Prasad Mishra.

[English]

**DR. A. SAMPATH (ATTINGAL):** Thank you, Madam Speaker.

The month of December has come and the people have started sending their greetings to say 'Merry Christmas' and 'Happy New Year', without knowing whether the coming year will be happy or unhappy.

But I would like to invite the attention of the Government, through you, Madam, to the serious shortage of postal stamps in the whole country. We are experiencing severe shortage of stamps. I hope that each and every Member of this august House would like to associate with me in this matter. We are experiencing shortage of postal stamps of smaller denomination, especially Re.1, Rs.2 and Rs.4. If only we get these stamps, the people can send their greetings, letters and gifts during the Christmas season and on the New Year eve.

All these stamps are being printed at the Security Press of Nashik. They are over-burdened with the job; the Postal Department is also over-burdened with work. I would like to make a simple request to the Government.

The Urban Development Ministry, Government of India is going to shut down many of the Security Presses, including the Security Press in the district of Thrissur in Koratty. The Hon. Member representing that constituency is sitting behind me. The Government

of India may give a direction so that the Security Presses are not closed down.

**HON. SPEAKER:** Shri P.K. Biju, Shri Innocent, Shri M.B. Rajesh and Shri P. Karunakaran are allowed to associate with this issue.

[Translation]

**SHRI P. P. CHAUDHARY (PALI):** Madam Speaker, through you, I want to draw the attention of the Government towards the facility of air service in Jodhpur. Jodhpur is the largest district of western Rajasthan adjoining Pali, Barmer, Jaisalmer, Nagaur, Jalore, Sirohi and Bikaner. In terms of tourism, lakhs of tourists from India and abroad come to see the desert of Rajasthan, the heritage of Jodhpur and the heritage of its surrounding districts. International level trade takes place here - handicrafts, guar gum, cement, lime stone, wind energy, solar energy, refinery in Barmer and thermal power plant in Bikaner, educational institutions like ITT, All India Institute of Medical Sciences, National Law University, Institute of Fashion Technology. Lakhs of migrants are out of western Rajasthan. But, in the case of air services, the connectivity from Jodhpur to Delhi, from Jodhpur to Mumbai, and from Jodhpur to other places is negligible. Its impact falls on all these sectors, be it tourism, trade, education or

migrants, all these cause inconvenience to the passengers. About eight Members of Parliament use the Jodhpur airport.

I would like to draw the attention of the Government through you that the Government should pay attention to the expansion of air service.

**HON. SPEAKER:** Shri Gajendra Singh Shekhawat is permitted to associate with the matter raised by Shri P.P. Chaudhary.

[English]

**SHRI P. SRINIVASA REDDY (KHAMMAM):** Respected Madam Speaker, thank you very much for giving me this opportunity to raise an important issue with regard to extending benefits to dalit Christians. The demand for dalit status for the dalit Christians is a long pending issue. Dalits are not defended by any religious label and include a number of castes or sections whose ancestors have converted to various religions such as Christianity.

The socioeconomic and educational conditions of dalits in India, particularly in Telangana State, have not changed significantly and they still suffer from caste stigma and are socially oppressed and economically and educationally very backward. The dalit Christians are exposed to all sorts of misery and exclusion from the use of the ordinary facilities. The Government is not extending all the benefits

to dalit Christians at par with dalits. Conversion to Christianity has not given any extra benefit to dalits. By keeping faith in Christianity their social status has not changed. Moreover, they are losing facilities which other dalits are getting.

I, therefore, urge upon the Government, through this august House, to recognize the plight of dalit Christians and extend all the benefits to them as there is no significant change in their socioeconomic and educational conditions.

[Translation]

**DR. VIRENDRA KUMAR (TIKAMGARH):** Thank you, Madam Speaker. Khajuraho Airport is an international airport located in Bundelkhand, Madhya Pradesh. The saga of Maharaja Chhatrasal is still heard in the villages of entire Bundelkhand. Even at the age of eighty, until the final evening of his life, he never gave up his struggle against the then Mughal Sultanate. His tales of valour continue to be remembered with pride in the *Gaddi* at Chowk Bazaar in Chhatrapur, in the barrack cantonments of Mahusahaniya, at the festive grounds of Mahua, and in the region of Panna, where people still speak of his unmatched bravery. It has been a long time demand from the people of Bundelkhand that the airport of Khajuraho should be named after Maharaja Chhatrasal. I demand from the Union

Government, through you, that action should be taken to change the name of Khajuraho Airport to Maharaja Chhatrasal Airport at the earliest.

**HON. SPEAKER:** Shri Pralhad Singh Patel and Shri Bhairon Prasad Mishra are permitted to associate with the matter raised by Shri Virendra Kumar.

**SHRI BHANU PRATAP SINGH VERMA (JALAUN):** Madam Speaker, I thank you for giving me time to speak on an important subject.

Madam Speaker, in my Parliamentary Constituency Jalaun, there is a road on Kanpur Dehat Sikandra via district Jalaun, Orai, Surkhi, Nayawatpur and Palshreni, which connects Kanpur to Etawah, there is Yamuna River in Between. A bridge is currently under construction over the Yamuna River; however, work on the project has been halted for the past three months. I urge that this work be resumed at the earliest. Through you, Hon. Speaker, I request the Union Government to issue appropriate directions to the State Government to ensure the immediate completion of the stalled construction. This will greatly benefit the people of Kanpur Dehat and the surrounding regions. Thank you.

[English]

**SHRIMATI KIRRON KHER (CHANDIGARH):** Madam Speaker, I rise to bring to your notice and to the notice of the House the water problems of my Lok Sabha Constituency.

Chandigarh is one of the most densely populated areas of the country. The population of this Union Territory has been growing at 40 percent per decade. The water needs of my Constituency are also only increasing. By 2025, the population of Chandigarh is projected to grow by nearly 25 lakhs. It is estimated that by 2025, the water demand will be 800 million litres per day, an increase of 58 percent over 2011 demand of 494.25 million litres per day. The demand-supply gap in 2025 is expected to be over 330 million litres per day.

Presently, Chandigarh gets about 29 cusecs of water from the Bhakhra main line as per the Water Sharing Agreement of 1983. This is simply not enough.

[Translation]

In our resettlement colonies like Dhanas and others, elderly women also have to carry buckets of water up three or four floors from tankers. There is a lot of water shortage. Water also comes twice a day in the main sectors. Carrying in the morning, carrying in the evening, it's very troublesome.

[English]

The Administration is trying to have rain harvesting to increase the ground water level. But we desperately need more water from the Bhakra main line.

I would request the Government of India, particularly the Ministry of Home Affairs and the Ministry of Water Resource to speak to the Governments of Punjab and Haryana to ensure that a dedicated pipeline from the Bhakra main line is provided for Chandigarh. This has been a long standing demand and without this, the state of India's first planned city will deteriorate in the coming years.

**SHRI RAM MOHAN NAIDU KINJARAPU (SRIKAKULAM):**

Madam, I would like to bring to your kind notice one of the problems that people in my constituency are facing. In Uddanam area, around 120 villages across six Mandals, namely, Itchapuram, Kanchili, Kaviti, Mandasa, Sompeta and Vajrapukotthuru, there are people who are affected by chronic kidney diseases. Madam, I know health is a State subject.

**HON. SPEAKER:** All States subjects are being raised here.

**SHRI RAM MOHAN NAIDU KINJARAPU:** I would like the Union Government to provide some kind of research. We have the Indian Council of Medical Research. Even though in the last decade over 1500 deaths have occurred because of kidney related problem,

we still cannot find out why it is happening. Therefore, I would request the Union Government to provide some kind of research in this area.

Secondly, the patients have to travel long distances to avail dialysis facility which is in Visakhapatnam. So, I would request the Ministry of Railways in this regard. There is a railway station in Sompeta and if they can halt two expresses, namely, the DMV Express and Yashwantpur Expresses there, it would be good for the people.

[Translation]

**SHRI DHANANJAY MAHADIK (KOLHAPUR):** Madam, I thank you for giving me an opportunity to speak on an important subject. Under the National Drinking Water Scheme, water facility is provided to all the villages of the country. This is an excellent scheme. Under this scheme, even the smallest villages and settlements are supplied water through overhead tanks and pipelines. But there is a flaw in this scheme or some improvements need to be made in it. There is no water meter in it. There can be a lot of improvement if water meters are provided. Due to a lack of water meters, water usage increases and electricity usage increases. As a result, there is a problem of drainage and sewage. I request the Government through you that if water

meters are provided by making a little more provision in the budget, then the wastage of water can be reduced and electricity can be saved. I would like to suggest this through you. Thank you.

**SHRI FAGGAN SINGH KULASTE (MANDALA):** In my Lok Sabha constituency, there is the Vasi suburban station on Kalyan Kasara railway line. It is located 80 kilometre from Mumbai. The population there has increased a lot in the last 15-20 years, the population there is at least 50 thousand, and the population of the surrounding 25-30 villages is 30 to 35 thousand. There is no gate at the railway crossing from east to west or from west to east. The gate was built in the year 1974, which closed in the year 1994, since then, people have been facing a lot of problems.

I request the Ministry of Railways through you that due to the difficulties people are facing during the rains, the water in the ROB remains stagnant up to five to six feet during the rains. When we took information from the railway administration under RTI, the railway administration replied that the ROB is kept for drains and rainwater to go, so people cannot go from there. There is no road to go from East to West, through you, I request the Government to make ROB here as soon as possible, and until ROB is made, it is not approved,

its work does not start. Till which for so many years gate No. 62 is closed, it should be opened as soon as possible.

**SHRI CHHOTELLAL (ROBERTSGANJ):** Madam Speaker, I have been given the opportunity to speak during Zero Hour on a very important topic. The farmers in my Parliamentary Constituency of Robertsganj, Sonbhadra, are significantly troubled by irrigation problems. This is despite the fact that the country's farmers produce food and contribute to the nation's development. Seven rivers flow through my Parliamentary Constituency of Robertsganj, Sonbhadra, yet the farmers in our region remain deprived of irrigation. The major rivers of our region, the Sone River, the Chandraprabha, Karmanasa, etc., pass up the fields of the farmers, yet the farmers of the area are deprived of irrigation. The major rivers in our area, such as the Son River, Chandraprabha, and Karamnasa, flow above the level of the farmers' fields, yet farmers in the region lack irrigation. Six lifts have been installed in the Son River, four of which are non-functional. A complete plan for six more lifts is ready, but the state Government has not yet installed them, nor are the broken ones being repaired. If the broken lifts were fixed and the six new ones were installed to release water into the Dhanraul Bandhi, it could resolve the irrigation problems for the entire Parliamentary Constituency and even up to Bihar. Water should also be supplied from the Nagwa Bandha to the

Karhi Khaliyari Bandhi by installing small lifts, so that farmers there can receive adequate irrigation benefits. I have raised this issue in the House before. Therefore, through the House, I demand that the aforementioned projects be started to resolve the farmers' problems. It would be a great favour.

[English]

**SHRIMATI K. MARAGATHAM (KANCHEEPURAM):**

Madam, Speaker, thank you for allowing me to speak during the 'Zero Hour' today. I am ever grateful to my leader, people's chief, beloved and Hon. Puratchi Thalaivi Amma because of whom I am in this Parliament.

My Parliamentary Constituency Kancheepuram is well known for its thriving handloom industry. It is also known as Silk City as it makes the best silk sarees in the entire world.

The economy is mainly dependent on handloom industry since the main profession of the people living in and around Kancheepuram is weaving silk sarees. Nearly 75 percent of the population in Kancheepuram is dependent on silk sarees and they are an integral part of the Indian weddings and celebrations.

The Government of Tamil Nadu, under the guidance of Hon. Puratchi Thalaivi Amma, is giving various subsidies and has launched

various welfare schemes for the silk weavers, namely, awarding scholarships under the MGR Handloom Weavers Welfare Trust; Co-operative Handloom Weavers' Family Pension Scheme and Old Age Pension Scheme; Co-operative Handloom Weavers' Savings and Security Scheme; Development Schemes like free power supply to handloom and powerloom weavers and Scheme of free supply of uniforms to school children.

Various measures have been initiated by Hon. Puratchi Thalaivi Amma. The Central Silk Board has allocated a sum of Rs. 1642 lakhs.

The Tamil Nadu Government has sanctioned Rs. 1261.57 lakhs to implement various schemes. An amount of Rs. 2904.21 lakhs has been allocated by the Central Silk Board and the Government of Tamil Nadu for the year 2013-14.

The Union Government in its Budget has announced a Textile park in Tamil Nadu. In view of the importance of the handloom sector, particularly silk, I urge upon the Union Government and the Hon. Minister for Textiles for bringing a Textile Park in Kancheepuram which will only add to the glory of Kancheepuram.

[Translation]

**SHRIMATI HEMAMALINI (MATHURA):** Madam Speaker, thank you very much for giving me time to speak during Zero Hour. I

am very happy and proud that I have come as an MP from Mathura-Vrindavan region, the city of Krishna, where lakhs and crores of devotees visit. Those who worship Krishna circumambulate the Brajmandal with ecstasy and perform circumambulation in temples. They take a bath in the river Yamuna, where Lord Krishna had created many children's pastimes. Devotees, knowingly or not, take a bath in the Yamuna river, which is polluted today. Yamuna River, which has been flowing for centuries, has today become just a dirty drain instead of a river, because sewage water keeps flowing into it. Even in temples, people bathe the idols with the same water. It is very sad to see this scene. Due to this, all the people of Braj and the saints are very sad. If earlier Governments had paid attention to this, the Yamuna would not have been in this condition today.

[English]

There are some facts which I want to bring to the notice of this august House.

The Hathini Kund Barrage in Haryana stops River Yamuna's free flow and creates a dry bed. This only serves transport sewage from Delhi to Agra Canal which becomes drinking water for Mathura, Vrindavan and Gokul after insufficient treatment. A recent report by

the Energy and Resources Institute says that 23 percent of children living along the river banks suffer from lead poisoning.

The remedial measures in this regard are as follows. If the Hathini Kund Barrage releases fresh water into the Yamuna, this situation may not be controlled. The rules laid down by the MoEF says that a minimum of 15 percent water should be released before the hydroelectric projects get sanctioned. If these are followed, then River Yamuna will become a flowing river again. Sewage treatment alone is not enough. Prevention of sewage inflow is important and for this, a parallel canal can be constructed alongside the river for the sewage which can be used for agriculture. This will prevent pollution of the river and also save the underground water in Delhi from contamination.

[Translation]

I only request the Government that if two gates of Hathnikund are opened, Mathura can get clean water. I am very happy that the Hon. Prime Minister is also very concerned about this issue and has also started a lot of work in this regard. I also believe and the entire people of Braj also hope that work on this should start as soon as possible. Radhe-Radhe.

[English]

**SHRI N.K. PREMACHANDRAN (KOLLAM):** Madam Speaker, I would like to raise a very serious matter concerning the fishermen in the country.

The recommendation of Dr. Meenakumari Committee is against the interest of fisher folk in the country. To achieve optimum returns from the waters beyond 500 metres depth, the Committee recommends that 1178 deep sea fishing vessels are to be deployed in the Exclusive Economic Zone including the existing vessels and an additional 270 vessels.

The Committee also recommends that 200 metres to 500 metres of depth has to be kept as a buffer zone so that no fishing will be possible. If these recommendations are accepted, it will be adversely affecting fishermen in the country.

Also, the suggestion is that Indian crew is not qualified enough to man operations in these waters and foreign hands should be deployed. The panel ignored the fact that Indian fishermen are already operating in waters beyond 500 metres. The recommendations of the Committee are against the spirit of the Murari Committee also.

My submission is, the present Report is only helpful to lease out the marine territory of India to foreign ships and foreign crews. So, my humble submission to the Government, through you, is the

recommendations of the Committee have to be rejected in toto. That is my submission. Thank you very much.

**HON. SPEAKER:** Shri K.C. Venugopal is allowed to associate with the matter raised by Shri N.K. Premachandran.

**SHRI R. DHRUVANARAYANA (CHAMARAJANAGAR):** Thank you very much for giving me an opportunity to raise an important issue regarding the problems faced by cotton growing farmers.

Cotton is a major crop in India. It accounts for 37 percent of world's production. India has record production of cotton this year. The production is 40.55 million bales this year as compared to last year's production of 30.5 million bales. Now, the problem is there has been significant fall in the price of cotton, especially in my State, Karnataka. Last year, Karnataka's farmers got Rs. 5,600 per quintal, but this year the farmers are getting only Rs. 3,600 per quintal. The Union Government, for this year, has fixed the Minimum Support Price at Rs. 3,750 per quintal for medium staple cotton and Rs. 4,050 per quintal for long staple cotton. So, the MSP is not scientifically done.

So, my humble request to you is to instruct the Government to kindly enhance the Minimum Support Price for cotton and start the

procurement through Cotton Corporation of India as early as possible.  
Thank you.

**HON. SPEAKER:** S/Shri D.K. Suresh and S.P. Muddahanume Gowda are allowed to associate themselves with the matter raised by Shri R. Dhruvanarayana.

[Translation]

**SHRI ASHOK MAHADEORAO NETE (GADCHIROLI-CHIMUR):** Hon. Speaker, through you I want to draw the attention of the Government towards the poor condition of farmers due to drought in Maharashtra and Vidarbha.

**HON. SPEAKER:** You can raise this issue in the discussion of Rule 193.

**SHRI ASHOK MAHADEORAO NETE:** Okay, I have given my name in this discussion.

[English]

**SHRI S.P. MUDDAHANUME GOWDA (TUMKUR):** Madam Speaker, thank you.

I am raising the matter pertaining to providing houses to houseless and needy people in the country. The Indira Awas Yojana is a programme under which the Union Government wants to provide

houses to the needy people in the country. If you look at the conditions in the villages, still thousands of people are residing in thatched huts. They are in need of *pucca* houses. Providing housing is a priority for any Government, including the State Governments.

I would like to request the Union Government to see that more houses under Indira Awas Yojana are provided to the State Governments in order to enable them to allocate more houses to the needy people. In fact, we receive hundreds of applications whenever we visit the villages. Hence, I urge upon the Union Government to provide more houses under the Indira Awas Yojana.

[Translation]

**SHRI BHAGWANT MANN (SANGRUR):** Hon. Speaker, I thank you for allowing me to speak on the serious issue of farmers. The farmers of Punjab state provide grains to the entire country. The farmer, who feeds the whole country, is forced to starve himself today because the Government has purchased this season's paddy crop but has not paid the money. What rubbed salt on the wounds of the farmer is that now there is a shortage of urea for sowing and rearing the wheat crop. Urea is also not available, and money for the previous crop has also not been received. Farmers have to buy urea at a very expensive price on the black market, and due to this, there are fights between the

commission agents and the farmers. This is also increasing the number of suicides.

I urge the Government through you to immediately pay the money of the farmers, make urea available at a cheap price so that the farmers can live a pleasant life and become free from debt.

**SHRI BHAGAT SINGH KOSHYARI (NANITAL - UDHAM SINGH NAGAR):** Hon. Madam Speaker, under the current Government in Uttarakhand, murders have suddenly increased. On the 28th, after the incident of rape and murder of a seven year old girl, when the public was protesting, Bharatiya Janata Party workers were intentionally attacked, and journalists were also brutally beaten that a dozen of them are still hospitalised. I request that a CBI or judicial inquiry be conducted into this act to ensure justice for the people there. This is to ensure that the public receives justice for the barbaric act committed by the Government.

**SHRI AJAY TAMTA (ALMORA):** Hon. Speaker, thank you very much for giving this opportunity to speak on an important matter. The way Shri Koshyari Ji has put across his point, I would like to say the same thing because it is a very serious matter. Recently, an innocent girl child was raped and killed, due to which people were protesting at different places in the state of Uttarakhand. On the 28th, people and

journalists protesting in the entire Kumaon region were lathi-charged, in which about a dozen journalists were injured and hospitalised. I request that guidelines be issued from the House so that the people and journalists there can get justice.

**SHRI DUSHYANT CHAUTALA (HISAR):** Hon. Madam Speaker, for the past two to two-and-a-half months, thousands of farmers in my Parliamentary Constituency of Hisar have been on a protest sit-in. Villagers from approximately 40 surrounding villages are also participating in this protest. Their problem is that the Haryana Government has continuously supplied 660 cusecs of water to Delhi for the last 10 years, and recently, following a directive from the Hon. Delhi High Court, an additional 300 cusecs of water or more will have to be supplied for Delhi's Dwarka area. Currently, there is a shortage of drinking water in 40 villages. Today, people are forced to buy tankers of drinking water for Rs. 500–1000. I urge the Government to direct the district administration to engage in dialogue with these farmers. Along with this, I appeal to the Minister of Water Resources to resolve the drinking water problem for these farmers.

**SHRI PRAHLAD SINGH PATEL (DAMOHO):** Hon. Madam Speaker, I am grateful that you have given Members the opportunity to speak despite the ballot. The Madhya Pradesh High Court has

ordered an investigation into the corruption concerning the Bundelkhand Package. I have raised this issue in the House before. I have two points to make to the Government. The Hon. Minister of Parliamentary Affairs is present here. The Bundelkhand Package scheme was initiated by the Planning Commission in the previous Government. No department or ministry was designated for its monitoring, and it is to this immense corruption that I wish to draw the Government's attention. In the matter of drinking water, the deception that occurred in a poor region like Bundelkhand—the Government should arrange for its monitoring. It should be ensured by some department or ministry who will investigate this corruption. The Madhya Pradesh High Court has stamped this corruption, confirming that severe corruption has occurred.

**HON. SPEAKER:** Shri Alok Sanjar is permitted to associate with the matter raised by Shri Prahlad Singh Patel.

**SHRI NANA PATOLE (BHANDARA-GONDIA):** Hon. Madam Speaker, for the past three years in Maharashtra, nutritional supplements have been provided to children aged 0 to 6 years and pregnant women through the Central-sponsored HR scheme. The Take-Home Ration (THR) provided under this scheme is not fit for consumption. In this regard, the Hon. Supreme Court also formed a

committee. Based on that committee's findings, it was stated that the quality is substandard. Recent reports indicate that the mortality rates of pregnant women across Maharashtra have increased, and the number of malnourished children has also risen, along with their mortality rates. Through you, I want to inform the Government that despite this being a Central-sponsored scheme, and despite the food being unfit for consumption, it is still being given to children aged 0 to 6 years and pregnant women in Maharashtra. My demand to the Government is that attention must be paid to the corruption occurring in this regard.

**13.00 hrs.**

**SHRI SHER SINGH GHUBAYA (FIROZPUR):** Madam, my Parliamentary Constituency is a border area. There has been injustice to Firozpur regarding railways for a long time. We were not given any Shatabdi for Firozpur. I thank this Government and Mr. Modi, that this time, we have been given three trains - for Amritsar, from Chandigarh to Firozpur and Bhatinda. The train to Firozpur has not yet started. Some people there are crafting their political narratives. Some people are on strike there. Therefore, this train should start soon. I request that the train from Chandigarh to Firozpur should be run till Fazilka, and the Firozpur Shatabdi should go till Firozpur. Similarly,

one or two trains should run to religious places, as there is no train which goes to Hazur Sahib. A Shatabdi train should be started for that.

[English]

**HON. SPEAKER:** The House stands adjourned to meet again at 2 p.m.

**13.0 1/2 hrs**

*The Lok Sabha then adjourned for Lunch till Fourteen of the Clock.*

**14.02 hrs**

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

(Hon. Deputy Speaker *in the Chair*)

**HON. DEPUTY SPEAKER:** Now we will take up Matters under rule 377.

### **MATTERS UNDER RULE 377**

- (i) **Need to provide a special package for removal of boulders from the riverbed of Geruwa and Ghagra rivers causing flooding of the adjoining areas in Bahraish Parliamentary Constituency, Uttar Pradesh**

[Translation]

**SADHVI SAVITRI BAI PHULE (BAHRAICH):** Hon. Deputy Speaker, Sir, my Parliamentary Constituency Bahraich adjoins Indo Nepal border, surrounded by four rivers and is a forested terai area. Scheduled Casts/ Scheduled Tribes and people of other backward

classes reside here. Under the Nanpara Tehsil, Mihinpurwa Katarneya Ghat Development Block, in the Bahraich district, the Geruwa river, originating in Nepal joins Ghagra river in India. During the Monsoon, the Geruwa river brings boulders from mountains, causing it to become shallow. Because of this shallowing, floodwaters spread into the area as the river loses its depth. Due to this thousands of people are at risk of losing their life and property and lakhs of acres of crops are damaged. If the stones accumulated in the river were removed, the loss of life, property, and crops due to floods could be prevented.

In this situation, the Government of India is requested to provide a special package to Bahraich to remove the boulders from the river Geruwa and undertake this task.

[English]

**HON. DEPUTY SPEAKER:** Shri Daddan Mishra is permitted to associate with the issue raised by Sadhvi Savitri Bai Phule.

**(ii) Need to declare Soron, a place of mythological importance associated with Lord Vishnu in District Kasganj, Uttar Pradesh has a tourist place and make adequate financial provision for its development**

[Translation]

**SHRI RAJVEER SINGH (RAJU BHAIYA) (ETAH):** Hon. Deputy Speaker, Sir, under my constituency Etah, there are two districts Etah and Kasganj. There is an important place named Soron in the district Kasganj, which is known as Sukar Kshetra. Crores of people believe that the avatar "**Lord Varah**", one of the incarnations of Lord Vishnu, was incarnated in this Sukar Kshetra. It has a huge temple dedicated to Lord Varah. Large number of people visit the temple daily. Each year of very big fair is held here for a week, in which lakhs of devotees come every year for the darshan of Lord Varah and to take a bath in the water of the Ganges. This place can be developed as a grand tourist spot.

Therefore, I demand that the Government keeping in view the sentiments of crores of people develop this site as a tourist place and sanction the needed amount for its beautification and development.

**(iii) Need to set up an airport at Deoghar, Jharkhand**

[English]

**SHRI NISHIKANT DUBEY (GODDA):** Hon. Deputy Speaker, Sir, Deoghar has been included in the list of prominent cities and has been declared as mega tourist destination by the Ministry of Tourism, Government of India. Deoghar is a unique and extremely revered site of one of the 51 Shaktipeeths and also of Dwadash Jyotirlinga in the country. This is a religious and cultural capital of Eastern India which catapults the holy place to an International acclaim and is visited by over 5 crore pilgrims every year. Besides this, Deoghar is also a major Coal hub and is connected to mega power projects of Government as well as Private players.

The MoU between Government of Jharkhand and Airports Authority of India has already been signed in February and the process of land acquisition is underway by Jharkhand authorities for setting up of airport at the holy city of Deoghar. In the outcome budget also, the allotment of funds has been made for the previous two outcome budgets and both the Government of Jharkhand as well as Government of India are contributing economically for the project.

It is prayed that airport at the holy city of Deoghar is set up on priority basis.



**(iv) Need to constitute an Integrated Central Coordination Authority for expeditious disposal of various developmental projects in Delhi**

[Translation]

**SHRI MAHEISH GIRRI (EAST DELHI):** Hon. Deputy Speaker, Sir, many developmental works in my area are still active. In the last 6 months, I have facilitated many stalled projects in the East Delhi region. Due to lack of Inter-Departmental Coordination, entire Delhi is facing various kind of problems. Project for which foundation stones were laid 10-15 years ago are now taking of due to my efforts. Being the capital of the country, Delhi's responsibility is also distributed between the Delhi Government and Union Government in a somewhat unique manner, repercussions of which are being borne by the people of Delhi.

Therefore, in view of the problems being faced by the people of Delhi I request the Government to take immediate steps to set up an 'Integrated Central Coordination Authority'.

**(v) Need to apportion share of revenue generated through timber procured from the forest areas in Mandla Parliamentary Constituency, Madhya Pradesh for the development of tribal areas falling under the said constituency**

**SHRI FAGGAN SINGH KULASTE (MANDLA):** Hon. Deputy Speaker, Sir, I would like to draw your attention to my Parliamentary Constituency Mandla (Madhya Pradesh). The Government earns maximum revenue from the sale of timber from the forests of Mandla, Didori, Shivni and Narsinghpur districts. As per rules 20 percent of this revenue should be spent on the development of the region from where the revenue comes but despite earning crores of rupees from these areas till date, the above adivasi district areas are being continuously neglected.

Sir, I request the Union Minister of Forests that a share of the earned revenue from the tribal areas like Mandla, Dindori, Seoni and Narsinghpur in Madhya Pradesh should be spent on the development of the adivasi people.

[English]

**HON. DEPUTY SPEAKER:** Shri Laxman Giluwa – not present.

**(vi) Need to recruit adequate number of special teachers for differently-abled students in Uttar Pradesh and also regularize the services of special teachers working on contract basis in the State**

[Translation]

**SHRI VINOD KUMAR SONKAR (KAUSHAMBI):** Hon. Deputy Speaker, in Uttar Pradesh there are 4.15 lack differently-abled students in the age group 6-14 for whom there should be 14,000 special teacher with the ratio of 30:1 as per the guidelines of the Right of Children to Free and Compulsory Education Act 2009, but 2721 special teachers were appointed in 2005 who are yet to be made permanent. Whereas 'Shiksha Mitra' were given special training and made permanent teachers for the normal students of same age group. The Hon. High Court in its judgment clearly stated that to provide proper education to the differently-abled students adequate teachers should be appointed. But the Government of Uttar Pradesh is yet to take concrete steps in this direction, which is causing difficulty in the education of students.

As per Gazette dated 23.08.2010 and 29.07.2011 of NCTE (National Council for Teacher Education) under the Government of India D.Ed. (Special Education) and B.Ed. (Special Education)

qualified candidates have been deemed fit for Assistant Teacher in Council School, which is being followed by the Government of Delhi, Government of Jharkhand, Government of Haryana and Punjab, but not by the Government of Uttar Pradesh, which is an injustice to the D.Ed. and B.Ed. (Special Education) candidates.

Through you, I demand the Ministry of Human Resource Development and the Ministry of Social Justice and Empowerment, that keeping in view the future of differently-abled students in UP, suo moto cognizance may be taken and special teachers be recruited in proportion to the number of students without any delay for their proper education and the teachers appointed on contract basis, if qualified be made permanent. Otherwise, they should be given a permanent appointment after training, like the 'Shiksha Mitra'.

**(vii) Need to check the increasing number of cancer patients in Greater Noida in Western Uttar Pradesh and set up a Super Speciality Hospital in Western Uttar Pradesh**

[English]

**SHRI HUKUM SINGH (KAIRANA):** At least five villages around the Chhapraula Industrial Area in Greater Noida (Uttar Pradesh) – Sadopur, Achheja, Sadullapur, Bishnuli, and Khera Dharampura – about 30km from Delhi, have seen an abnormally high number of cancer cases surfacing in the last five years. Most of the cancers in these afflicted villages are related to gastrointestinal tract and liver. Blood cancer is also fairly common. An extraordinarily high number of cases of hepatitis, liver ailments, stomach problems and skin diseases have also surfaced in these villages. In Sadopur village alone, a generation has been wiped out by cancer and the next generation has been suffering from deadly diseases of gastrointestinal tract.

What is the exact cause of such high number of cases of cancer and fatal diseases of the gastrointestinal tract, has not been detected. But environmentalists, village people and others assume that the main culprit is the untreated industrial effluents of nearby factories which are discharging highly polluted chemical wastes and thereby contaminating ground water. It is estimated that during the past four-

five years, at least 70 people of these five villages have lost their lives due to cancer, an estimated 90 people are currently undergoing cancer treatment and at least 60 people are suffering from Hepatitis-C or liver related diseases. Data regarding Dujana, Vaidpura, Milak Lachchhi, Khedi Bhanota villages which are suspected to have similar cases, is not available.

Similar is the case with villages under Muzaffarnagar and Shamli Districts in Western U.P. hundreds of people have died and hundreds of people are suffering from Cancer and other fatal diseases. There is not a single hospital in entire Western Uttar Pradesh to treat cancer and other deadly diseases.

Keeping in view the health of the people of these five villages of Greater NOIDA and other similar villages in entire Western Uttar Pradesh, I urge upon the Union Government to take immediate steps to find out the enormity of the situation and provide all necessary help to the people of these villages so that cancer and other deadly diseases which have surfaced there could be combated in an effective manner. The Union Government should take steps to set up a Super-speciality Hospital in Western Uttar Pradesh.

**(viii) Need to undertake a project to utilize the waters of Bhimkund - a huge water body in Chhattarpur District, Madhya Pradesh for drinking and irrigation purposes**

[Translation]

**SHRI PRAHLAD SINGH PATEL (DAMOH):** Hon. Deputy Speaker Sir, in my Parliamentary Constituency Damoh, Madhya Pradesh three districts of Damoh, Sagar and *Chhattarpur* in Bundelkhand region are facing water crisis. Keeping in view the Bundelkhand's water crisis and its lagging behind, the Planning Commission had given the Bundelkhand package, but the fund of this package was not used judiciously. Despite the lack of underground water and rainwater in Chhattarpur district, there is an immense reservoir of natural water in Bhimkund, where a team from Discovery Channel tried to fathom the quantity of its water but could not succeed. The natural reservoir possesses the potential to address the water requirements of the populace and the agricultural lands in Bundelkhand, but no comprehensive measures to harness this have been earnestly pursued.

Therefore, I request the Government through the House that the Central Water Commission make an assessment of Bhimkund reservoir and as a pilot project provide drinking water to Bakswa

settlement and the nearby villages to permanently solve the drinking water problem.

[English]

**HON. DEPUTY SPEAKER:** Shri Om Birla – not present.

Shri M.K. Raghavan.

**(ix) Need to set up a Tertiary Cancer Care Centre at  
Government Medical College, Kozhikode, Kerala**

**SHRI M.K. RAGHAVAN (KOZHICODE):** The Government Medical College, Kozhikode is a premier Tertiary Cancer Centre. More than 45,000 patients visit here seeking treatment for cancer. Most of them belong to socially and economically backward classes. At present most of these patients are required to visit Thiruvananthapuram for advanced treatment.

Recently the Government of India has agreed in principle for setting up the Tertiary Cancer Care Centre (TCCC) at Government Medical College, Kozhikode. The Government of Kerala has also furnished all the required inputs and approval for the same.

It is requested that necessary funds and approval for the Tertiary Cancer Care Centre (TCCC) at Government Medical College, Kozhikode may be given so that it could prove beneficial to patients from the northern parts of Kerala.

**(x) Need to allocate separate funds for providing better infrastructure for water-supply in Bengaluru, Karnataka**

**SHRI D.K. SURESH (BANGALORE RURAL):** I would like to raise an important issue regarding drinking water crisis in Indian cities particularly in Bengaluru. It is a matter of great concern that people of Bengaluru are facing severe problem of water shortage. Population of Bengaluru is growing and its area is expanding beyond 800 square kilometre. Since Bengaluru is famous for its IT hub and pleasant weather, people not only from various parts of our country but also from every nook and corner of the world are living in the city. I am of the opinion that due to inadequate attention paid to develop better infrastructure for water supply, most of our Indian cities have poor water supply system. Another reason which is causing the problem is that most cities have a high percentage of non-revenue water (NRW). About 20 to 50 percent water loss in Indian cities is a big challenging factor as far as water shortage is concerned. State Governments and urban local bodies are responding to the growing incidence of these water wars by signing up expensive water supply projects to bring in more and more water into the cities from the hinterlands, sometimes from as far as 150 to 200 kms away. However, due to financial crunch

it is very difficult for the State Government to provide infrastructure to expanding cities like Bengaluru.

Therefore, I urge upon the Union Government to allocate separate funds for Bengaluru to provide better infrastructure for water supply. I would also like to suggest that the Government should prepare a road map to ensure adequate water supply to people of urban, semi-urban and rural areas and take steps to put an end to water loss due to leakage of broken pipes and lack of infrastructure.

**(xi) Need to provide a stoppage of Howrah Express at Tiruvannamalai railway station, Tamil Nadu and resume train service between Tirupaththur and Jolarpet besides augmenting passenger facilities at Tiruvannamalai railway station.**

**SHRIMATI R. VANAROJA (TIRUVANNAMALAI):** Hon. Deputy-Speaker, Sir, in my Tiruvannamalai Constituency before broad gauge conversion, there was rail connectivity between Chennai and Tiruvannamalai. After the broad gauge conversion, all the train services were stopped. Tiruvannamalai is a district headquarters and a temple town. It is a spiritual centre. To visit Annamalaiyar temple of Tiruvannamalai and for circumambulation during full-moon days, Tamil New year, English New year and festival days like Karthigai Deepam, lakhs of pilgrims from Chennai and other parts of the State come to Tiruvannamalai. There is heavy vehicular traffic during these occasions and it becomes difficult to control the traffic. There should be adequate rail services to Tiruvannamalai. Howrah Express between Puducherry and Howrah does not stop at Tiruvannamalai. This train should stop, at least, for five minutes at Tiruvannamalai railway station. Pilgrims and passengers would be benefited by this. Ticket booking is done only during morning hours. I urge that it should be

extended in the evening hours also. A parcel office should function at Tiruvannamalai railway station. Basic amenities like drinking water facilities, rest rooms, toilet facilities, etc. in the railway station should be improved. Chennai-Tirupaththur train service has been in operation for so many years. This train departs from Tirupaththur for Chennai at 4.30 a.m. and from Chennai it reaches Tirupaththur at 10 p.m. But for the last four months, this train halts at Jolarpet, Therefore the rail link between Jolarpet and Tirupaththur has been lost. People of this area have to depend on other modes of transport for onward journey to Tirupaththur.

I, therefore, urge the Hon. Railway Minister through this august House that the train service must be resumed up to Tirupaththur as it was before.

Thank you.

**(xii)Need to permit Madras Fertilizers Limited, Southern Petrochemicals Industries Corporation Limited and Mangalore Chemicals & Fertilizers Limited to continue production of urea by using naphtha as feedstock till the availability of natural gas**

**SHRI T. G. VENKATESH BABU (CHENNAI NORTH):** Hon. Deputy-Speaker, Sir, Madras Fertilizers Limited (MFL-Chennai), Southern Petrochemicals Industries Corporation Limited (SPIC-Tuticorin) of Tamil Nadu and Mangalore Chemicals & Fertilizers Limited (MCFL-Mangalore) of Karnataka are manufacturing the urea fertilizer by using 1000 kilo litres of naphtha per day as feedstock. However, the Government of India, by notification, permitted them to produce urea with subsidy using naphtha as feedstock until 30 September 2014. Beyond that, they were advised to switch over to feedstock of natural gas for availing urea subsidy, or else subsidy would not be paid to them under New Pricing Policy III.

As per Government of India notification, they have invested around Rs. 300 crore for conversion into feedstock of natural gas. However, due to inability in laying the pipelines by GAIL and IOCL, the supply of natural gas could not be established at the above plant locations and they were forced to shut the urea plants. The shutdown

will result in loss of production of around 1.5 million tonne of urea per annum. Both shut down and restart would also deteriorate plant and machinery and will cost additional burden of Rs. 15 crore. This will create loss of livelihood to about 15,000 employees directly and indirectly and also create large scale unemployment. More importantly it will also affect our agricultural production.

This is purely because of absence of pipeline connectivity and gas allocation. There is no alternative option left with them other than using naphtha for production of urea. There is also not much marginal price difference between LNG and naphtha on production of urea.

**HON. DEPUTY-SPEAKER:** Hon. Members, kindly read the approved text only.

**SHRI T.G. VENKATESH BABU:** Yes, Sir. I am reading the approved text only.

Keeping in mind, the gravity of the situation, the People's Chief Minister of Tamil Nadu, Dr. Amma Paratchi Thalaivi Amma wrote a letter to the Hon. Prime Minister on 9-6-2014 and emphasized the need to arrive at an immediate solution in order to protect the interests of lakhs of farmers and workers.

I shall, therefore, urge upon the Union Government to allow Madras Fertilizers Limited, Southern Petrochemicals Industries

Corporation Limited and Mangalore Chemicals & Fertilizers Limited to continue to produce urea by using Naptha as feedstock till such time the natural gas connectivity is established. Thank you.

**(xiii) Need to provide funds for construction of new railway line from Deshapran to Nandigram in East Midnapore, West Bengal**

**SHRI SUVENDU ADHIKARI (TAMLUK):** Deputy Speaker, Sir, I would like to bring it to the kind attention of the Hon. Minister of Railways of the Union Government, through you, that a project for construction of a new railway line from Deshapran to Nandigram in East Midnapore, West Bengal was gracefully announced by the then Railway Minister, Miss Mamata Banerjee in 2009-10. But it is sad to note that no fund has been allocated yet from the concerned Ministry for this project of Rs.121.44 crore. We cannot deny that construction of new railway line is one of the important factors for the development of railway infrastructure. Sir, it goes without saying that the project will create job opportunities and it will be a blessing to unemployed youth in this high inflationary period. But I do not know why there has not been any fund allocation for this project though it is also one of the important projects to help the Indian economy to some extent.

Here we must consider it very seriously that time-bound completion of any project is very important. Otherwise, it will create extra burden on public exchequer because there will be escalation in project cost due to increase in material and other costs with passage

of time and we have such examples where the total estimated project cost has been increased due to failure in time-bound completion of projects.

So, this is my humble request to the Hon. Union Railway Minister, through you, to please allot the required fund immediately for the project so that the work can be started early and completed as early as possible. Thank you.

**(xiv) Need to connect Keonjhar in Odisha with Jamshedpur-Badampahar and Rupsa-Bangariposi railway lines**

[Translation]

**SHRIMATI SAKUNTALA LAGURI (KEONJHAR):** Sir, Badampahar rail line from Jamshedpur and Rupsa-Bangariposi broad gauge rail line should be connected with Deojhar and Keonjhar. No efforts have been made to use these lines commercially. As a result, both these lines are running at a loss. The Railway Board has made no efforts to use these railway lines commercially to make them profitable, even though they could be made profitable if connected to Keonjhar district. Connecting both lines to Keonjhar would reduce the distance for freight transportation and allow for better utilisation of these two broad-gauge lines, which isn't happening currently. Billions of rupees have been invested in both lines, and returns on that investment would also begin to flow.

Therefore, through this House, I request that the aforementioned proposal be considered in depth, and to increase railway revenue, this proposal should be investigated and the said railway line be connected soon.

**(xv) Need to include Dhangar community of Maharashtra in the list of Scheduled Tribes**

**SHRI SHRIRANG APPA BARNE (MAVAL):** Sir, the people of Dhangar tribal community in Maharashtra have been demanding for reservation since independence but it has not been insured to them so far.

According to the Constitution of India, Oraon, Dhangad is mentioned at number 36 in the list of Scheduled Tribes. According to the pronunciation of the Hindi language, Dhangar and Dhangad are the same words which are used for the same society. There is Dhangar community in Maharashtra and no tribe named Dhangad exists. In Maharashtra, the population of Dhangar community is around 11 percent i.e. 1.30 lakh people of this community reside in Maharashtra. This community is a whole society. Despite being such a large number in the society, this community has not got reservations due to illiteracy and ignorance.

The tribe hailing from the state of Maharashtra languishes in severe backwardness and has long grappled with the challenge of establishing its rightful position and identity within society. The Maharashtra Government has not formulated any scheme for the

development of these people. Granting a reservation to this marginalised tribe by the Government of India would pave the way for their inclusion in the mainstream, fostering their progress and advancement.

Therefore, I request the Government through the House that the Dhargar community should be included in the list of Scheduled Tribes by giving them a reservation.

**(xvi) Need to provide compensation to farmers suffering from  
loss of crops due to vagaries of nature**

[English]

**SHRI KESINENI SRINIVAS (VIJAYAWADA):** Natural calamities like cyclones/droughts often occur in certain parts of our country. Through the Communication and IT systems, which we had developed, we are able to minimize human loss but not agricultural produce, particularly in harvesting season. Farmer is put to loss for no fault of him. His investment, for example, on paddy per acre which amounts to Rs. 15,000 to Rs. 20,000 makes him bankrupt. Even fertilizer subsidy of Rs. 73,000 crore spent by the Government does not come to the rescue of farmers.

There should be a change in the conventional form of visit of Central teams to assess the gravity of the havoc and later doling out meagre grants or financial assistance to the States, which do not address the financial loss of the farmer adequately.

It is time to think about the financial loss incurred by the farmer and to transfer money, say, Rs. 10,000 per acre in his bank account through RTGS so that he can go for cultivation without any financial burden. Farmer with 5 acre wet land and 10 acre dry land may also be

considered for this money transfer. This will slowly reduce subsidy to the Government's exchequer on seeds and fertilizers.

**(xvii) Need to include more schemes under Prime Minister's 15 Point Programme for welfare of the minorities**

**SHRI E. T. MOHAMMAD BASHEER (PONNANI):** It is high time to remodel the Prime Minister's 15 Point Programme for welfare of the minorities. Three important bodies have suggested changes in the scope, implementation and monitoring of this programme. The report of the Planning Commission's Steering Committee on Empowerment of the Minorities, the National Advisory Council's (NAC) recommendations for the 12th Five-Year Plan "Towards inclusive development to empower minorities" and the outcome budget of the Ministry of Minority Affairs for the year 2012-13 have spelt out the changes that would be required for effective implementation of the programme.

The 15-Point Programme aims at enhancing opportunities for education, ensuring an equitable share for minorities in economic activities and employment, through existing new schemes, enhanced credit support for self-employment, recruitment to State and Union Government jobs, improving the living condition of minorities etc.

The programme also seeks to ensure that the benefits of various Government schemes for the underprivileged reach the disadvantaged

sections of the minority communities. This objective is sought to be achieved through earmarking 15% of the targets and outlays under various schemes for the minorities.

The Steering Committee on the Empowerment of Minorities during the 12th Five-Year Plan, for instance, suggests certain key changes for implementation, monitoring and reporting of the 15-Point Programme both at the Central and State levels, based on the recommendations of the NAC report. The NAC and the Steering Committee point out that only a limited number of schemes are included in the 15-Point Programme. They have suggested for expanding the basket to include additional schemes from the Ministries of Small and Medium Industries, Youth Affairs, Agriculture and Rural Development (especially MGNREGA).

In the light of the above facts, I urge upon the Government to take urgent necessary steps in this regard.

**(xviii) Need to bring to book the culprits of 1984 anti-Sikh riots  
and rehabilitation of victims of the riots**

[Translation]

**SHRI PREM SINGH CHANDUMAJRA (ANANDPUR SAHIB):**

Sir, the massacre of the minority Sikh community in 1984 added a dark chapter to the history of independent India during the last century. This Government must write a new narrative to erase this black mark. Innocent Sikh citizens, along with many other citizens, were openly murdered. The incident was investigated by the Nanavati Commission. The report implicated hundreds of people in the aforementioned crime, but no action was taken to punish them. Affected families have not been provided compensation even after 30 years of the massacre. Those citizens who, fearing the shadow of terrorism, left their homeland and settled peacefully abroad are still denied permission to live in their own country. The interesting thing is that there are still no criminal charges against them in their homeland.

Therefore, through this House, I urge the Government to ensure that the accused involved in the crimes identified by the Nanavati Commission's investigation are punished. The victim families should be given fair compensation to provide them solace and an opportunity

to live a dignified life. Furthermore, innocent Indian citizens living abroad under compulsion should be excluded from the black list and granted permission to reside in India according to their wishes.

[English]

**HON. DEPUTY SPEAKER:** Shri S.S. Ahluwalia is permitted to associate with the issue raised by Shri Prem Singh Chandumajra.

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**HON. DEPUTY-SPEAKER:** Now, Item No. 14 – Discussion under Rule 193.

**SHRI SUDIP BANDYOPADHYAY (KOLKATA UTTAR):** In today's List of Business, Discussion under Rule 193 is already there. A Supplementary List of Business was circulated that Shri Arun Jaitley will lay a statement on the Table of the House just before the House adjourns for the day. Again, the Second Supplementary List of Business has been circulated regarding Shri Nitin Gadkari's Bill titled The Merchant Shipping (Amendment) Bill, 2014. So, we are not certain how it is going on now and whether Discussion under Rule 193 will be concluded first and then Shri Nitin Gadkari's Bill will be taken up, and whether Shri Arun Jaitley will ultimately remain present and increase the excise duty on petrol and diesel which is supposed to skyrocket their prices.

Sir, will you be kind enough to direct Hon. Minister of Parliamentary Affairs to clarify the position?

**HON. DEPUTY SPEAKER:** The Bill of Shri Nitin Gadkari is listed at Serial No. 14A. First, we are taking Item No. 14. After completing it, we will see that.

**SHRI BHARTRUHARI MAHTAB (CUTTACK):** Sir, my only contention here is that the provision is there that Government may

bring in as supplementary agenda certain Bills for consideration and passing, but it is becoming a practice. Two days back, another Bill was introduced and in the afternoon it was there in the Supplementary List, and the Bill was put forth for consideration and passing. It should be an exception. Can the Parliamentary Affairs Ministry and the Government not prepare agenda for the next day with full particulars? It has become an everyday affair.

We know that the Government has certain agenda, but those agenda can be prepared in advance and circulated. This should be an exception.

**THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI RAJIV PRATAP RUDY):** Sir, we appreciate the point of view raised by the Hon. Members. But the fact remains that nothing happens in this House without consultation, and we are trying our best to see that maximum consultation is there whether it is in the Business Advisory Committee where we allot the time, and the decision is taken in your presence and in the Speaker's presence. It does happen that there are certain urgencies at times and we have to take up certain Bills. Hence,

Supplementary Business is moved, which is also through a procedure and it goes to the Hon. Members. The Minister concerned requests for a waiver, and of course, the Members have a right to move an amendment and give notice, but at the end of the day, the very job, which we have to do, is to legislate for the nation.

The point is well taken, but the Government would like to see that the Bills, which are very important for the country, are passed. We are appreciating your point of view and it is a very valid point, but despite that, the waiver has been obtained from the Speaker. So, we would request that let the Legislative Business continue because the Minister did come and then he had to leave because he said that at 4 o'clock we will be taking up that Bill. So, I would kindly request the Members that this Business has to go on, and it is a part of the procedure. I am sure that the Deputy-Speaker would allow us to carry on with the 193 Debate, and at 4 o'clock we will have that Bill on Merchant Shipping.

**SHRI SUDIP BANDYOPADHYAY:** Will we conclude the 193 Discussion and then take up the Bill of Shri Nitin Gadkari?

**HON. DEPUTY SPEAKER:** No.

**SHRI RAJIV PRATAP RUDY:** No, the Business will carry on.

**HON. DEPUTY SPEAKER:** It would not conclude at 4 o'clock, and it will continue afterwards.

**SHRI SUDIP BANDYOPADHYAY:** So, are we starting now with the 193 Discussion?

**HON. DEPUTY SPEAKER:** Yes, 193 Discussion will go up to 4 o'clock as has been requested by the Government, and thereafter, we will be taking up the Bill. The Discussion under Rule 193 will continue next day also and there would be no problem in it.

**14.42 hrs.**

## **DISCUSSION UNDER RULE 193**

### **Natural calamities in various parts of the country**

**HON. DEPUTY SPEAKER:** Now, Item No. 14, Shri Kalikesh N. Singh Deo.

**SHRI KALIKESH N. SINGH DEO (BOLANGIR):** Sir, with your permission, may I speak from here?

**HON. DEPUTY SPEAKER:** Yes, no problem.

**SHRI KALIKESH N. SINGH DEO:** Thank you Deputy-Speaker, Sir, for allowing me to raise this extremely vital issue on natural calamities, which have occurred in various parts of the country with special reference to unprecedented rains and floods in Jammu and Kashmir; severe cyclones that have hit coasts of Odisha and Andhra Pradesh; and drought in Maharashtra.

Sir, natural disasters are not new to India. In recent few months, we have seen severe cyclones, both Phailin and HudHud, which have ravaged the coasts of Odisha and Andhra Pradesh causing displacement of almost 2 ½ lakh people in the State of Odisha, and

some more in the State of Andhra Pradesh. The unprecedented destruction by both these cyclones has been readily met by the Governments of Odisha and Andhra Pradesh with support from the Union Government.

Natural disasters cannot be avoided, but what we can do is to ensure that the country, as a whole, is better prepared to meet the natural disasters and to ensure that there is long-term planning for risk mitigation and the institution set-up to react promptly and positively. In this one particular occasion, we cannot fault the Parliament of India. Even though, in the last 10 years, that is, from 2001 to 2011, 150 lakh houses have been destroyed due to natural disasters; 420 lakh hectares of agricultural land / crop area have been affected; and last year itself 22,759 deaths have been recorded in 2013 due to natural disasters.

The Parliament of India has enacted right laws to address the issue. In 2005, the Parliament enacted the Disaster Management Act, which established institutions of the National Disaster Management Authority to lay down policies, guidelines and formulate plans for disaster management; the National and State Executive Committees are the executing arms of NDMA and SDMA; the National Disaster

Response Forces, which can assist in disaster management, rescue and rehabilitation operations; and of course, the National Institute of Disaster Management for capacity building both in the State as well as in the District / Panchayat levels.

However, we find that even though Parliament has enacted correct laws, the implementation of these laws -- which is the real crux of any law and which proves the efficiency of any law -- has been far from lacking. Let us take the example of NDMA. The NDMA is currently headless and toothless. It has been six months since most Members of the NDMA have resigned. However, the Government has been unable to select a proper head to run the NDMA, while disaster after disaster have hit this country. The National Executive Committee, which is supposed to be the Committee to execute the policies framed by the NDMA and the police framed by the Agriculture and Home Ministries, is currently without any Members. All the Members of the National Executive Committee have resigned, and the Government has been unable to fill up those posts. Not only that, the NDMA and the NEC have come under severe criticism. Between 2006 and 2012, the National Executive Committee – and again this is for this Government and that Government; this ping-pong between the two parties seems to leave the people of the nation out of any development or salvage – did not meet even once; it could not find the time to meet

even once. It has been eight years since this entire institutional framework has been set up. The National Disaster Management Action Plan was supposed to have been set up by the NDMA and the NEC, however, these illustrious institutions have not found the time to finalise the National Disaster Management Action Plan.

Again, year after year, month after month, we are hit by natural disasters, be it cyclones; be it floods in Jammu and Kashmir; be it droughts; be it heat waves and cold waves. As we go on, India is going to get hit more and more by natural disasters. The effects of climate change and global warming are going to have a much more severe impact giving us disasters in India. Over 40 million hectares of India's land is prone to floods and river erosion. Close to 5,700 kilometres out of 7,516 kilometres long coastline is prone to cyclones and Tsunamis. Sixty-eight percent of its cultivable area is vulnerable to drought. However, the National Disaster Management Authority, which we know is headless and toothless, is failing to do its most basic duty of providing risk mitigation and long-term planning in addressing disaster management.

All these institutes are focussing on response. As a country, from the time when the super-cyclone hit Odisha and more than 10,000 people lost their lives, yes, we have become better at forecasting,

forewarning and responding to disasters, especially that of cyclones where we get an early warning. After the Disaster Management Act of 2005 was framed, the NDMA was to ensure that every department incorporates some elements of disaster management mitigation, for example, if roads are being built in flood prone zone areas, then proper vents and causeways would be given so that water could go through. However, I find no mention of the fact that any of these departments have addressed the issue of disaster management.

It takes political will, both by the Prime Minister and the Home Minister, and when the Prime Minister's massive appeal was responded to positively by the voters, I was hoping that we will see action, we will see delivery, but it has been six months and basic decisions of putting the right people in the right posts have not been taken. NDMA has been continuously used as a resting ground for retired bureaucrats or for those politicians who have not been elected. This practice has to stop. Out of the Members of the NDMA and the NEC, do we have even one technical expert or even one global expert?

The National Advisory Council is supposed to counsel the NDMA, but it does not exist. It has been disbanded. The amount of casualties that the Government has experienced since 2005-06 is its lack of seriousness for the disaster management. It has been a habit of

the Home Ministry and the Agriculture Ministry to usurp the power of the NDMA to not allow it to function. The NDMA is supposed to carry a coordinate response in the event of disaster. However, currently, the Ministry of Home Affairs performs that function.

Sir, the NAC is in-charge of utilizing the NDRF – the National Disaster Response Fund for emergency response expenses under the Act. However, this job is currently being done by the Inter-Ministerial Group of Ministry of Home Affairs and Ministry of Agriculture. This process existed even before the act was enacted. If so, what is the point of this Act? What is the point of setting up of NDMA and the NAC if you do not allow them to function, if you do not give them teeth to ensure that all states develop first State Disaster Management Authority and have a plan to mitigate the disaster management? Again I lay emphasis on the term ‘Mitigation’ and not on the ‘Response and Rehabilitation’.

Sir, let us look at how this Government has reacted with response and rehabilitation. We know that in recent times, the floods of Jammu and Kashmir caught the Government both in Centre and State unawares. Tremendous loss was experienced in the State of Jammu and Kashmir and my full sympathy to all the Members and all the people of Jammu and Kashmir. However, the Government of India

reacted very well. The Minority Affairs Minister promised a Rs. 120 crore over and above the Rs. 1100 crore be given to Jammu and Kashmir through SDRF further to which a Rs. 1000 crore plus another Rs. 750 crore was given for reconstruction and rehabilitation. My fullest support to the Government, my congratulations to the Government of India for taking such a pro-active step but what happens when we come to Odisha and Andhra Pradesh.

Sir, the State of Odisha has been hit by two consecutive cyclones. First, it was hit by Phailin and then, by Hudhud cyclone. The State of Andhra Pradesh, as I am sure my colleagues will speak about, has been hit by the same disaster.

Sir, the State of Odisha has asked for Rs. 5842 crore for rehabilitation and reconstruction after the Phailin was hit. The Government of India in its gracious wisdom, in its generosity granted us Rs. 399.83 crore, not even ten percent of what was asked for. However, even for that money, the Government says that we will not give from National Disaster Relief Fund, rather take that money from State Disaster Relief Fund.

Sir, crops have been damaged. Droughts have been high in Odisha. The money from the State Disaster Relief Fund has been utilized mostly to give input subsidy for agriculture and now, this

Government has failed to meet the expectations of the people of Odisha.

Sir, I thought Andhra would be better, if Jammu and Kashmir has elections and this Government has been gracious enough to show them generosity, I thought at least in Andhra Pradesh where they have a alliance partner, they would do a good job. Obviously, those considerations do not matter to any of us. Even in Andhra Pradesh Rs. 1000 crore was granted as announced by the Prime Minister after he visited Hudhud cyclone area, only Rs. 400 crore have been released. For Odisha where the same cyclone hit Odisha, the action plan for Odisha has been compiled and sent to the Government of India, they are sitting on it for months. They refuse to finalize the entire demand of roughly Rs. 750 crore which have been compiled for immediate rehabilitation and restoration of houses and those people who have been severely affected. This kind of callousness is not something that we expect from the Government of India. This kind of lack of response is not something that we expect from the Government. We were hoping that when 9700 villages of Odisha and 44,000 houses of Odisha were damaged and affected, the Government of India would rise and come in support of the Government of Odisha in meeting the needs of the poor people of Odisha. We thought that, when 60,000 families from Andhra Pradesh were impacted and affected, the

Government would have come out with a more generous show of support. However, the Government of India, the NDA Government has unfortunately failed the people of Andhra Pradesh and Odisha.

I would urge the Minister of State of Home, since the Cabinet Minister is not here today, that he and his Department need to have a more concise plan and a more long term approach looking at the disaster management. They cannot sustain themselves from disaster to disaster with knee-jerk reactions. They need to have a more sustained plan of implementation to mitigate disaster. I give you one example. The Government of India has streamlined all the airports and made a model airport design for constructing airports. However, when you do not take into account local necessities, incidents like the one that happened in Vizag where the roof of the airport flew off, may happen. Let us now look at incorporating disaster management policies in the implementation of the Budgets of all Departments.

With these words, I would like to thank you again for allowing me to speak on this subject which is so key to me. I hope that like after Hurricane Katrina the United States of America completely overhauled the Federal Emergency Management Agency, the Kashmir flood, the Phailin cyclone, the Hudhud cyclone would have the same impact on this Government and the NDMA, the NEC would

be completely overhauled to make a body which actually leaves an impact, which can have some direction towards long term disaster management action plan.

**DR. KAMBHAMPATI HARIBABU (VISAKHAPATNAM):**

Hon. Deputy-Speaker, Sir, I thank you for giving me this opportunity to speak on the severe cyclonic storm which hit the Visakhapatnam City which I represent in the House.

**14.58 hrs**

(Shri Anandrao Adsul *in the Chair*)

Sir, Hudhud cyclonic storm is unprecedented with the wind speeds of above 200 kilometres per hour. Visakhapatnam Port Trust measured the wind speed in the peak hours in the outer harbour of Visakhapatnam and recorded up to 274 kilometres per hour. The Meteorological records are available since 1891. For the last 120 years, Visakhapatnam did not witness this type of severe cyclone. With this wind speed, Hudhud cyclone has shaken the confidence of the people in the region. The storm has caused heavy damage to the public and private properties in three districts of Andhra Pradesh, particularly in North Coastal Andhra, Visakhapatnam, Vizainagaram and Srikakulam. In Andhra Pradesh, 61 people lost their lives, 37 were injured, 4777 cattle heads lost, 40379 houses were damaged, and about 3,30,000 hectares of cropped area was damaged. Crops like cashew, mango, banana and paddy were damaged and farmers had the big loss.

**15.00 hrs.**

When cyclone Hudhud hit the coast of Andhra Pradesh, fishing community suffered major losses. Fishermen lost their houses because their houses are located on the seacoast. About 1000 fishing boats were damaged. Their fishing nets were damaged. Many boats sank at the Visakhapatnam Fishing Harbour because of the cyclone.

Just now my friend from Odisha spoke about damage caused to Visakhapatnam airport. The roof of the airport was gone. When I saw the airport I never thought that the flights would be able to land there even after a month. But fortunately, Union Civil Aviation Minister who hails from our area has taken steps to see that the flights landed there on the 5<sup>th</sup> day of the cyclone. Visakhapatnam is a very beautiful city. This cyclone Hudhud caused a black mark on the face of the beauty of Visakhapatnam.

The Government of India has given a lot of assistance to the Government of Andhra Pradesh. The Committee headed by Cabinet Secretary, the Committee headed by Home Secretary were reviewing from time to time and advising the Government of Andhra Pradesh regarding the steps to be taken to safeguard the lives of the people and also steps to be taken for minimising the loss.

Road traffic was disrupted. Rail traffic was disrupted. Communication facilities were totally affected. There was no power

and there was no water. I think more than 40,000 electrical polls were uprooted. I never imagined that my house would get power supply even up to 15 days but supply was restored on the 5<sup>th</sup> day of the cyclone. When the power is restored, it is natural that the water is also being given to all the people.

In this hour of crisis, our Hon. Prime Minister Narendra Modiji visited Visakhapatnam within 30 hours of cyclone. Cyclone happened on the 12<sup>th</sup>. It continued up to early hours of 13<sup>th</sup>. On the 14<sup>th</sup> Prime Minister visited Visakhapatnam, saw the devastation caused by the cyclone, and announced immediate assistance of Rs.1,000 crore for Andhra Pradesh. This instilled confidence among the people and gave a lot of courage to them to face the crisis.

Cyclone struck on the 12<sup>th</sup> of October. Hon. Chief Minister Mr. Chandrababu Naidu ventured to come to Visakhapatnam on the 12<sup>th</sup> itself but he could not reach there. He could reach Visakhapatnam on the afternoon of 13<sup>th</sup>. He stayed at Visakhapatnam for more than a week. He stayed in the premises of the Collectorate. He slept in a bus. He guided the official machinery to restore the normalcy in the area. He worked till midnight. He reviewed the situation in the early hours of the day. And the official machinery in our area also functioned very well. I should thank the official machinery of Andhra Pradesh who

have worked very hard to restore normalcy in the North Coastal Andhra Pradesh in view of the Hudhud cyclone.

Mr. Venkaiah Naidu, Hon. Union Minister for Urban Development, visited Visakhapatnam along with Hon. Prime Minister. Later, after a week, he came to Vizag again, held a review meeting with all the concerned Union Government Departments to expedite the relief and reconstruction operations. In Visakhapatnam we have a lot of Union Government agencies, public sector undertakings. The initial damages and losses caused to Government of India PSU properties due to the cyclone in Vizag District are being tentatively given.

Hindustan Shipyard Limited sustained a loss of Rs. 500 crore; East Coast Railway incurred a loss of Rs. 210 crore; for NTPC's Simhadri thermal project, it was Rs. 25 crore; for BHEL Visakhapatnam, Rs. 30 crore; for Indian Oil Corporation, Rs. 14 crore; for Vizag Steel Plant of RINL, Rs. 300 crore; for Visakhapatnam Port Trust, Rs. 200 crore; and the airport damage was Rs. 65 crore.

Our Hon. Prime Minister, in his review meeting, assured Andhra Pradesh Government that the Government of India will take care of the damages caused to Union Government agencies and the public

sector undertakings by the respective Departments. I hope, the respective Union Government Departments will take care of the damages caused to the Government of India agencies and the public sector undertakings.

I thank the Home Minister for his continued support to the people of Andhra Pradesh. I also thank the Hon. Finance Minister who has instructed the banks to restructure the loans and also instructed the insurance companies to settle the claims for those victims who lost their property and had insurance policies.

The Government of India has deputed the inter-Ministerial Central team to visit Andhra Pradesh to make the assessment. Recently, they have visited Andhra Pradesh from 25<sup>th</sup> to 28<sup>th</sup> November. I hope, they will submit a favourable report which can help the State of Andhra Pradesh. I am thankful for the same but I wish that the Central team had visited much earlier. Since they have visited after one month, I think, they could not see the actual damage and the loss. I know, if they visited earlier, their visit would have diverted the attention of the people who were involved in the relief work but I request the Government of India that in such situations of crises the Central teams should visit much earlier so that the damage could be assessed properly. This has to be taken into consideration.

I also thank the leaders of various political parties who have visited that area and expressed their solidarity with the affected people. I thank all the political parties for their support. I also thank the Chief Ministers of the neighbouring States, particularly, Odisha, Tamil Nadu, Karnataka, West Bengal and other States. They have extended their co-operation for the people of Andhra Pradesh in their hour of crisis.

Our Chief Minister has taken steps to see to it that all essential commodities are available to the people free of cost or at cheaper prices. He has made an effort to bring 2,500 tonnes of potato from Kolkata by discussing with the Hon. Chief Minister of West Bengal Kumari Mamata Banerjee. We could procure 250 truck loads of potato and supply them in the Vizag area. He has taken steps to supply three kilograms of vegetables at Rs. 10 so that people are not affected by blackmarketeers and essential commodities are made available for the people in the hour of need. He has also taken all steps to see that petroleum marketing companies made all the supplies like diesel, petrol, and LPG and people faced no problem.

On 12<sup>th</sup> October, I was at Visakhapatnam city. I saw the devastation caused in Visakhapatnam city. We did not have power. We did not know what was happening in other places. We could not

have the television sets in operation. Many Hon. Members have complained about BSNL but I must compliment BSNL. On that day, only the BSNL landline was functioning. From my house, I telephoned to my friends in Vijayawada and Guntur and came to know what was being shown in their television sets, the position of the eye of the cyclonic storm at that time, whether it had crossed, and when it had crossed. I could get all that only by BSNL landline telephone. Of course, later on, there were some problems in communication networks because there was no power and many companies which were supposed to operate their cell towers with diesel generators did not come forward. However, at the instance of the Chief Minister, all the companies followed the guidance and saw to it that the communication network was established.

I have four suggestions or requests to make with regard to facing the cyclones. One is, I would request the Government of India to come forward liberally to assist the State of Andhra Pradesh. As you all know, this State is a newly born or newly formed State, with the old name. The new State has no resources to help the people on their own. Therefore, in view of the difficult financial situation of Andhra Pradesh State, I would request the Government of India and the Hon. Prime Minister to extend liberally the Central assistance to the State of Andhra Pradesh.

Another request I would like to make is, Vishakapatnam is at equi-distance from Kolkata and Chennai. Vishakapatnam is one of the major cities on the east coast; it is a strategic city. Vishakapatnam is the headquarters for the Eastern Naval High Command. Therefore, I request the Government of India to consider establishing a unit of the National Disaster Response Team at Vishakapatnam so that it could cater to the needs of the people on the east coast of India, right from Kanyakumari to Kolkata. I request the Government to consider this request favourably.

The third suggestion that I would make to the Government of India is to send the Inter-Ministerial Central Teams to assess the damages in respective States. I make the request to send the teams at the earliest possible time, possibly within a week so that they can make proper assessment of the damage and recommend to the Government of India for assistance.

The fourth one is this. A lot of industries got damaged due to this. All the roofs of the industries have been blown away. They make insurance claims. I request the Government of India and the Hon. Finance Minister to instruct the insurance companies to settle the claims at the earliest so that they could start their operations within the shortest possible time.

When the Prime Minister had visited Vishakapatnam, he suggested to the Government of Andhra Pradesh to prepare a blue-book, on how we have to proceed in times of crisis. I hope that all the State Governments who have faced this problem will assist in preparing the blue-book and I also hope that the Government of India will prepare this blue-book and fight natural calamities in an effective manner. Thank you.

**DR. SHASHI THAROOR (THIRUVANANTHAPURAM):**

Thank you very much, Mr. Chairman, for giving me this opportunity to address this vital issue which is of great concern to all of us in our country.

My good friend, the Hon. Member from Odisha, had already given us the details of how vulnerable the nation is to natural disasters. I will not repeat the details that he had provided. But I used to be the Convener of the Parliamentary Forum on Disaster Management during the 15<sup>th</sup> Lok Sabha. I must say that a lot of this has become sadly too familiar.

We had a National Disaster Management Authority, but it has been dismantled. Instead of Disaster Management Authority, what we now have is Disastrous Mismanagement without authority!

What has happened is that the NDMA simply failed to fulfill its purpose or its promise in all the disaster situations listed in today's Order Paper – Jammu & Kashmir, North-East, Odisha, Andhra Pradesh. As we have been reminded, the Parliament here passed the National Disaster Management Act in 2005, creating the NDMA, under the Prime Minister - no less – who is the Chairman, and the National Executive Committee developed a national policy on disaster management which was approved in 2009. The NDMA was

supposed to work in coordination with various State Disaster Management Authorities. But so far, there is very little evidence of this. Indeed, several of the States have not yet even submitted their disaster management plans.

While the nation awaits the promised '*Achche din*', '*bure din*' came to the NDMA because the Government made it headless by asking for the resignation of the Vice-Chairman and other senior Members, all in June. We are now in the beginning of December. So, six months later, we still have no replacements. The Government made absolutely no appointments to fill them, leaving the body completely headless, and the result is that the necessary warnings – for example, indicating the unexpected rise of the levels of the Jhelum River, in the case of Kashmir, signaling the onset of a disaster in the Kashmir Valley – were simply not issued. There was no one to issue them.

We had the same problem with the National Disaster Relief Force, which was also set up by the 2005-Act. A permanent DG of the NDRF was appointed only yesterday.

Now, where is the decisive Government that we were promised when it comes to filling up much needed vacancies! The irony is that the Indian Meteorological Department, the Indian Space Research

Organisation, so many other agencies have all developed early warning systems. The NDMA is supposed to, without delay, disseminate this information from these various agencies to the public and treat every warning with the urgency that it requires. But the NDMA, for all practical purposes under this Government does not exist. There is a dire need to fill the vacant positions at the earliest.

We have seen, Mr. Chairman, there is a chronic problem in this Government of dismantling functioning institutions without having alternatives ready; whether it is the Planning Commission, the National Innovation Council or the NDMA. What do we see? These have been decapitated and left rudderless like chickens with their heads cut off without any sense of purpose or direction. No wonder, we do not even have a National Disaster Management Action Plan.

Days before the Kashmir floods, a few local institutes studying weather conditions in the valley recorded an unexpected rise in the level of the Jhelum. The Officers of the State Flood Control Department had warned the authorities that the river was flowing 14 feet above the danger mark at Sangam in South Kashmir but they were unable to get a response from the Central or the State Government. Where was the Union Government to give the response? Warnings were issued by two other Central Water Commission Stations. They

were also ignored. The Central Water Commission provides flood forecasting services but they have to be heeded. There must be a mechanism to take them and convey them urgently to the States. The State, of course, in the case of Kashmir had ample time to evacuate people from low lying areas. They could have called for assistance of Special Response Team from the Centre. The Union Government could have also alerted the State. But did any of this happen? No, Sir, it did not. And, there was no effective response mechanism deployed at the beginning of the crisis. What followed was uncontrollable destruction, the loss of life and property which cannot be compensated, which, of course, will take a whole substantial amount of time to recover from and rebuild.

The figures are painful, Mr. Chairman; a loss of 282 human lives in Kashmir, over 61,000 cattle, six-and-a-half lakh hectares of cropped area, two-and-a-half lakh houses. Thousands have been left homeless. Property worth one lakh crore, a trillion rupees, has been destroyed. Twelve lakh people and 2000 villages were also affected by the floods in Assam. Floods in Odisha, thanks to Cyclone Hudhud, affected over 10 lakh people. So, we have a huge scale of problem on our hands. Our response at the Union Government level must also be worthy of this kind of a challenge.

The National Disaster Response Force, which is supposed to be actually managed and controlled by the NDMA, has now been reporting directly to the Ministry of Home Affairs, because there is no NDMA I suppose. Different departments and Ministries of the Union Government were undertaking their own relief operations in Kashmir. And, frankly, there was no Central Authority to coordinate them. The Union Government and the State Government were themselves not coordinating with each other and in the absence of any nodal agency the response was also slower than it needs to have been.

As usual, what we do is we turn to our Armed Forces. Whenever the civilian Government fails, we always send in the Army. So, they efficiently did their job. They conducted search and rescue operations. They distributed food, water, medicines amongst marooned survivors. But this is not supposed to be the Army's job. They are there to defend our borders. What about the Government's own capacity for disaster management? What about the Act of this Parliament, Mr. Chairman, which we have actually passed for this purpose?

There is no urgency in arranging the appointment of any of the vacancies unnecessarily created by the Government. The Government's motto seems to be 'dismiss in haste but fill the posts at leisure'.

The situation would have been very different if we had a well led and fully staffed NDMA which could have issued a warning and specific instructions to the Jammu and Kashmir State Disaster Management Authority for preparing and evacuating the residents living in and around the disaster prone area. The fact is that the Union Government may well blame the State Government and the State Government may well blame the Union Government, but there is no question that in our system the Union Government has a responsibility to step in where the state Government has failed. This did not happen. And the fact is it had not happened already at the preparedness stage, where it is supposed to happen under the provisions of the Act of Parliament.

We have already been hearing about the Union Government's assistance. The Figures have already been given by the Hon. Member from Odisha. But let me say that the relief and immediate rehabilitation measures alone are essentially provided for. There is no real serious measure for compensation. You need a special package, as our Government gave to Uttarakhand when that tragedy happened. The reason for that is very simple that the norms for disaster relief are simply not adequate. We know the Prime Minister has announced an *ex gratia* assistance of Rs.2 lakh each to the next of kin of the deceased and Rs.50,000 each to the injured under the Prime Minister's Relief

Fund. But first of all, the amounts are very modest given the scale of the loss. Secondly, there is not even an agreed list of the beneficiaries who should be compensated. There has been severe negligence on the part of the Government. We have just seen an interview in the newspapers yesterday by the Chief Minister of Jammu and Kashmir saying that each house needs, at least, Rs.10 lakh but the Government has given him only Rs.70000 per house. Now obviously you cannot build a house anywhere for Rs.70000, let alone in Kashmir.

So, this predictable narrative, Mr. Chairman, is what we have been seeing. Calamity occurs, there is lack of warning; there is lack of prevention; there is lack of preparation; and there is mostly avoidable death, if not destruction, and then the establishment's first response is that they have announced a relief amount to the families of the victims and that too, too small an amount. The message to the Government very simply is that prevention is better than compensation. Effective action to save lives is better than trying to re-build after disasters.

Now let me stress that there are very many things that the Union Government should be doing. I am glad that one of the earlier speakers has also pointed out specific measures that could be taken. Even the C&AG has done a report in 2013 about various disaster-specific measures. The Government seems to have shown no indication of

having digested this. We realise, for example, that the Indian Meteorological Department, which is regulated by the Ministry of Earth Sciences in the Union Government, has not prepared a disaster management and mitigation plan for earthquakes. Even in Kashmir we had an earthquake in 2013. There are about 4720 reservoirs and barrages in our country and the Central Water Commission provides forecasts for only 28. There are 4700 for which there are no forecasts.

Coming to modernisation of weather forecasting equipment, we have all the software and all these computers. We are talking about making super computers, yet what is our capacity for weather forecasting? Maybe it is at the national level but where do we have it at the State levels? Even the hazard maps that are supposed to be drawn for earthquakes, landslides, cyclones, Tsunami, floods, etc. they are incomplete or unavailable. Without these maps, no State Government can be in a position to even identify the high risk areas let alone actually do anything about it.

Let me repeat to the Union Government, the NDMA needs strengthening and not weakening. Since its inception, it has spent Rs.1300 crore. You are spending Rs.40 crore a year just on maintaining the NDMA but you are giving them no authority or giving them no heads or giving them no work. The fact is that only 10 percent

of the NDMA's on-going projects have been completed. It has very limited powers over the State Governments. So, its guidelines never get implemented. On top of that, what do we see? We have disagreement with all these others. The NDMA has one set of views. The NDRF has another set of views. Now the National Informatics Centre comes in. They have not been able to agree on procuring satellite phones for establishing the disaster communication network which is why there were no communications in Kashmir immediately after floods started.

Now on top of that, there are the State Disaster Response Funds which again have been mentioned earlier in the debate. Many States have not appropriately utilised the Rs.33580 crore which have been given for State Disaster Response Funds by the UPA Government for the period 2010-2015. The Ministry of Home Affairs apparently has not been able to keep check on utilisation of these funds. There are no official figures on how they have been utilised. There has been a fairly negligent attitude at all levels towards disaster management. The funds have been earmarked but the policy has not been implemented. The Act has not been implemented. Now I even see Nirmala Sitharamanji there and she could encourage private sector to get involved in helping with disaster management through the CSR where they are supposed to give two percent for various developmental

activities. There has been no particular campaign to encourage the private sector to contribute to disaster management and indeed their contributions are practically non-existent.

There is no comprehensive plan from the Ministry of Home Affairs. I look at the MoS who is a very competent and well regarded figure. We need to see a comprehensive plan coming from his Ministry for disaster management. The MHA should keep a record on the utilisation of funds and unspent balances of the States. Mr. Rijju, you do not have one yet. That has to be done.

We have to accept that temporary plans are not a solution. Giving relief is not an answer. It is reactive. Reactions are not enough. A comprehensive plan is also needed for understanding and checking our country's preparedness for all kinds of disasters. We have talked today about floods and cyclones. We need to be prepared for nuclear and radiological disasters; forest fires and coastal erosion. In my constituency, practically every year we have extremely heavy tidal waves; we have extremely heavy rains and India loses territory because our beaches are washed away with coastal erosion. We can prepare for this. This has been happening for decades, but we have not got the preparations. Man made disasters also we are not prepared for. Now, may I suggest also to the Ministry of Home Affairs that apart

from the strengthening the National Disaster Management Authority we should also establish district authorities to ensure that the district, the State and the Centre are all equally coordinated.

Let me finally say that the NDMA must also ensure that the guidelines that it has issued should be followed by State Governments and Ministries and therefore, it must take the lead, it must be the central body to coordinate the Ministries to avoid duplication of efforts, provide regular training and capacity building and involve the NGOs, the civil society create a Statesociety partnership for disaster management as well as to spread awareness. We have all the money that the Government spends on advertising various things, we need to have awareness in the public about what they should do in the event of disaster and to prevent disaster.

The fact is that we can, with better systems, handle natural disasters and calamities better. It has been done before. We all remember how the late Rajiv Gandhi handled the drought of 1987 without a single person losing his life. If there is a plan, if there is a system in place, there is leadership, these things can be done.

The message is clear. This is a Union Government responsibility. Give us the decisive action you have promised. Appoint an NDMA,

empower it, pursue the States, finalise an action plan and set up systems. Remember, far too many people in our country find it impossible to beg, borrow or raise money to treat a person in the family who is sick and dying, but the moment he dies, everybody comes for the funeral. Now, that is not what the Government should be doing. The Government's job is to prevent the sickness, to prevent the affliction, not to attend the funeral. We have had too many funerals and disasters in our country. I say it to the Government – please do your job so as to reduce the number of funerals and to ensure that calamity in our country does not always have to mean tragedy.

Thank you.

**SHRI P. KUMAR (TIRUCHIRAPPALLI):** Mr. Chairman, Sir, thank you for giving me this opportunity to speak on the discussion under Rule 193 on behalf of the AIADMK party.

Natural disasters strike India routinely. Some forms of disasters are earthquake, tropical storms, cyclone, tsunami and heat waves. These disasters cause major casualties for any nation and economic loss to the developing countries is unimaginable.

In the series of disasters, the latest ones being the Uttarakhand flash floods in 2013 which was followed immediately by cyclone in Odisha. This year we had calamity in Jammu and Kashmir followed by the severe rain in the north-eastern States of Assam and Meghalaya. Last month we had a cyclone, namely, Hudhud, hitting the State of Andhra Pradesh causing serious casualties and damages.

Mr. Chairman, Sir, the data from the International Disaster Data base shows that floods has been the most damaging of all the natural disasters that happened in the last ten years. Flood in India have caused the most widespread damages impacting people greater than other natural disasters. The number of people killed in flood in the last decade is far more than those killed because of other calamities like earthquakes and others.

In India such damages due to flood are partly due to faulty town planning, poor training and bad waste disposal system. Moreover, there is the impact of climate change and particularly in the mountainous region, the threat of floods is more. If we talk in general, in India it is a perennial problem that we have floods in one part of the country and at the same time drought in another part of the country. People suffer due to both. We are not able to channelise the excess water due to floods in one part and take it to other parts where there is severe drought.

Sir, there are solutions to this problem. Before I come to interlinking of rivers, I would like to say a word about rainwater harvesting. The Government of Tamil Nadu, under the able leadership of honourable Puratchi Thalaivi Amma has adopted the system of rainwater harvesting which is a huge success throughout the State. Due to rainwater harvesting, it is seen that the level of the groundwater table has increased and saline water entering the ground in the coastal areas has stopped.

Here, I would like to remind the House that the Hon. Prime Minister of India has appreciated the efforts taken by the honorable Puratchi Thalaivi Amma when he was replying to the President's Address this year.

Similarly, after Tsunami struck Tamil Nadu's coastal villages, honourable Puratchi Thalaivi Amma took effective steps in relief measures with the result that people were rehabilitated within a very short time. This was again appreciated very much by the people of Tamil Nadu.

Similarly, when the North-East monsoon caused damages in Tamil Nadu in the month of October, 2014, under the able guidance of honourable Puratchi Thalaivi Amma, the Government of Tamil Nadu immediately ordered relief and rehabilitation measures.

In order to find a solution to this problem, I feel that the Government of India has to take a very bold decision and nationalize all the rivers of the country. Presently, the subject of water is in the State List whereas national waterways is in the Union List. It is high time that we bring it under the Central List or at least the Concurrent list so that some effective action could be taken at the Centre for the benefit of the nation as a whole.

Many States are facing this problem. Rather, the entire world is facing this problem. There are articles mentioning the quotes of experts who have estimated that by 2030, in some developing countries, water demand will exceed water supply by 50 percent. It means that by 2030, there will be no water for drinking purpose. These

are alarming situations and therefore, we need to conserve and preserve water for future generations.

So, interlinking of rivers is absolutely necessary to tackle constant drought and flood problem. We have long distance intrabasin transfer of water for over five centuries. We have the examples of Periyar Project, Parambikulam-Aliyar Project, Kurnool-Cuddappah Canal and Telugu-Ganga Project in the southern part of India. Similarly, in the northern part, we have the Indus Basin and Rajasthan Canals. These examples go to show that they have not caused any environmental damage but have contributed substantially to environment and livelihood.

I understand that all the concerned States have to accept the proposal for interlinking of rivers to thrash out issues and take a final decision so that we may put an end to the water crisis permanently.

It requires huge funding, no doubt but once done, it could permanently solve the water problem of the country. This only needs courage and bold steps. I hope the present Government would take these steps for the benefit of the nation.

As far as Tamil Nadu is concerned, honourable Puratchi Thalaivi Amma has urged the Centre to implement the linking of Mahanadi-Godavari-Krishna-Pennar-Palar-Cauvery on to Gundar as also the

diversion of water of the west flowing rivers of Pamba and Achankoil to Vaippar in Tamil Nadu under the Integrated Peninsular Rivers Development Programme. This linkage would solve the perennial problem of farm irrigation and drinking water needs of the people in the southern parts of the country.

So, I request the Government to kindly allot sufficient funds to prepare a Detailed Project Report for this purpose.

I understand that the Hon. Minister is fully aware of the advantages of interlinking of rivers. So, I hope that the Hon. Minister would take care of this problem. I think I need not elaborate further on this subject.

With these words, I thank you, Sir.

**DR. KAKOLI GHOSH DASTIDAR (BARASAT):** Mr. Chairman Sir, I thank you for allowing me to take part in this very serious discussion under Rule 193 regarding the disasters affecting our country over the past few years.

Due to uncontrolled carbon emission and damage to the ozone layer, destabilization of the climatic characteristics is taking place all over the world but mostly, it is going to affect our country whose carbon footprint is much less than other countries which are having much bigger carbon footprints. This is a very important issue because disaster might strike any time. Its extent might be much larger than epidemic diseases because the air that we breathe is going to be toxic, and the water that we might use flowing down the rivers will be toxic. As the Hon. Member was just mentioning, there might be a shortage of water up to fifty percent. So, this is a very important issue that is being discussed today.

Over the past few decades we have seen tsunami, we have seen the Phailin, the Aila, and the Hudhud. Our neighbouring country was affected by the Mahasen. Before that we had the cloud burst in Uttarakhand and Leh.

We had the Parliamentary Forum on Disaster Management, about which Hon. Member, Dr. Shashi Tharoor made a mention. After him

I was the Convenor of that Forum. We used to regularly meet to discuss these issues. After tsunami, the Disaster Management Act was passed in 2005 by this august House. In that provisions were kept to take care of situations when natural calamities would hit. But disaster is not only natural calamity, not only incessant rain or flood or cloud burst or drought. Disaster might be medical in nature as certain parts of the world are seeing it in the form of ebola virus; disaster might be nuclear; disaster might be biological though we are not discussing those issues today. But keeping in mind the different types of disasters that might hit the country and will affect the citizens adversely, I have this pertinent question coming up whether the disaster being looked after by the Home Ministry is sufficient or do we need a separate Ministry to look at these issues so that we can address them properly.

The provisions of the Act passed in 2005 look orphaned because, as many Hon. Members have been mentioning, we are headless now as far as this Authority goes. Our Hon. Prime Minister has primarily become non-resident these days and has important foreign issues to address, has no time for these small matters affecting the people of our country. We have lost thousands of lives; we have lost lakhs of hectares of agricultural land; and we have lost millions by way of cattle head.

I would like to point out here that the Act had provisions for rescue and relief, but there was no provision for rehabilitation. It is true that the efforts of the scientists who had come out with the early warning systems are laudable and the INSAT-3D performed very well. The whole path of the Hudhud cyclone had been set in advance in forecast, the speed of the cyclone, and the air speed had been forecast. With the result people could be shifted from their homes.

A report of the United Nations says that only in the year 2013, that is last year – only in one year – more than two million Indians had to be shifted. They had to leave their homes and go elsewhere due to natural calamities which is a very big number considering worldwide it was 22 million over ten years. So, India is being affected adversely. Nearly 40 million hectares of land is flood prone in India. Out of the landmass in India which falls under the seismic zone, 11 percent is very very high damage risk zone; 18 percent is high damage risk zone; 30 percent has moderate damage risk zone; and 41 percent is low damage risk zone. Even a serious earthquake will cause such difficulties to people in which they will lose their lives, and properties. Even if they are shifted from one place to another, they are not rehabilitated. The clause for rehabilitation is not included in the Disaster Management Act. The National Disaster Management Authority is lying headless at the moment.

I would like to know from the Government whether the Government is going to think in terms of having a separate Ministry, whether the Government is going to think in terms of addressing these issues, and whether it is going to fill up the posts which are lying vacant. Then only the people of the country will know whether the Government is serious or not regarding these disasters.

When the Disaster Management Act was formulated, when the points were included, the themes included were medical preparedness for mass casualty, psychological support, incident response system and the National Disaster Management Information System. Every point of the above mentioned is lacking.

As we have seen, as I mentioned earlier, I had been in the Parliamentary Forum on Disaster Management as the Convenor. After the cloudburst in Uttarakhand, people were suffering due to lack of Orthopaedic Surgeons. It is a very practical issue. When the cloudburst occurred, when they were swept away, when bones were broken, the Orthopaedic Surgeons were not available. They had to be flown from Delhi. The Government had flown the Orthopaedic Surgeons from Delhi to perform operations. As it is, the whole country knows that the country lacks the required number of medical practitioners and medical help counsellors. To top it all, if there is a

situation like this, then, doctors are in great demand who are not available at the State or the district level. So, if we have a separate Ministry, if we have a separate group of doctors and specialists who can take care of this, it will help a great deal. Children were being born in the rain, in the open during such situations of calamity. So, this is such an important issue that the Government should pay more heed to do this. We should really take up this serious issue.

Sir, we were talking about the issue of Kashmir which faced with severe flood in which 282 people were killed. The Hudhud cyclone, which hit Andhra Pradesh and Odisha at 195 km. per hour of speed, killed 67 people in Andhra Pradesh and 50 people in Odisha. Though the amount of loss ran into millions of rupees, yet the Hon. Prime Minister declared only Rs.1000 crore as relief out of which only a part payment has been made. The demand of the State Government is Rs.21,640 crore. The Odisha Government has requested Rs.777 crore. So, these amounts have not been made available. Whether the Government is serious about rehabilitation of the disturbed people's life remains a big question if we look at these figures. The cattle loss is so huge. We know that India's economy, particularly in the rural areas, is cattle-dependent, livestock-dependent. So, if this is lost, then, people do not find means of livelihood. So, if they are serious about assisting the people of the country, they have to take care of

rehabilitation along with rescue and relief measures. This is to remain with the Government and not to be dependent on the Army in serious situations so that immediate action can be taken.

With these words, I conclude. Thank you.

[Translation]

**SHRI CHANDRAKANT KHAIRE (AURANGABAD):** Sir, there has been rainfall and floods in different parts of the country and in Jammu and Kashmir. I stand here to speak on behalf of Shiv Sena in Parliament regarding the natural disaster that has been reported in the context of the Hudhud cyclone in Andhra Pradesh and Odisha, and the drought in Maharashtra. The current scenario has witnessed an abrupt shift in environmental conditions, leading to a grave disaster. Some regions are experiencing excessive flooding, while many other areas are grappling with drought conditions simultaneously. Earlier, the monsoon season typically spanned four months from June to September, with other seasons similarly lasting for four months each.

Sir, I want to say that in the country, the climate is rapidly changing. Here, I want to tell you that in Maharashtra, the condition of Marathwada and Vidarbha is fast deteriorating. Today, many places are witnessing tsunami, floods, and we are facing drought. Under these circumstances, it is imperative for the Union Government to extend increased assistance to farmers. I request the Government, through you to help the people who are affected by the disaster. Today, poor people are dying. Someone is committing suicide, whereas someone has nothing to eat. Their condition is deteriorating.

Measures should be undertaken to support and enhance their livelihoods. Through you, I would request the Government that the Government do this.

Sir, in Marathwada and Vidarbha, there is a severe drought condition. During November 24-25, along with Shiv Sena President Hon. Uddhav Thakre, we all MPs and our 63 MLAs from Maharashtra, visited every village of Marathwada region. The situation at that time was such that many people had committed suicide. In today's situation, there are no crops, no rains and as many as 402 people have committed suicide. They had nothing, how would they pay their debts, due to this reason, all those farmers committed suicide. After them, their children are dying of hunger today. After going there under the leadership of Hon. Shri Uddhav, we helped them on behalf of our party. Out of these 402 people, 220 people's families have been given Rs. 1 lakh each by the Maharashtra Government. I, through you, would like to request the union Government that it should consider to give at least Rs. 5 lakh to the families of those committed suicides and each affected family of Vidarbha. Their entire crop has been destroyed. There is nothing left in their fields. Therefore, the Union Government should give them some package to enable them repay their loan. The Union Government should give a

package of at least Rs. 2000 crore to the Maharashtra Government for this.

The Maharashtra Government has requested the Union Government. They would submit a proposal to this effect to the Union Government. We, all MPs met our Minister of Agriculture under the leadership of our Minister Shri Anant Geete. We apprised the Minister of Agriculture regarding the distressing situation wherein farmers in the Marathwada and Vidarbha regions of Maharashtra are succumbing to dire circumstances, resorting to suicide. The Union Government should extend full help and provide grants to mitigate this situation. Whatever grant will be given, they should be paid directly from the Pradhan Mantri Jan Dhan Yojana of the Prime Minister. People frequently visit offices like the Collector's Office, Tehsil Office, and Departmental Office seeking financial aid, but they often leave without receiving any assistance. Therefore, wherever farmers have opened their bank accounts in Pradhan Mantri Jan Dhan Yojana, this money should come directly into their accounts. This, through you, is my demand to the Union Government. Here, I wish to emphasise that if adequate measures are not taken in drought-stricken regions, how can we expect crops to thrive in the future?

Chhatrapati Shivaji Maharaj used to say that if the farmers remain alive, then people can live, and if the people remain alive, then the king can run his kingdom. Hence, if we fail to provide assistance to the farmers in this scenario, it will have grave repercussions for our future food security.

Sir, the rains that our Marathwada has received it is less than 414 millimetres of rain. The rainfall, which was received in the year 2013 was 854 millimetres. This means the rainfall this year was 50% less than last year. Hence you must help them. Such conditions are prevalent in all 76 taluks of Marathwada. You must provide full assistance for this. People coming from the Collectorate Office and Tehsil office are told that its more than fifty percent, because of which they don't get any help. Today, all the villages and the people of Marathwada are in trouble. 8850 villages of Marathwada have got inadequate rain. There is severe famine. I, through you, would tell the Government that this problem can be combated only with the assistance of the Union Government. There is no chance of getting any help from the State Government. There is a debt of three lakh crore on both the public and the state, courtesy of previous Governments, from where can they give assistance? Therefore, I request that instead of relying on the State Government, the aid should be provided through the Union Government. There are fifty lakh

animals in the Marathwada region. Today, there is no fodder for them. The fodder should also be arranged through the Union Government. I, through you, would like to say this. The current condition is very difficult and scary.

Sir, I would like to tell you about the drought-affected districts of Maharashtra. Like our Sambhajinagar, Aurangabad, Jalna, Nanded, Beed, Latur, Osmanabad, Parbhani, and Hingoli are the worst affected by the drought. Similarly, 22 districts of Vidarbha, including Akola, Amravati, Buldana, Vashim, Yavatmal, Nagpur, Wardha, Bhandara, Chandrapur and Satara, Ahmednagar in West Maharashtra and Nashik, Dhule and Jalgaon in North Maharashtra are affected. Therefore, famine should be declared in eighty percent of Maharashtra.

Despite the extensive drought, the State Government hesitated to declare an absolute drought due to the significant assistance needed afterward. This level of aid can only be facilitated by the Union Government. I demand that the Union Government should send a team there under the leadership of Hon. Agriculture Minister and we shall also accompany him. We will apprise them of the nature of the famine and drought prevalent in the region, and the kind of assistance needed in this regard. We will inform them about it. The 22 districts

of Marathwada and Vidarbha that I mentioned should be provided assistance.

Chairperson, Sir, I want to say through you that there is power crisis in Maharashtra. Recently, the Energy Minister of Union Government, convened a meeting on 4th. During the meeting, he asked us to share the challenges encountered within our respective departments. This is a good step that Mr. Goyal has taken. How much electricity do the farmers get? They get electricity only for four or five hours. How will the farmer do the farming? How will he do farming when he would not get water? This is the reason of their indebtedness. When he is not in a position to repay the loan, he becomes prone to commit suicide. Due to debt, he is resorting to suicide. What will happen to his children if he commits suicide? Electricity Bills for farmers in the 22 drought-affected districts of Maharashtra should be waived. They should receive free electricity and access to electricity for at least 10 to 15 hours a day. This kind of facility should be there.

Furthermore, we urge the Union Government to provide a package of two thousand crores, which would immensely benefit Marathwada, Vidarbha and other districts. Assistance should also be extended to the families of farmers who committed suicide. Assistance of five lakh rupees per family and per acre aid should be

given to drought-affected farmers. When we were going there along with Shri Uddhav, we observed that nothing was being produced there in the fields. They have invested sixty thousand rupees on one acre of soybean and they are not going to get even five thousand rupees. Now they have demanded that the price of sugarcane should also be Rs. 3500 per tonne. The sugarcane factory owners have also purchased sugarcane at a price of Rs. 1700, Rs. 1800 or Rs. 2000. Shri Rajiv Shetty is sitting in the House, he had organized a big agitation. Everyone agitates. The Shiv Sena and the BJP agitate. These days Congress is also agitating. The NCP is also agitating. The NCP has many factories, but they too have to agitate. They did not agitate in their times. I would say that farmers should be benefitted directly. Setting the price of sugarcane at Rs. 3500 per tonne would undoubtedly be advantageous for them. ... (*Interruptions*)

Sir, a year or two ago, the price of cotton was Rs. 6000 per quintal. However, today, for want of rain the cotton yield has also come down and its growers are not getting proper cost. At some of our centres, CCI has fixed the rate of cotton at Rs. 4000 per quintal, whereas last time they had set the rate of cotton at Rs. 5000 per quintal. This time, they have reduced the price of cotton by Rs. 1000. Through you, we wish to communicate to the CCI, which is under the purview of Union Government, that the price of cotton should be set at Rs. 6000 per

quintal which would greatly alleviate the farmers plight. There should be proper arrangement for fodders of animals, including cows, oxen, sheep, and goats in the villages. If there is no arrangement of adequate fodder for them, all the animals will perish, posing a threat to farming activities. ... (*Interruptions*)

Sir, the fees of the students of all the schools and colleges in 22 districts should also be waived. Not only their fees should be waived, but their tuition fees should also be waived. ... (*Interruptions*) Once the Chief Minister came to our place. ... (*Interruptions*) The waiver of fees should not be limited to students of class 10th and class 12th only; rather, it should extend to students in higher classes as well. During the Shiv Sena and BJP's rule, when we were Ministers, Maharashtra was number one in agriculture. After this, progress lagged significantly during the Congress rule. If the Union Government does not provide the package, Maharashtra will miss out on this essential support, causing it to fall further behind. In the field of agriculture, Gujarat has reached number one and Maharashtra is at number 16. Only if all this assistance is provided in the name of disaster relief, can the farmers there be saved. I earnestly request you.

[English]

**SHRI RAM MOHAN NAIDU KINJARAPU (SRIKAKULAM):**

Hon. Chairman, Sir, thank you very much for giving me this opportunity. It is nearing 4 p.m. I want your full assurance that you will let me complete my speech.

Thank you for bringing up this issue. I would also like to thank the Government for bringing up this issue for discussion in this august House. Many of my senior Members have already spoken on this issue. To continue on that, I would like to say that I am from Srikakulam constituency which is also one of the affected regions of the Hudhud cyclone. Based on my experience, I would like to add some points to this ongoing discussion.

On the 12<sup>th</sup> of October, 2014, the Indian Sub-continent was struck by one of the most fierce and deadliest cyclones ever in history. The Hudhud cyclone, with speeds crossing up to 200 kilometres per hour and also torrential rain, posed a serious threat to anything that has come in its way. It is very unfortunate that it has struck at the very heart of one of the most beautiful cities in India, which is Visakhapatnam.

**16.00 hrs.**

This cyclone has also affected other districts of Northern Andhra Pradesh which are Srikakulam, Vizianagaram, East Godavari and

other parts of Odisha. The cyclone has caused extensive damage to the public and private properties, agriculture, horticulture, fisheries, animal husbandry, handloom and textile in this region. Along with this, public infrastructures like road, building, irrigation, drinking water and power were also heavily damaged.

Before I continue further, I would like to break down this cyclone into two phases. One phase is 'before the cyclone' and another is 'after the cyclone'. These two phases pose very different kind of challenges both to the public and the Government. The Government has to take utmost care and attention in dealing with these two phases to achieve successful results.

If we talk about the first phase of the Hudhud Cyclone, on behalf of the State Government and the people of my Constituency, I would like to thank some people. The first would be the Indian Meteorological Department for doing a tremendous job in accurately predicting as to when the cyclone is going to hit; what it is going to hit at; and with what intensity it is going to hit at. So with this before hand information, the State Government and the Union Government had adequate time for advance preparation and to take on relief activities.

I would also like to take this opportunity to thank the Union Government for providing full assistance in the form of NDRF, Army and the Navy teams and other equipments which will help in relief and rescue efforts. Other than that, I would also like to thank the media for doing a good job in educating the people along the coastline of Andhra Pradesh and also telling them about the severity of this cyclone. With all these help from all these sectors, the State Government under the leadership of Shri N. Chandrababu Naidu has deployed all its teams to most affected places. They have taken appropriate measures. They have held 223 relief camps across four districts of Northern Andhra Pradesh. About 1.35 lakh people were evacuated from low lying areas of Andhra Pradesh. That is the reason why today we see the human loss is reduced to the minimum. Even though the cyclone has occurred with such severity, there has been a minimum loss of human lives. In spite of the best efforts from all these sectors, 61 deaths have been recorded due to the severity of this cyclone. Through you, I would like to pay my tributes to the deceased and offer my condolences to the families of the deceased.

When we move to the second phase that is ‘after the cyclone’, it is a very heartbreaking picture to look at Visakhapatnam. The damage that this cyclone has done was unprecedented and unimaginable. The city of Vizag was completely devastated. Thousands of trees were

uprooted; electricity poles were broken; electricity was completely disrupted to the Northern Andhra Pradesh; eventually communication also was collapsed; drinking water was unavailable; roads were blocked; and people were stranded in their homes. If you look at the statistics, around 137 *mandals* across four districts were affected; around 3.3 lakh hectares of crop area was damaged; about 40,379 houses were damaged; 4,777 small and big animals were lost; and 6,929 kilometres of road was damaged.

Seeing all this, our Hon. Chief Minister Shri N. Chandrababu Naidu, who is very much committed to the upliftment of the people of Andhra Pradesh, has come immediately, within 24 hours, to the city of Visakhapatnam. He has held numerous meetings with local officials and with the local representatives. He was constantly doing review meetings and teleconferences. He was visiting the fields to know the activities and requirements of the people. For eight days he has stayed in the city of Visakhapatnam. What had seemed impossible, he has made it possible. The relief efforts were also done with due care. Around 6,000 fallen trees were immediately cleared and transportation was restored. Drinking water was supplied through water tankers. There was a problem of black marketing of essential commodities including diesel which was also taken care of with strict monitoring. Essential commodities were distributed to all the affected

families without any discrimination. Likewise, weavers and fishermen were given 50 kilograms of rice. Severely affected families were given 25 kgs of rice and partially affected families were given 10 kgs of rice along with other essential commodities.

I would also like to thank the Hon. Prime Minister, Shri Narendra Modi ji, who has come within 36 hours of the cyclone to the city of Visakhapatnam and it has uplifted the spirits of the people of Visakhapatnam. He has also immediately announced a package of Rs.1,000 crore for the damages that has happened. Out of that, a sum of Rs.400 crore has already been given. I would request the Union Government to give the rest of amount of Rs.600 crore at the earliest.

Sir, when you try to capture the extent of damage in terms of the natural disaster, it is a very difficult and gigantic task but the State Government of Andhra Pradesh is very determined to provide relief to all the affected families in a fair and just manner. So, enumeration reports have been prepared with a lot of transparency by using the technology. The damaged houses, agricultural land and other properties were all geo-tagged and photographs were taken so as to avoid any kind of discrepancies. Aadhaar cards and bank accounts of the affected people were also taken so that when compensation is given, there would not be any influence or any middlemen in the

distribution of compensation, and the amount would directly go to their bank accounts. That is the idea of our Chief Minister, Shri Nara Chandrababu Naidu garu. Also the State Government has prepared a very detailed report on the Hudhud cyclone. It has been sent to the Government of India also. In that report, as per the preliminary estimates, the total loss of Rs. 21,640 crore was estimated. I would request the Union Government also to provide adequate assistance from their side because if you look at the State of Andhra Pradesh, which is a newly born State with old name and the State is in a financial back step right now. Our State actually needs all the financial assistance right now.

Other than that, Sir, I have a very few suggestions. I come from Srikakulam constituency. I am a very young Member and I have a very little political experience but I have a lot of experience in respect of cyclone. In the last two years, I have experienced three cyclones – Nilam cyclone in 2012; Phailin cyclone in 2013 and Hudhud cyclone in 2014. So, I shall try to give some suggestions.

The first suggestion is that insurance should be mainstreamed and it has to be encouraged. We already have the National Agricultural Insurance Scheme but a lot of the farmers are not using it which is again posing a risk to the Government. Whenever a disaster is

happening, the Government is taking care of compensation and other things. But if we try to divert that by taking insurance, the risk can be managed better.

My next suggestion is that retail loans have to be given to individuals in order to continue their livelihood right after the disaster takes place. This can be provided to street vendors and normal BPL families.

Sir, the farmers in my constituency have been on the losing side for the past three years because of these three cyclones. Especially, coconut farmers are very different from paddy farmers. If the paddy farmers lose their crop this year, they can plant a new crop next year but the coconut farmers have to wait ten years for the plant to grow and for it to reach production. If they lose one tree of that kind, they will be losing their whole livelihood. They have these plants like their children. There was a lot of loss for coconut farmers during the Phailin cyclone. The then Government kept the compensation. They have a lot of hopes on the State Government right now and also on the Union Government. I would like to urge the Union Government to pick up the Phailin cyclone compensation also and to give it as early as possible. These people are waiting for getting the compensation.

Srikakulam has 170 kms of coastline along the Andhra Pradesh. There are a lot of fishermen. Whenever a cyclone comes, the first people to get affected are fishermen and their villages. There are a lot of *kacha* houses in these villages. The Government has to take up an initiative for converting these *kacha* houses into *pacca* houses. They have to use considerable technologies and should be made cyclone-proof because we are advancing.

Also the Government has to construct good cyclone shelters. These cyclone shelters have been present for 15, 20 years. When we try to move the local people to these cyclone shelters, they told us that their *kacha* houses are better than these cyclone shelters. That is the stage of these cyclone shelters. There has to be a special scheme to improve all the cyclone shelters. They are in very dilapidated condition. So, they have to be reconstructed. It is necessary for future also.

Many of the Hon. Members have given suggestions about the MDMA. The MDMA has to be taken very, very seriously. Today, the cyclones and other kinds of disasters have been happening all over the country. There have been cyclones, floods, droughts, cloudbursts, earthquakes, landslides, which have been happening at a very severe stage.

We are seeing that with the global climatic changes also, these cyclones and disasters are getting more severe and more common. So, the NDMA has to be taken very, very seriously. The people working in it should be very apt for the organisation; and it has to be very considerate. If possible, it has to be given a status of a Ministry. That is a very small concern from my side.

In the end, I would just take this opportunity to salute the people of Visakhapatnam. They have withstood one of the deadliest cyclones ever. Once again, with strong hope, I would like to salute the people of Visakhapatnam.

Thank you very much.

**HON. CHAIRPERSON:** The discussion under Rule 193 will continue next time.

**16.12 hrs.**

**MERCHANT SHIPPING (AMENDMENT) BILL, 2014**

**AND**

**MERCHANT SHIPPING (SECOND AMENDMENT) BILL,**

**2014**

**(As Passed by Rajya Sabha)**

**HON. CHAIRPERSON:** Now, we will go to the second Supplementary List of Business. Item No. 14A and 14B may be taken together.

1612 hours

**THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS  
AND MINISTER OF SHIPPING (SHRI NITIN GADKARI):** Sir,

I beg to move:

"That the Bill further to amend the Merchant Shipping Act, 1958, as passed by Rajya Sabha, be taken into consideration."

and

"That the Bill further to amend the Merchant Shipping Act, 1958, as passed by Rajya Sabha, be taken into consideration."

**16.13 hrs**

(Dr. Ratna De (Nag) *in the Chair*)

[Translation]

Hon. Chairperson, Madam, today, I introduce the second amendment to the Merchant Shipping Amendment Bill before this House, adhering to the international standards set by the organization. This Bill mandates the application of chemical paint on the hull of our ships weighing above five thousand tonnes. It is called anti-fouling system. For this, the International Maritime Organization had prescribed certain standards in the Anti-Fouling System Convention, 2001. It's main benefit is 'to protect the environment, marine life and food chain.' Because, the chemical used in the paint was posing an environment hazard which could endanger marine life and lead to its extinction. Therefore, this paint, which is mentioned in the anti-fouling system, we will be able to safeguard these things. These are harmful chemicals, paints, they will be used at the lower part of the ship only. This will increase the speed of ship and the consumption of fuel will be lowered. One of its advantages is that it will reduce maintenance costs and protect the environment by maintaining

optimal speed. It has been allowed for commercial vessels only. This provision does not apply to fishing vessels, naval vessels, or Indian vessels weighing less than 400 gross tons, that is why, it was previously deliberated upon by the Standing Committee of the Parliament. This Bill has been formulated, based on their recommendations.

The second Bill is regarding seamen and seafarers, who are integral to our workforce. This is a pro-labour Bill that has garnered support from both the shipping industry and seafarers. It establishes codified rights covering their working conditions, protection, and fair terms of employment. It ensures decent working and living conditions aboard ships, outlines provisions for health and medical services, and provides social protection, effectively safeguarding their rights. At the international level, the ILO (International Labour Organization) has drafted international regulations specifically addressing these rights. These two Bills have been brought about on the basis of the recommendations of the Parliamentary Standing Committee. I urge the Hon. Members to approve this Bill. Thank you.

[English]

**HON. CHAIRPERSON:** Motions moved:

“That the Bill further to amend the Merchant Shipping Act, 1958, as passed by Rajya Sabha, be taken into consideration. ”

and

“That the Bill further to amend the Merchant Shipping Act, 1958, as passed by Rajya Sabha, be taken into consideration.”

**DR. SHASHI THAROOR (THIRUVANANTHAPURAM):** I must say it is a privilege to be able to address this issue, representing, as I do, a constituency with a very long history of seafaring, Thiruvananthapuram. Indeed, a port we have just south of the main city, Vizhinjam has been a port in Roman times. If you look at old Latin maps, you will find Vizhinjam mentioned there from 2000 years ago, and therefore, this seafaring tradition, which we are trying to revive with the help and cooperation of the Shipping Minister, in Thiruvananthapuram is, what impels me to welcome this particular Merchant Shipping Bill.

I do want to point out, of course, that the UPA had come up with this Bill in the year 2013. We had actually brought both Bills, the first one in March of 2013 to the Rajya Sabha, and the second one, the Merchant Shipping (Second Amendment) Bill, in August, 2013. At the request of the current Government, it was referred to the Committee. The Committee has come up with some suggestions, and I welcome the fact that the Government has now put them forward for adoption here in the Lok Sabha, as it was already adopted in the Rajya Sabha.

I think the first Amendment Bill, the principal one, frankly requires very little debate. We all agree with Gadkari Ji that the anti-

fouling measures that are required are indispensable to modern shipping. We are now much more conscious of the marine environment than we used to be in the old days, and therefore, there was no reference to these concerns in the Merchant Shipping Act of 1958. But today we should indeed respect the importance of these provisions.

I have only two small comments to make, which I hope the Minister will take into account. One is the lack of a sufficient grievance redressal mechanism when you take certain steps against ships, that may be deemed to be not fully in conformity with the Act. The concern I have is, for example, how do we ensure-- for example, if a ship is detained, which in the shipping business costs people a great deal of money--that they could have a quick and expeditious consideration of their case in a grievance redressal mechanism? That does not seem to have been specified in the Bill. Frankly, I think it should have been specified in the Bill, and I would urge the Minister to give that some thought.

The other point is that both Bills should, of course, be applicable to foreign vessels in Indian waters. There is a great deal of detail that has gone in to describing the conditions of Indian vessels but the concern I have is that there are a number of foreign vessels that come

to our waters and we should not assume that all of them will necessarily be adhering to the International Maritime Organization's Conventions. So, it is essential for us to ensure that once they enter our waters, our legislation applies to them. I will give you one very good example. You may have a lot of ships from developed countries coming in but there are lots of ships flying what are called flags of convenience, the flags of Liberia or Panama or whatever it is. Are those countries signatory to the same standards? Will they uphold the standards that we are now expecting Indian vessels to uphold? If not, will the Government please ensure that something is done to ensure not only that they come under the ambit of the Act but that any transgression by them is adequately punished? There are penalties which should be sufficiently high to have a deterrent effect on foreign vessels conducting any abuse in our waters. I would urge the Government to pay some attention to that point.

Otherwise, I would say that the UPA would have no particular difficulty with this Bill, which we stood behind last year. The second (Amendment) Bill requires a little more consideration. I mentioned the foreign vessels in Indian waters. In the Second (Amendment) Bill, it is not made explicit that the applicability of the Bill which has specified very clearly, 'ships which navigate exclusively in inland waters, fishing vessels, traditionally built ships like dhows and junks

and warships are all exempt.’ It does not say anything one way or the other about foreign vessels. I think it would be better to make it explicit. Of course, you may not need to amend the Act for this. The rules that you issue on the applicability of the provisions, coming out of the Director-General of Shipping, might be quite adequate to make this very clear.

Similarly, I think there is nothing in the Bill about some rare cases of non-commercial vessels, which are also non-Government vessels. There may be a ship, for example, that becomes a floating hospital in case of some calamity somewhere. How do these laws apply to it? It may not be a Government ship; it may not be at the same time a commercial venture. There should be something specified as to the applicability of this Act in such cases.

I welcome the respect given to the seafaring community by the addition of the term ‘seafarer’. Any person employed on a sea going ship except warships would be called a seafarer henceforth. That is a very good term. We in Kerala often refer to them as ‘*Kadallude Makkal*,’ children of the sea. I think that is the way we think of them. They go out traditionally in ships to fish and bring back there the riches of the sea to their families and, of course, to the residents of the

State. Therefore, there is an entire tradition of sea-going and seafaring. I am very glad that the term has been recognised in the Bill.

I do want to come back to the specific provisions of the Bill. The dispute resolution element allows the Shipping Master to settle disputes between seafarers and their employers. The original Act of 1958 said, “They can do this if the disputed amount does not exceed Rs.5000”. Obviously, that is an absurd amount today. So, I agree entirely with the Shipping Minister and his decision to raise the upper limit to Rs.5 lakh and even Rs.10 lakh at the instance of any party to the dispute. But, I should say that this is not enough, Mr. Minister. *Gadkri Saheb*, I think you should build in a periodic review of this amount so that you do not have to keep coming back to Parliament to amend the Act. Every time that inflation makes these amounts look unrealistic, the Act should not have to be amended. If you build in a committee, for example, that does a periodic review every two years or three years of these amounts, you would not need to amend the Act each time in order to proceed on this.

Finally, Madam Chairperson, we have noticed that the Bill specifically does one thing which is I think a half step towards the right thing. It allows the minimum age for a child to be employed as an apprentice on a ship to be raised from 15 to 16 and it also ends the

gender inequality we had because the old Act had implied that only boys could be engaged, now girls can also be engaged. We should recognize it because, of course, there in today's world just as India has been proud to produce amongst the first female pilots in the world and female achievers in various fields, we can have female seafarers as well. I see no problem with that. But, my curiosity about this is that you have gone ahead Mr. Minister and talked about conformity with international standards, the International Labour Conventions and the Maritime Labour Conventions. What about the UN Convention on the Rights of the Child? It is because the fact is that the UN Convention actually defines a child as being up to the age of 18 years. In other words, if you are going to put people to work at the age of 16 or between 16 and 18, you are actually guilty of child labour, which is something our Government is supposed to be against. We are trying to rehabilitate them. We have just seen a Nobel Prize being awarded to Kailash Satyarthi for his yeoman struggle against child labour in this country. Are we going to pass an Act today that legitimises child labour on our ships? It seems to me that this requires a serious thinking by the Government. If we are going to be conforming to the international standards, then the standard is 18 and not 16. The old fashioned Act of 1958, which specified it as 15, should certainly be amended. But, it should be amended to 18 and not to 16. That would

bring us fully in conformity with the UN Convention on the Rights of the Child as well and we should not forget that.

Madam Chairperson, these are the simple five specific suggestions that I wish to convey to our Shipping Minister. We have been very proud of the fact that unlike what we have seen over the last 10 years, we do not believe in opposition for the sake of opposition. We have supported this Bill. We have considered the amendments correct. We consider it necessary and, therefore, we are prepared constructively to support it. But, we would be grateful if the Government takes into account some of these constructive suggestions that have been made in this process.

Thank you.

**SHRIMATI MEENAKASHI LEKHI (NEW DELHI):** Hon. Chairperson, I thank you very much for giving me an opportunity to speak on this Bill.

Madam, there are two amendments proposed to the Merchant Shipping Act in this House. According to me, these are very important amendments considering the fact that India has a coastline of 7,500 kilometres and 2,000 kilometres of EEZ. This coastline supports about 30 percent of Indian population, but the flip side is the presence of various pollutants in the water bodies, which are sediments up to 1,600 million tonnes, industrial effluents  $50 \times 10^6$  cubic metres, sewage – largely untreated –  $1.41 \times 10^9$  cubic metres, garbage and other solids  $34 \times 10^6$  tonnes, fertilizer residue about  $5 \times 10^6$  cubic metres, synthetic detergents' residue about 1,30,000 tonnes, pesticides' residue about 65,000 tonnes, petroleum and hydrocarbon tar balls' residue about 3,500 tonnes. Then, mining rejects and dredged spoils and sand extractions have led to huge amount of pollutants added to the sea and ocean waters. As a result, 30 percent of Indian population gets affected.

Thus, this amendment, which is sought to be in conformity with international convention to control the harmful antifouling system on ships, was much needed. The year 2001 is regarded as the year for the

protection of maritime environment and human health. To protect human health and maritime environment from the harmful effects of the pollutants, this particular amendment was sought to be brought, and it was brought in 2013.

What the Government of India is trying to do is to cover all ships, not all in terms of their tonnage but most of the merchant ships under the purview of this Bill and to exclude small ships for fishing etc. The certificate needs to be procured under international antifouling norms and the Director General of Shipping has to issue this particular certificate. Only after having this certificate, the ship will be found to be fit and can be allowed in the Indian sea and Indian waters.

Paint, which is used to slow the growth of organisms which attach themselves to the hulls of ships, used to be made up of copper and other biocides usually. The international convention had banned the used of tributyltin because of its toxic effects on marine life. Its use was quite high in 1960s and 1970s. Environmental studies showed that it enters the food chain. That was the most difficult part. Most of the people around the coast are dependent on sea for their food supplies. When this pollutant enters the food chain, it enters the human system also and affects the health of individuals who eat fish and other such products of the sea. Therefore, from their genetic make

up to various other diseases enter the system. Not just human system but also the marine life gets affected. So, this was an amendment which had been sought to be brought by the Government. I support this because it is in terms of the UN Convention and approved formulae by the Standing Committee on this particular enactment.

The other amendment in the same Bill is relating to the labour which is used on the ship. One basic requirement is never to employ children below the age of 14, but this Bill has sought to make it 16. It means that children up to the age of 16 cannot be employed and only from 16 onwards, children could be employed as apprentice. It is again very important. The Bill also proposes to allow girls to be employed as Apprentices on the ships with the minimum age raised to 16.

Employment of children is prohibited, and today, they can be on training ships; on a ship where all the employees belong to the same family; on a ship engaged in short voyages; and on nominal wages and under the charge of the father or other adult near-male relative. The Bill entirely prohibits employment of a person below the age of 16.

The Bill prohibits engaging minors in night work. The Act allows minors to be engaged as trimmers or stokers under certain conditions.

As regards food and drinking water, the Act stipulates that every ship shall have sufficient provisions for food and water. The Bill adds that the in-charge of the ship shall maintain quantity and quality of food, which needs to be supplied to the employees on the ship in terms of international conventions.

The medical facilities also need to be provided for in the ships where people are above a certain basic number or where people are below certain basic number. In both situations, foreign-going ships will require the certification, and for more than prescribed number of persons it should have a qualified medical doctor on-board.

As regards the Maritime Labour Certificate, it also requires that gross tonnage of 500 or above voyaging internationally or operating in another country shall require a Maritime Labour Certificate and a Declaration of Maritime Labour Compliance. The Government shall prescribe the manner in which the certificate needs to be issued. Accordingly, the rules have also been brought in place.

As regards seafarer, a new word has been added to the existing Act, which means that any person employed on a sea-going ship except warships and military or non-commercial Government ships. This is an addition to the earlier Act. Warships and military ships

along with smaller dhows and others have been excluded from the applicability of this Act.

As regards dispute resolution, it has also enhanced the disputed amount between the employee and the Shipping Master. Earlier, it used to be for disputes between seafarers and their employers and if the disputed amount does not exceed Rs. 3,000, and the Bill proposes to raise this upper limit to Rs 3,00,000. So, these are amendments, which are keeping in view the International Labour Organisation mandate on Maritime Labour Convention of 2006. The Convention lays down the standards for living and working conditions for those who are seafarers including their food, accommodation, medical care, social security and recruitment. Thus, I support both the amendments because they are for the good of the country and the people. Thank you.

**SHRI J.J.T. NATTERJEE (THOOTHUKUDI):** Hon. Madam, as a people's representative coming from Tuticorin, the port city, one of the oldest in the sub-continent -- by the grace of Hon. *Puratchi Thalaivi Amma Tamilaga Makkal Mudhalvar* -- I am happy to get an opportunity to speak on the Merchant Shipping (Amendment) Bill.

It will be a proud moment for me to mention that the Tuticorin Port is an ancient harbour, which had sea-diving for pearls as a traditional occupation from time immemorial. Valiant seafarers of the bygone era had fearlessly ventured to the bottom of deep sea to get shells in plenty that would fetch fortune in the form of pearls. Even today, we find, in and around the shores of Tuticorin, plenty of sea shells, which are exported and even used for manufacturing of '*chunna*' -- Calcium Carbonate used for white-washing purposes. The abundance of sea shells underneath the fields of that coastal region stands testimony to the ground-reality of those days that diving for pearls had been a major industrial and industrious activity there. Pearls of Tuticorin have been taken by the Roman merchants to their country, and even the legendary Cleopatra is said to have adorned herself with the pearls from the Pandian Kingdom. I mention this to say that maritime trade activities are not new to our soil in that part of our country. So, naturally, I am happy to put forth certain viewpoints

with regard to this amendment Bill which seeks to protect environment, especially the eco-system of the high seas.

Indian mercantile marine have to be maintained efficiently and developed unfailingly. This will serve our national interests by way of augmenting export and import activities of the country. Our marine activities are governed by the Merchant Shipping Act of 1958. Commensurate with the increase in volume of mercantile activities, this Act has also been amended many a time. In the globalized scenario, we need to enjoin ourselves with international conventions and protocols adopted by the International Maritime Organization.

Through this Bill, the Government of India wants to accede itself to the International Convention for the Control of Harmful Anti-Fouling Systems of Ships, 2001. Marine environment and human health need to be protected and this Bill refers to the effects of use of harmful anti-fouling systems. It is normal to use anti-fouling paints on ship's surface. Only after experience and scientific studies, it has come to the knowledge of the international community that these paints persist in the water and cause harm to the environment. Now, this Government has come before this august House to enable itself to give effect to the AFS Convention and also to enable the maritime administration to meet operational requirements.

Henceforth, all vessels with Indian flags must comply with anti-fouling systems and must obtain compliance certificate in this regard. International Anti-fouling System Certificates will be issued to Indian flag vessels having 400 gross tonnage or more and engage themselves in international voyages.

By way of our signing this Convention, our shipping activities need not have to meet with hurdles every time we approach the Governments of different countries. From now on, access to countries that have ratified the Convention for such certificates would be easier. This also empowers our Government to ensure such standards in all foreign flag vessels entering our territorial waters and marine areas adjacent to our countries. This authorizes our Government to have exclusive jurisdiction in regard to control of pollution under the law. This Bill provides the authority to our Government to levy penalty for non-compliance of the provisions of international convention.

While ensuring the safety of ships on the high seas and the living organisms of the deep seas, the world Governments including our Government must pay attention to the security of our vessels. These days sea navigation has to face with many challenges including that of sea pirates operating from places like Somalia. It becomes incumbent on the countries that operate more vessels in the

international waters to ensure the safety of their marine operations, both the vessels and the personnel. Recently, we have been witness to the high-handedness with which our shipmen were kept in long custody by the sea pirates. We are putting in place a naval security system deploying our navy vessels in the far-seas extending up to Somalia. We can have tie-ups with foreign countries to put in place a thorough defence mechanism to protect our marine vessels.

While mentioning this, I would like to bring to the notice of the Government the need to set up a naval base to ensure protection to our existing big and small harbours and providing safety cover to our moving vessels. Kulasekarapattinam near Manapadu in my Tuticorin constituency was sought to be established as a port by the Britishers. It is another matter that they moved later to Tuticorin for maritime interests. Now, I would like to urge upon the centre to establish a naval base utilizing the existing ideal locality which is naturally secured for a strategic location.

We have the headquarters of the Indian Maritime University in Chennai. Since traditional seamen are available in plenty in the southern coastal areas in Tamil Nadu, the centre may consider to set up an extension centre of the Maritime University in my Tuticorin Constituency. This will enable our young men to hone their skills and

acquire better professional tools which would be of great use to both our Defence Navy and Merchant Navy.

At this juncture, I would also like to bring to the notice of the Minister for Shipping of the need to increase the passenger sea travel facilities in our eastern coast for both tourism and pilgrimage purposes. As of now, we have small vessels operating from Mumbai to Goa meeting the requirements of tourism activities. This may be taken up in the southern coasts of Tamil Nadu. For instance, tourism ships can be operated between Tuticorin and Nagapattinam for a pilgrimage tour that will touch Tiruchendur, Rameswaram and Nagapattinam which has got religious shrines of all the three major religions of the country in the form of Nagore Dardah, Sikkal Shanmugasundaram Temple and Velankanni, our lady of health basilicca. There can be regular tourist ship movements between Chennai and Tuticorin. I urge upon the Union Government to explore the exchange earning possibilities through these operation of ships.

Expressing my support to this Bill which has brought with the motive of safeguarding our environment and standardising our ships and their maintenance, I conclude my speech.

**PROF. SAUGATA ROY (DUM DUM):** The Minister for Surface Transport and Shipping had brought together two Bills in one go. I must thank him that he has followed the tradition of Government because this Bill is not his product. It was introduced in 22<sup>nd</sup> February, 2013 by Shri G.K. Vasan, the then Shipping Minister. So, it is good that the present Government has not done as and then, he has more or less replicated the same Bill which was done in UPA-II. Actually, these two Bills are in fulfilment of the International Maritime Convention with regard to labour and also the anti-fouling rules that have been prescribed. One good thing is that Mr. Gadkari does not come from a seafaring place. He comes from the Nagpur, right in the heart of Central India which has no ports. Ms. Lekhi who spoke has also no direct connection with ports.

[Translation]

**SHRI BHAGAT SINGH KOSHYARI (NAINITAL - UDHAM SINGH NAGAR):** If you are going to speak about Himalayas...  
*(Interruptions)*

**PROF. SAUGATA ROY:** All I want to say is that individuals hailing from port cities may have a better understanding of this subject, but if they don't have, they can still comprehend it by reading relevant literature but they lack direct experience. ... *(Interruptions)*

[English]

**HON. CHAIRPERSON:** Shri Sougata Roy, please address the Chair.

**PROF. SAUGATA ROY :** Madam, I want to say that I come from a city which, is not on the sea has the oldest riverine port in India, the city of Kolkata which has the Kolkata port. We have a long history of seafaring.

Madam, if you read Amitav Ghosh's two novels, *Sea of Poppies* and *River of Smoke*, you would learn how in the olden days plantation labour went to Mauritius. They went from Kolkata, first by riverine route and then by the sea route.

In his another novel, *River of Smoke*, how opium used to be brought from Shanghai to Kolkata port. We can imagine and it is described in detail in two of the Ghosh's books what despicable conditions of seafarers were there. Now times have changed. There have been many laws and conventions to improve the condition of seafarers. Earlier there was no concept of polluting the sea because people thought that the sea is so huge that it really does not matter if it is polluted. Now we have become conscious that the sea should not be polluted. So, every ship must go by the standards set internationally.

There are two Bills. One deals with the anti-fouling system and the other deals with the pro-seafarers measures. The first amendment is mainly directed towards control of fouling. This applies limitedly to ships over 400 tonnes. The smaller ships of below 400 tonnes also dhows and local ships do not come under the provision of the anti-fouling law or the present law that has been brought by the Minister. Since this is all in pursuance of the different laws like the law called the Control of Pollution under the Territorial Waters, Continental Shelf, Exclusive Economic Zone and Other Maritime Zones Act, 1976, this is being extended to control anti-fouling. Here also, a certain amount of power of inspection is being given to the Government to inspect the ships to find out if they are observing the anti-fouling laws.

The main problem was with regard to use of paint. As you know, sea water corrodes metals. A ship when it comes into the dry dock has to be thoroughly painted. Now, earlier the paints which were being used, were fouling and polluting the sea as also the river. Nowadays that convention is there and the present law will take care of the system. After a ship is given the anti-fouling system certificate, then we have also the right to inspect foreign ships in India as also Indian ships in foreign countries. Any ship that will enter in Indian port, our

Government will have the right to inspect the same and see whether they are observing the rules.

Then again, the question is, how the waste materials are being disposed of. There would be a control on the disposal of waste material. Every ship will hence be forced to keep a record of anti-fouling system. Now, if there is any information regarding contravention of the provisions of this convention, then the Director-General may detain the ship. He may also levy penalty on ship, as prescribed in the law. This is something to which nobody can take any objection. Ships should not use fouling paints and the disposal of waste from the ship will be done in a systematic manner.

The second Bill, to my mind, is more important since it considers the problem of seafarers who are also called seamen. Earlier a boy of 15 years could go and work on a ship. With the new law, nobody below the age of 16 will be allowed to work on a ship. This is an important thing. If the boy is an apprentice, there will be an agreement between the boy's family and the company, which will protect the right of the boy.

The other important thing is that now the hours of work will be prescribed. Every foreign-going ship will have to observe specific hours of work and rest in a week. They will have to specify the

entitlement for leave under the clause and the period of night work so that the seamen are not made to do night duty every day. The quality and quantity of food has to be prescribed. Then, if the ship has capacity beyond a certain number of workers, a medical officer has to be permanently based on board.

Actually this convention was adopted in Geneva at the ILO in 2006. We are already very much behind time. Eight years after the international convention was adopted we are bringing forward this law which will make the life of the workers somewhat human.

You must have read Robert Louis Stevenson's Treasure Island which speaks of the tortures captains used to employ on young workers on the sea. There was the Mutiny on the Bounty also which describes in detail how people were tortured on ships. Today in the age of giant super tankers some of which are of capacities of five lakh tonne and above, things have to be modernised and civilised. The ancient days of merchant shipping are over.

Mr. Shatrughan Sinha is here. He had been Minister of Shipping in the earlier Government. He might have been made now also, I do not know! But that is neither here nor there. All I want to say is that this should be quickly adopted.

Lastly, I would present one problem about Kolkata. In Kolkata we have a Marine House from where recruitment was done for seafarers. There is great demand for jobs as seafarers because you work for six months, you holiday for six months, and you earn enough so that you can save some thing. Kolkata was a big centre for recruitment. We had a union in those days, an INTUC union. That union was captured forcibly by the CPI(M) through use of strong arm methods and bombs. After that most of the recruitment went away from Kolkata and the big shipping lines are not coming to Kolkata for recruitment. I would request the Shipping Minister to look into this problem so that the Bengali boys who want to go to the sea can be recruited. Now there is no problem of CPI(M) creating trouble. So, let there be an arrangement so that people can be recruited.

As Mrs. Lekhi had mentioned, we have a coastline of nearly 7,000 kilometres. Problem with our coastline is that there are not too many inlets. We have an open coastline. But still we can compete with the best in the world. Small countries like Norway, Sweden and of course Japan are far ahead of us in shipping, in ship building and in ship employment. They are far ahead of us in shipping, ship building and ship employment. Now that we are going in for the convention, our ships can go anywhere, we can inspect everybody's ships. Now the emphasis should be on developing the ships. Rather, in the last few

years, particularly in Gujarat, we have given emphasis to ship breaking industry. That is a big industry in Gujarat coast. We do not want ship breaking industry. We want ship making industry. I hope Mr. Gadkari will take interest in this matter.

**SHRI KONDA VISHWESHWAR REDDY(CHEVELLA):** Hon. Madam Speaker, I want to raise one point of order.

**HON. CHAIRPERSON:** Under what rule are you raising point of order?

**SHRI KONDA VISHWESHWAR REDDY:** I am raising it under rule 376 which is general point of order. But I am going to raise a specific point. The point of order may be raised in relation to the business before the House at the moment and I think this is the right moment to raise it. Madam, the Bill was not in the Revised List of Business when I checked last night. Today we got this note at 2 O'clock and now at 4 O'clock the discussion has started and there is hardly any opportunity given to us.

**HON. CHAIRPERSON:** Hon. Member, Hon. Speaker has already given her rules.

**SHRI KONDA VISHWESHWAR REDDY:** There is hardly any time and I don't know whether we should introduce amendment with grammatical errors or legal inconsistencies.

**HON. CHAIRPERSON:** Hon. Members, Hon. Speaker has, on a request made by Shri Nitin Gadkari, the Minister-in-charge of the Merchant Shipping (Amendment) and (Second Amendment) Bills,

2014 has permitted the inclusion of the Bills in today's Supplementary List of Business for consideration and passing.

**SHRI BHARTRUHARI MAHTAB (CUTTACK):** Madam, we had raised it when this issue was being taken up just after the matters under Rule 377. At that time, the Minister of State for Parliamentary Affairs also clarified and our objection was that this is becoming a practice. It should be an exception. This is becoming a practice and it should be avoided. The Government has a lot of business and the agenda could be prepared in advance and circulated so that if any Member wishes to submit any amendment that can be done. By forcing us to go through the Bill and immediately submit amendment is really very taxing that should be avoided. I think that is the Hon. Members' concern which is being said. Henceforth the Government and the Parliamentary Affairs Ministry should look into that aspect.

As a Member of the International Maritime Organization, India has acceded to a number of international conventions and protocols adopted by the IMO. Now we intend to accede to the international convention for the control of harmful anti-fouling systems of ships 2001 and the other Bill that is before us is relating to the sea-farers and that is the second amendment which the convention had adopted, ILO had adopted in 2006.

**17.00 hrs.**

This is the time period which the Government has taken to bring an elaborate Bill for consideration of this House. It has already been passed in the Rajya Sabha.

As Shri G.K. Vasan had introduced this Bill in the Rajya Sabha during the term of the previous Lok Sabha in 2013, it went to the Standing Committee. The Standing Committee gave a Report in which there have been certain suggestions which have been accepted by the Government and this Government has brought these two Bills for consideration of this House.

I would say, Madam, here that India, with more than 7,500 kilometres of coastline, had four major areas of seafarers. One was Dwaraka and the next was Konkan on the western coast; the third was Coromandel and the fourth was the Kalingan coast. For the last 2,000 to 3,000 years, these were the major coastlines which produced seafarers who went around the world in their ships and carried on trade and commerce. It was perhaps in the middle of 8<sup>th</sup> century or in the 9<sup>th</sup> century and later on with a vigorous strength in the 13<sup>th</sup> century that our seafarers could not face the Arab seafarers in the Arabian Sea and also in the Indian Ocean and India was repeatedly attacked by the Central Asian forces. At that time, the society became introverted,

looked within and did not allow the younger boys or youths of this country to GO out.

**17.01 hrs** (Hon. Deputy-Speaker *in the Chair*)

Remember the day when Mahatma Gandhi boarded the ship to travel to England! He was reminded: “When you come back after getting your education, will this society accept you?” That was the society; that was the mindset of the last century or the century before that. But there were the four coastal areas which produced great maritime activity of our nation.

Coming back to this issue, I am reminded by my friend Shri Tathagatha Satpathy about one incident of late 16<sup>th</sup> century when the Portugese first arrived in the eastern coast. They had heard about Chilka lake, which at one point of time was one of the best harbours in eastern India. Before they could come in or nearer to the coastline information reached our shores. They wanted to understand how could this happen and so they asked: “How could you know that we were coming?” The simple answer which the fishermen and the seafarers gave them was this: “Before you arrived the pollutants that you left in the sea arrived much earlier. That is how we could know that there were some foreign forces outside in the sea that have left pollutants there. They reached our shores earlier and we were

prepared to withstand your intrusion.” Pollutants play a major role in the sense they not only pollute the seawater but also pollute the fish and whatever lives are there in the sea and that which is also consumed by human beings. So, in that respect, I think, this Bill is of great importance.

When we say that the anti-fouling paints on ships should be controlled it is because they lead to leeching of the paints in the seawater which persist in the water thereby causing harm to environment. It is proposed to amend the Merchant Shipping Act, 1958 to provide for the enforcement of AFS Convention of 2001 and thereby make it mandatory for Indian flag vessels to comply with the Convention and obtain certificate of compliance. Under the provisions of the Merchant Shipping (Amendment) Bill, 2014, all Indian flag vessels having 400 gross tonnage or more engaged in international voyages would be issued with an international anti-fouling system certificate after verification. Here, a simple question arises: “How many merchant ships does India have today?”

We will be facilitating foreign ships to come into our ports, but what mechanism are we building to develop our merchant ships which will go outside? This will enable them to engage in international shipping activities without having to approach the Government of

other countries who have ratified the convention of such certificates. This is an enabling provision.

Another enabling provision is that India will be able to ensure that all foreign flag vessels entering the territorial waters of India or any other maritime adjacent thereto over which it has or may have exclusive jurisdiction in regard to control of pollution under any law.

This Bill provides for the levy of penalty. This is another important aspect for non-compliance of the provisions of the convention.

The second amendment Bill is for ratification of the Maritime Labour Convention of 2006 of ILO. After enactment of the Bill, by ratifying the Maritime Labour Convention of 2006, around 1.25 lakh serving Indian national sea-farers may stand to benefit from its conducive provisions. Prof. Saugata Roy was just now mentioning about the recruitment of sea-farers in Kolkata. As far as I remember – because many young Odiya boys also go out to sea and they get apprentice training and engaged in merchant ship – the only place of recruitment is perhaps Mumbai. We know what trouble we and our boys face when they approach that office and get selected to a specific merchant ship, if they want to. The amount of leave getting sanctioned and other things get very much complicated.

The ships need to comply with the convention. We have a Maritime Academy at Paradip where boys get trained, so also many States might be having. That is a State Government sponsored academy which was established by our late lamented leader, Shri Biju Patnaik, when he was the Chief Minister in the 1990s.

It is necessary to dwell a little bit into the Bill. An issue was raised by Dr. Shashi Tharoor relating to the age of 15 years which has been raised to 16 years. As far as I understand and I was given to understand that the apprenticeship is for 18 months. By the time, actually the boy gets trained to work in a merchant ship, he will be reaching the age of 18 years. So, these two years – 18 months of hard training and another six months, going around small ports and others, in and around our country will also help them to get adapted to the sea breeze and the arduous job that he is going to undertake – they have to be there.

In Armed Forces, young boys get recruited at the young age – they do not get recruited after the age of 22-23 years – because at that time only the tummy would be in and the chest would be out. One can take up a lot of hard work. The minimum qualification for one to get inducted into apprenticeship is class 10. By the age of 16 years, one gets this qualification.

Here, I would also mention about the other Bill, about the anti-fouling system. This is a suggestion for consideration. In section 356 (Q), anti-fouling system is explained in different sub-sections. It was mentioned that a Committee means Maritime Environment Protection Committee of the Organization; Convention means International Convention on the Control of Harmful Anti-Fouling System on ships. This is the standard which has been adopted in 2006, which we are adopting today.

I have every apprehension that in another say 30 years' time this standard may change. We may become more pro-environment. We may become more pro-youths. So, in that respect, can we not bring in a mechanism in this Bill, through the rules or certain other mechanism, where this will be automatically complying with the international standard to which we have agreed to and for which we are making a law? Should the Minister of Shipping have to every time bring an amendment for consideration of the House? Why can we not make an inbuilt law in such a way that we always comply with international standard and where a consensus has been arrived at through a convention?

I need a little bit of clarification because this Government is saying that we have to do away with Inspector Raj. Section 356(w)

says “Any person authorised by the Director-General as surveyor on his behalf may inspect at any reasonable time any ship to which any of the provisions of this part applies for the purpose of....” The Standing Committee in its Report had suggested that there are surveyors and now you are authorising the Director-General to appoint surveyors. Will there be two types of surveyors? When DG is empowered to appoint a surveyor, are they different surveyors under the Ministry or under the system or is it the same? This needs to be clarified because in this Bill it has not been clarified.

I hope the Minister will consider taking over the Odisha Maritime Academy that is established in Paradip as a number of institutes of national repute are now being taken over by the Union Government. Here is an institution which is actually building up the youths of this country. We would be very happy if the Union Government takes up this institute. With these words I support the Bill. Thank you.

**SHRI ARVIND SAWANT (MUMBAI SOUTH):** I am really pleased to read the Bill today when it was being introduced by the Hon. Minister in the House. As rightly pointed out by the Hon. Member Shri Mahtab, it should have been given to us earlier. Had it been given to us earlier we could have gone through it and could have given elaborate suggestions on this. I heartily welcome the Bill.

I would like to inform Shri Saugata Roy that I hail from Mumbai. Mumbai has got one of the finest and the oldest ports, the Mumbai Port that the country has. Luckily, my father was working in the Mumbai Port Trust and hence, I know in detail how the vessel comes to the port, how much deep the port is and how the vessels are polluting the port and so on. The colour coating which is being applied to the ships is creating water pollution. This Bill has been brought to prevent water pollution and control harmful anti-fouling system of ships and hence I welcome it.

A number of suggestions have been given by many Members. I would like to point out one or two points only, as many of the points have already been discussed in the House. The Bill which has been brought is confined to shipping in Indian coastal areas. I have a doubt whether it will be applicable to international ships or not. Section 356 (w) says that the Director-General will have the right to appoint a

surveyor. He would be asking for the brief sampling of the anti-fouling system and has to check the ingredients of the sample. If the sample is having pollutant in it, then it is harmful. In that case it will require some time to confirm the same. The provision of the Bill says that the time required to process the results of such sampling shall not be used as a basis of preventing the movement and departure of the ship. Now, there is a danger in it. If we do not stop it there itself, then the ship will move, but it has been mentioned in the subsequent clauses that the help of the Navy and the Coast Guard would be sought in order that the ship does not move. There again the problem lies that the ship may move before the Navy or the Coast Guard is informed. What precautions are the Government going to take in this regard? There are contradictions in it. The Director General is having the right to detain the ship. It has been mentioned that the Director General or any officer authorised by him, on his behalf, may detain the ship until the causes of such contravention are removed to the satisfaction of the Director General or the officer authorised by him. Now, these two provisions are contradicting each other. On the one hand, it has been mentioned that the ship will not be stopped but on the other hand it has been mentioned that the ship will be detained. I would like to know from the Minister as to how this problem is going to be settled.

The second point is regarding the rules. It is mentioned that the Union Government, may, having regard to the provisions of the Conventions, make rules to carry out the provisions of this part of 356(y). In sub-section (d) it is mentioned that procedure and the fees which may be levied for issuance of anti-fowling system certificate for foreign ships in India and Indian ships in foreign countries under Section 356 will be done by the Government. How much time will be taken by the Government, or the Committee to decide on the procedures? The procedures have to be finalised earlier. If there is a delay in the finalisation of the procedures, then implementation will be delayed. Therefore, I would like to request the Hon. Minister to clarify this point as to how with the help of this provision we are going to control it if the procedures are not finalised earlier.

The second Act relates to labour. Here the classification of seafarers, maritime labour standards and prescription of minimum manning scale further to amend the Merchant Shipping Act, 1958. The recruitment is done in Mumbai. Shri Satpathy has mentioned it, but one should not be under the impression that we do not have any problem. We too face a lot of problem over there... (*Interruptions*) Even Mumbai boys are not getting recruitment. One may kindly check the list of people getting recruited, you will find that they too have a serious problem. I would like to request the Hon. Minister, through

you, to kindly keep a watch on how the boys are being recruited and what is the harassment they go through before and after recruitment. They work for six months and they get their salaries and packages. But who has to take care of the agreement? It is the Captain of the ship. It has been mentioned that the master of the ship or any person having charge of the ship shall maintain such standards. What are the standards? The standards have been mentioned here. The facilities to be given are mentioned. It has been mentioned that the terms and agreements with the crew shall be determined after consultation with such organisations in India as the Union Government may, by order, notify to the representatives of the employees of the sea men.

There is no recognized forum over there. There are a number of forums but they confront each other and that conflict goes to the other side and naturally the person who wants to get recruited is being deprived of his legitimate right to get the job. Therefore, I would like to request the Hon. Minister to look into this matter of food, facilities and protection when a person goes on ship.

The fishermen who are going on sea are polluting the water. As has been mentioned by Smt. Lekhi, so many things like effluents without treatment, sewage, garbage are being thrown into the sea. There are a number of things which are polluting the sea. In addition

to that, it needs desilting. I do not know what the status of the Kolkata port is now, but as far as the Mumbai port is concerned, it needs desilting. I have already written a letter to the Hon. Minister requesting him that dredging has to be done. Priority has to be given to dredging. If the silting of the Mumbai port is done, then the depth will increase and naturally the bigger vessels will come. Those were the days when the vessels were small ones and they used to come to the port because the draught was low and the vessels were small. This Bill is for the vessels which are having more than 5000 tonnes and these vessels are now ported deep into the sea. Who has got the system to watch all these things?

I again welcome this Bill. It is a wonderful Bill. It is protecting the labour. It is trying its best to protect labour. You are trying your best not to pollute sea water but at the same time, you should look into things which may pollute the sea. There has to be control and I once again welcome the Bill on behalf of Shiv Sena.

**SHRI KONDA VISHWESHWAR REDDY (CHEVELLA):** Mr. Deputy-Speaker, Sir, I thank you for the opportunity given.

I thought that the object of the Second Amendment relating to labour was to improve the working conditions and the lives of seamen and also to conform with Maritime Labour Convention 186 of the ILO.

Sir, we cannot oppose this Bill as it does good but it does too little. It misses a great opportunity to change the lives of seafarers and young boys who work in the seas. The amendment increases the minimum age to work from 15 years to 16 years. I think, it should be changed to 18 years. I would like to move an amendment which I have given in writing for your consideration.

Sir, I am reminded of the novel, *The Mutiny on the Bounty* written by Charles Nordhoff. There is also a movie based on that novel. I saw that movie twice. It is exactly about the subject. It highlights the harsh British laws, the maritime workers and the seafarers. British laws used to allow young people to work on boards those days. We could see the condition of the boys in the movie.

Cleverly, point No. 4 in this amendment says: "In Section 91 of the principal Act, the words 'boys not under 15' should be substituted by 'young persons under the age of 16'. Merely changing boys to

young persons, it does not mean anything. One year does not make any difference. I think they have to be 18 years or above.

The British laws allowed for this because young people were small enough to go into every nook and corner and the labour was cheap. We have really evolved it since then. We cannot go by the old standards and it needs to be raised to 18 years.

There should be a minimum of six months training on land. They should take this opportunity before they start going on to ships. Without that, they should not go there. There should be pre-requisites saying that they are trained in certain skills relating to safety and communications. Without those pre-requisites, sending young boys or young men or young persons on the ships is unfair.

The Bill also misses another great opportunity. I had a friend who is a Parsi gentleman and he was a captain of a ship. He had a man to work and he used to call him like "*chotu chai lao*". The *chotu* also cleans the place or the tables. But it happens that that *chotu* is 58 years old. Right from the age of 17, he had been doing the same job of serving *chai* and cleaning the place. He used to be called by the same name, *chotu*. I think there is a great opportunity here. Instead of setting up a formal apprenticeship system, training, education and then work

on the ship and then a career path for them should be there. They should not be 59 years old, carrying tea and cleaning the decks.

I have given a written note as the time to speak is short. Regarding the anti-fouling paint, the paint is primarily used to protect it from barnacles growing which slows down the ship and increase the consumption. So, the more toxic it is, the more effective it is but it is very harmful for environment. Hence, it is a welcome thing.

The penalty is too little. It costs tens of crores of rupees but the penalty is only Rs. 50,000. It is cheaper to abuse and pay the penalty than to repaint the ship. We need monitoring mechanism. We have only 13 major ports. It does not provide for monitoring mechanism at these 13 major ports. Again a missed opportunity! But I think once we are trying to promote inland navigation and clean up the Ganga, this law does not prevent these polluting hazardous paints of barges going from the sea to up the river Ganga and polluting it. I think this needs to be looked into. This is another great opportunity to do that.

I hope you put that 18 years for voting at this Session. Thank you.

**10\*SHRI A. SAMPATH (ATTINGAL):** Deputy Speaker Sir I have sought your permission to speak in Malayalam, my mother tongue.

Sir, I am supporting both the Merchant Shipping Amendment Bill, 2014 and merchant shipping (second amendment) Bill. But having said that, I want to seek the Minister's explanation regarding certain provisions of the Bill. This is meant for the whole nation my friends. Sir, the anti-fouling laws, have been passed by other countries. Therefore India too need to formulate similar laws. Therefore, the Government had introduced this Bill and got it passed in the Rajya Sabha.

The other Bill, concerning the sea farers; is meant to protect and uphold the rights of all those including the labourers who work in the sea. One thing I agree sir. Members of International Labour Organisation (IOL), have signed several conventions to protect the rights of labourers engaged in various works. India is still reluctant in signing several of those conventions.

Therefore, I am compelled to support this Bill, since it upholds the rights of a section of workers i.e. sea farers. Sir, some respected Members had raised a pertinent issue, regarding the minimum age of sea farers. Whether it should be 16 or 18. My friends, Dr. Shashi

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<sup>10\*</sup> English translation of the Speech originally delivered in Malayalam.

Tharoor and Shri Bhartruhari Mehtab and other Members had mentioned this point. What is the age group accepted by UNO, while they use the nomenclature 'boy'? What is the accepted minimum age of sea farers, prescribed by other nations? Why do we, want to, bring down the minimum age of sea farers to sixteen years?

Secondly, in the Bill, the term used is 'boy'. Why sir, are we still living in a male chauvinistic era? (Original English). Is it as a profession that should be denied to the girls? So, the Bill is silent about the girls and ensuring their right to work as sea farers.

In other parts of the world young girls work as sea farers and in the Merchant Navy. Why can't we be more gender sensitive, in this regard? When we are formulating a law, regarding anti-fouling, we have to keep in mind a reality. Multi national shipping companies send their vessels to India and other developing countries for ship breaking. I mean the multi national shipping corporations in the world. The labour cost in those countries are higher. So the best alternative for them, is to send their ships to India, Bangladesh and other developing nations for ship breaking. "You accept our unwanted garbage, it is for you". "What is good in you, we will accept. But you accept our garbage. You are our junking yard".

So we have become a place for them, to dump their garbage. I am not criticizing the existence of ship breaking industries in several parts of this country. Many Members also raise the point whether the Minister belongs to a coastal area. I am never asking such a question to Hon'ble Gadkari ji. But one relevant point is that ours is a country which own one of the largest coastal line in the world. Kerala, my state owns about 700 kms of coastal line. Sir, as we are discussing this Bill France has taken into custody one of our ships. The sea farers of the ship could not produce some relevant papers to the French authorities who has now seized the ship.

At the same time other countries enter our territorial waters. And two of our traditional fisher men, one belonging to Tamil Nadu, and another belonging to Kerala, were shot dead. They were just like sitting ducks and sir, what has been the stand of the Italian Government after this ghastly incident?

We do talk eloquently about our rich cultural heritage. Let me add sir, that I come from a place where the first armed rebellion against the British East India Company took place in 1721. This coastal village is called Anchuthangu, where the earliest settlement of East India Company was attacked.

So, I belong to a place which has a coastal line, back waters, other water bodies and mountain valleys. My constituency stretches to the Tamil Nadu Border.

Sir, why can't we train the children belonging to our traditional fishing community, so that they can get better jobs, in Merchant Navy? They are born as children of the sea. They are not afraid of the sea. They can rescue anyone who may fall into the sea. But we do not have facilities to encourage, the traditional fishing community children to take up better jobs. I am speaking in the light of the privileged experience I had as a two time representative of this House in the Shipping Board.

The subject of training fishing community children for better jobs, had come up for discussion in the Shipping Board. Do we have any such training centres under Government control? We don't have a single institution. So the training and recruitment is carried on by private institutions. They view the process as a means of earning easy money. They decide the fees, decide the course and they fix the curriculum. What is our stand regarding the recruitment of staffs in the shipping industry?

Sir, I also want to draw your attention to “The Merchant Shipping Second Amendment Bill 2014, page 3, and Section 9, 109 (1). Please refer this sub section of the Bill. I quote:

“No person under the age of 16 year shall be engaged or carried to sea work in any capacity, in any work.”

Please be clear of the age limited mentioned here, as several other Members have already pointed out.

We should not violate the rights of children which has been upheld by several other countries. Sir, in the past, the Britishers and native rulers had employed minor children as sea farers. This was during the past, when slave trade was practiced.

But today, when we formulate the law, to protect the children’s rights, we should be more sensitive Minister Sir, Madam Meneka Gandhi is sitting behind you. Kindly discuss this matter with her.

Sir, coming back to antifouling laws, vessels of gross 400 tonnages is mentioned. Why have you fixed the weight of ships at 400 tons, why don’t you mention vessels of lesser weight also? Sir, asbestos, and several other carcinogens are used in the ships. Whether it be painting or repairing the ships, such materials are often used.

Sir, one more minute sir, since I am making this speech in Malayalam. When we discuss this Bill, what about the pollution caused in our inland water bodies. As many Members mentioned already, we should be able to stop pollution of our inland water bodies.

Before, I wind up, let me mention a long standing dream of the entire people of Kerala. I am talking of the Vizhinjam Harbour. Whether you are in treasury bench or in the opposition, when it comes to Vizhinjam Harbour; Kerala's legitimate aspirations are neglected. Why is the Government reluctant to provide the funding, technological support and skilled man power for making Vizhinjam Harbour a reality? In fact, I suspect an international lobby, is Sabotaging the Vizhinjam project. The centre must do something to make this naturally congenial Harbour a reality.

Sir, before I conclude, why was the Bill not included in the list of Business and was introduced in such a hurry? We have been denied, an opportunity to study the Bill in detail. It is not proper to pass the Bill, the way you bake cakes. I hope that you will give a ruling to condemn such a practice.

Sir, I also request that all the relevant suggestions made by the Members will be included in the Bill. Also bear in mind the fact that

many Members of this house have never seen a sea in their life. Once again I support the Bill.

**SHRI VARAPRASAD RAO VELAGAPALLI (TIRUPATI):** I thank the Chair for giving me this opportunity. Me, and my party, YSR Congress Party from Andhra Pradesh heartily welcome both the amendments to the Merchant Shipping Act. Unfortunately the scope is extremely limited. When it was taken up, instead of merely adopting the ILO Convention and the Protocol, and similarly International Maritime Organisation and Conventions, it should have been made a little more comprehensive so that the recent phenomena of pollution should have also been taken into consideration.

The proposed Bill is silent on the ships which are less than 400 gross tonnage. As earlier speakers have mentioned that here in the Bill, to my understanding, there are two types of pollutants. The anti-fouling systems are mostly concerned with the chemicals that are affecting the fauna or the animals of the ocean and sea. The chemicals that are being used in the system has an effect to the extent of changing the sex of animals and would appreciate that to what extent it is affecting the animals there.

Secondly, like the molasses and oysters, it also changes the shapes of them. Therefore, everybody is concerned about it because it not only affects the system of the human life but also the animals which are living there in the sea. Since environment now is becoming more

and more polluted, the waste disposal system also should have been streamlined. Perhaps whatever be the shortages in the main principal Act should also be brought into this amendment Act because these days oil leakage is taking place in every place as a result the fauna and flora of the ocean are also getting affected. Thereby, most of the pollutants entering into the food chain are causing very serious diseases like cancer.

The Bill is also silent on the countries which are not signatories to both the ILO and IMO. We have more than 200 countries, but the signatories are between 80 and 100 countries. It is more or less silent about not including nearly 50 percent of the countries where I would request the Hon. Minister to consider that aspect also.

With regard to penalty, Rs. 50,000 to Rs.5 lakh is extremely paltry and small by taking the business of shipping into consideration. When the ships are charging for an hour, more than Rs. 25 to Rs. 30 lakh, and putting penalty of Rs. 50,000 to Rs. 5 lakh is too small and it cannot act as a deterrent.

The second amendment, which we all welcome – is about seafarers where the boys and men, in the prime of their age, who live most of the year in ocean. At a stretch they live for six to ten months. Therefore, their living conditions needs to be streamlined from health

point of view. Their ventilation, hospitality, hospital and medical facilities and all the security systems should also be streamlined. The families should also be allowed to go with them. Most important point which I would like to mention here is that both the proposed Bills exclude war ships and naval accessory ships, passenger vehicles and non-commercial ships which are on Government service. Just as there is no exemption for any vehicles under the Motor Vehicles Act, I am of the strong opinion that there should not be any consideration either for the war ships or the Government vessels.

Sir, as many Members have suggested, when Bills are introduced, if Members are given adequate opportunity, there is every possibility that some constructive suggestions could be given. Therefore, I very earnestly request the Government to give a little more time whenever a new Bill is introduced.

With these words, I thank you very much for giving me this opportunity to express my views on these two important Bills.

[Translation]

**DR. ARUN KUMAR (JEHANABAD):** Sir, I support the two progressive Bills that the Government has brought and also thank the parties which have supported.

Sir, these are two Bills, one Bill is for the improvement of anti-fouling paints and anti-fouling systems and the other Bill dedicated to protecting the interests of seafaring workers. Both these Amendments have been brought according to the international norms and the Standing Committee have discussed them threadbare. Today, there is definitely a need to create a consciousness against such a concept that water can mitigate all things in itself. After the agricultural base, the biggest source of power for life is water and aquatic life. Today, pollution in our seas and rivers has become a severe problem, and despite considerable efforts to control it, the challenge remains daunting. The Government has taken the step just at the right time. The cycle of toxic material which enters into marine life ultimately enters into human life also. Therefore, the mindset of the Government on the pollutants and the urgency it has shown in bring this Bill is certainly commendable. The steps being taken for improving the life of the workers and for providing social protection to them is worth welcoming.

Just now, Prof. Saugata Roy was saying, Goddess Sharda has great significance in our culture. Ever since these people have misused, they find something wrong in good work also. Hence, I firmly believe that positive initiatives should be embraced, and the progressive steps taken by the Government should be supported. It is essential to have faith that this forward-thinking Government will have provisions in place to address any shortcomings in the future or to curb the activities of those who act against international standards in this domain, all for the welfare of workers.

Once again, I welcome the Government's revolutionary step.

[English]

**SHRI K.R.P. PRABAKARAN (TIRUNELVELI):** Hon. Deputy Speaker, Sir, first of all I pay my sincere thanks to my Hon. Leader Dr. *Puratchi Thalaivi Amma* for selecting me as a candidate of Tirunelveli Parliamentary Constituency for the 16<sup>th</sup> Lok Sabha Election. I pay my heartfelt thanks to *Amma* for helping me to win the election and also for making me one of the youngest Members of Parliament from the grassroots level worker of my party All India Anna Dravida Munnetra Kazhagam (AIADMK). I will assure that on the footsteps of *Amma*, I will work hard for the development of the people of Tirunelveli Constituency and also for the development of the nation. It is a pleasure to stand here in this august House and deliver the speech as a young parliamentarian from Tirunelveli Constituency. It is all because of our Hon. Leader Dr. *Puratchi Thalaivi Amma* only.

Sir, this is my maiden speech. Hence you may be liberal to me and protect me. We are entering into an international convention through this amendment Bill. I have great pleasure in stating that I come from Tirunelveli wherefrom hailed the great freedom fighter, V.O. Chidambaram Pillai. He was popularly known as '*Kappalottia Tamizhan*' who kindled national fervour along with Mahakavi

Subramania Bharathiyar, Subramania Siva and other leading lights. He took upon merchant navy operations as a swadeshi movement during the freedom struggle. I can also proudly state that I represent a region that is known for maritime relations with several countries of the world from time immemorial.

Through this Bill, the Government seeks the permission of this House to sign international convention that seeks to protect the high seas and the sea organisms from the pollution caused by ship operation. Anti-fouling system meant for bigger vessels leave polluting paint molecules as suspended impurities in the oceans of the world. This calls for certification to be obtained by every ship that carries 400 tonnage or more. By way of entering into this agreement, our Government empowers itself to issue certificates to Indian vessels bearing Indian flags. This will avoid the cumbersome process of running to every foreign Government to enter into their harbours. This also authorises our Government to monitor their harbours. This also authorizes our Government to monitor ships coming from foreign countries and take penal action, if necessary that will provide for compensation mechanism.

I wish our Union Government, while signing this Convention, may also convert this into an opportunity. I would like to suggest that

the Government may establish scientific and technical research organisation exclusively for studying pollution that affects our seas. Effects on aquatic plants, invertebrates, fish, seabirds, marine mammals, endangered species and other biota including sensitive and representative organisms have to be studied. Such a data shall enable us to monitor effectively our efforts to overcome the negative impact of pollution. The world Governments have taken note of the adverse effects of the suspended impurities in the ocean affecting the food chain. They may affect the human population in the residues in sea food.

While extending my support to this piece of legislation, I would like to make certain requests to the Minister of Shipping and he may generously consider them to promote industrial activity in the coastal areas of my constituency.

Uvari, a traditional fishing harbour may be modernized to enhance the livelihood and living standards of our fishermen. The Union Government may also go in for identifying certain ancient harbours in the country which can stand the vagaries of weather. For instance, near Manappadu in my constituency, there is a natural harbour which was used by the Britishers before they could move to the other ancient port, Tuticorin. This can be developed as inland commercial harbour

or as a hub for coastal tourism introducing ship operations for inland tourists who may cruise along our coasts.

I thank you once again for this opportunity and without fail I thank Makkal Mudhalvar Dr. Puratchi Thalaivi Amma.

**PROF. K.V. THOMAS (ERNAKULAM):** Sir, I rise to speak in support of the Merchant Shipping Amendment Bill. The very fact that the present NDA Government has approved the Bill proposed and piloted by the UPA-II Government indicates the pro-working class stand taken by our Party. I congratulate the present Shipping Ministry on having recognized the need of the Amendment Bill and on having cleared it in the Cabinet without any substantial change on which the UPA-II Government had given a clear shaping. I believe that the NDA Government will display the same amount of magnanimity in dealing with other UPA piloted pro-poor and pro-weaker sections legislative proposals.

This Amendment Bill is primarily to make the Principal Act in conformity with the International Labour Organisations and Maritime Labour Convention of 2006.

In the first place, I wholeheartedly welcome the power reserved by the Government to extend application for the provision of the Bill regarding the Maritime Labour Standards to non-commercial ships on the recommendations of Director General (Shipping). In this connection I wish to bring to the attention of the Government towards fishing vessels, country's fishing vessels as well as strollers. Nowadays, the fishermen who work in the fishing vessels are not

getting adequate protection. Sir, you know it very well. Both in Kerala and Tamil Nadu, a large number of accidents have taken place and due to which fishermen have been killed. A lot of boats have been sunk by ships but no action has been taken. So this is an area where Government has to give due attention.

It is also gratifying to note that the proposed Bill now mandates that the agreement to be signed by the person In-charge of the Indian Ship with the seafarers employed in the ship. It should contain the details of weekly hours of work, quantum of rest and also leave entitlement. This is also an area where we have to give due attention. A number of Indians, especially from the coastal area, work in a number of ships. Many of the ship owners are outside but their agents are in India. Whenever something happened to the ships, the Indian agents should be responsible.

Similarly, the raising of the minimum age of the apprentices, to be employed on the ships, from 15 years to 16 years is quite reasonable and also in consonance with the letter and spirit of our Constitution.

The prohibition of employment of persons below the age of 16 and deployment of minors on night duty is also a welcome step.

The proposal to allow the girls to be employed as apprentice is a step in the right direction. I am also keen to welcome the proposal that every foreign-going ship carrying less than the prescribed number of persons shall have medical facility.

It is seen that the Bill provides for verification of possession of maritime labour certificate and declaration by an authorised Government official. Similarly, there are other areas where the officers are deployed in control mechanism. Abundant precaution should be taken against all possible misuse of the provisions of the Bill, especially, those dealing with inspection, control and detention of ships. In this connection, I wish to bring to the attention of this House that India needs a vibrant and National Port Policy. We are a maritime country. We have historical trade relations with a large number of foreign countries. But so far, we do not have a National Port Policy. It has created a large number of problems. Many of the ports like Colombo and Dubai ports have been developed later. We have got natural ports like Chennai, Kochi, Kolkata and Mumbai which have started functioning years back but we have been lagging behind in their development and modernisation. I would request the Government that while implementing this Bill, the Government should think of a vibrant National Port Policy.

Thank you.

**ADV. NARENDRA KESHAV SAWAIKAR (SOUTH GOA):**

Hon. Deputy-Speaker, Sir, I rise in support of these two important legislation.

I come from a State, Goa, which is having the coastal line of 125 kms. This legislation is an important legislation because of two aspects which it covers. The first one is regarding the environment protection and the second one is regarding the seafarers.

As far as the environment protection is concerned, the antifouling system and the antifouling mechanism which are sought to be introduced through this present legislation is in order to protect the environment. It is a welcome measure by the Government and I support it. As many of the speakers have talked much about this issue, I do not want to go much into it and I support this legislation.

So far as the second aspect regarding the seafarers is concerned, I would like to submit that many of my supporters are from the seafarer community. In fact, I have experienced their issues, their demands. On many occasions, we tried to raise the issues of the seafarers before the then Government as well as the present Government.

We find that the seafarer occupation is interesting and rewarding but at the same time the plight of the seafarers needs to be looked into. Many a time the seafarers feel that there is no protection for them and

as a result they feel that they will not be protected by the Government. But now, in view of the introduction of the second piece of legislation on the protection of the seafarers, I would like to congratulate the Government because they have taken into consideration this very important aspect of the merchant shipping.

If my memory serves me right, for the first time the Seafarers' Union was started in Goa somewhere in the year 1810. In fact, the seafarers get a very little and a very meagre pension.

I congratulate the present BJP Government in Goa, which, for the first time and perhaps in the history of India, introduced a pension of around Rs.2,500 to the seafarers and as a result of which the condition and the plight of the seafarers improved.

Therefore, I support both these pieces of legislations moved by the Union Government.

**HON. DEPUTY SPEAKER:** Members, before the Hon. Minister starts his reply. I would like to take the sense of the House to extend the time of the House beyond 6 p.m. till these two Bills are passed.

**SEVERAL HON. MEMBERS:** Yes.

**HON. DEPUTY SPEAKER:** All right. The time of the House is extended till these two Bills are passed.

Now, the Hon. Minister.

[Translation]

**THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS  
AND MINISTER OF SHIPPING (SHRI NITIN GADKARI):**

Hon. Deputy Speaker, I am sincerely grateful to Hon. Members for their support and good suggestions given on the proposed Bill brought to amend Merchant Shipping Act of 1958. For which, I express my gratitude to the Hon. Members.

The Bill is fully applicable to foreign vessels. Along with that, all the provisions that are there as per this Bill are also applicable on them. We have accepted the recommendations made by Standing Committee of Parliament. The provisions are not applicable to vessels gross under 500 gross tonnage vessels and also inland water vessels in our country. This provision will also not be applicable to those with inland water. So naturally international standards and rules of ILO will surely apply in Indian sea, I want to assure you this.

Regarding this Bill, certain individuals have raised apprehensions regarding seafarers, particularly concerning incidents such as those in Somalia involving hijackings and kidnappings. I wish to assure you that none of our nationals have been subjected to hijacking at present. Everyone has been released and there is no such person right now.

As far as the concern expressed about Fisherman was concerned, I visited Rameswaram in between in that regard. Our Minister of State, Shri Pon Radhakrishnan was also with me. I also met the family Members of the fishermen there. They told me their sufferings. Time and again, fishermen face problems between Tamil Nadu and Sri Lanka and that is why after understanding the plight of that family, after coming back, I discussed the issue with Hon. Prime Minister and Minister of Foreign Affairs.

**18.00 hrs.**

I handed over their sentiments and their request, which they had given me to him and requested him to talk to the Sri Lankan Government. I am happy to inform you that our Hon. Prime Minister raised the issue with the President of Sri Lanka and all the hostage fishermen are now released and there is no question to penalize them.

Regarding the fine, it is indeed accurate to say that the amount is quite minimal. But of course, while the Standing Committee of Parliament has made suggestions, it's important to take them into account. That's your view, and we've accepted and acted on those suggestions.

Sir, many have raised the issue of proposed age. Previously, the age was set at 15, but it has now been revised to 16 and in international

practices, the age remains at 16. As the Hon. Member mentioned, this is the initial phase of apprenticeship training, which is why participants proceed to it after being trained. Therefore, age of Sixteen years has been fixed as per international standards, as far as training and employment is concerned, people have expressed hopes in the many beaches which are there in West Bengal, South India, Chennai. One thing is also true, Hon. Members have pointed out that our Shipping Industry is not in good condition. There are approximately six and half lakh Indians employed in shipping industry all over the world. But now, there are almost 6 thousand unemployed youths to whom we cannot train for apprenticeship as the condition of Indian Shipping Industry is not good. Therefore, I submitted a proposal of skill development to Department of Scheduled Castes, Scheduled Tribes and Minorities that it costs ten lakh rupees. Because if the training is to be undertaken on a foreign-flagged ship, individuals must travel to that country by plane, reside there for a year, and naturally, there is no salary during apprenticeship. In this way the expense for one year is ten lakh rupees and obviously people belonging to poor, backward classes and minorities cannot spend this much of money. Therefore, I have proposed to the Ministry that if this amount is given to trainees as a loan or grant, then they may repay back the amount within six months of getting the employment, they

can get such a good salary. I am happy that They have accepted the proposal and a proposal of skill development amounting Rs. 50 crore has been submitted to Cabinet. ... (*Interruptions*)

**PROF. SAUGATA ROY:** Why don't you make your own training ship?

[English]

**HON. DEPUTY SPEAKER:** Hon. Member, please do not interfere.

Mr. Minister, you please continue.

[Translation]

**SHRI NITIN GADKARI:** You raised a very good point. I would like to tell you that we have also decided to revive an old ship of Shipping Corporation of India and use it as training ship. Training is being conducted on it as well. ... (*Interruptions*) It has been decided, it is not a matter of hurry. But the problem is that our waiting list on a ship is of five thousand and how many people can we train on a ship in a year. ... (*Interruptions*) Not even five hundred. Capital investment on a ship is so large that it is difficult. On the other hand, the foreign flag ship is in need of people, but they are not in a position to spend ten lakh rupees, so in order to our Indian youth getting offers from the foreign flag ships under this scheme, a plan has been initiated and this will certainly provide employment to our unemployed people here.

Besides, we have a training University in Chennai. It is right that we are far behind in shipping and inland waterways. What the Hon. Member just mentioned, and I share the sentiment, is that we haven't effectively addressed this matter yet, which is disheartening. It is a very vast field with high potential for employment and is more economical and environmentally friendly. For instance, if we travel by road, it costs one and a half rupees, by train it's one rupee, and by water, it's fifty paise. This approach can help reduce pollution. In our country, we tend to provide more subsidies and incentives to people that contribute more to pollution, while those with lesser impact are penalized or receive fewer incentives. This is part of our policy. Therefore, we have decided to encourage inland waterways in terms of goods and transport. The concern expressed by you is absolutely correct.

As mentioned just now, that there is an automobile industry in Chennai and many good vehicles are manufactured there. The vehicles from there come in Delhi, Rajasthan and Haryana by trucks. Truck full of Maruti vehicles go there from here. We have just started RO-RO service. The RO-RO service entails transporting one hundred fifty to two hundred trucks from Chennai to Mundra port via ship. Trucks from Delhi will then board at Mundra, while those from there

will disembark. We have just asked to call the tender for this service. Let me tell you another good thing. ... (*Interruptions*)

**PROF. SAUGATA ROY:** Why only Mundra?

**SHRI NITIN GADKARI:** We are starting off from there. ... (*Interruptions*) You do not worry. Believe me, my Government will do more work in West Bengal than that has been done in the past 25 years. ... (*Interruptions*)

**SHRI SUDIP BANDYOPADHYAY:** We agree with you on this, nothing has happened in last 25 years.

**SHRI NITIN GADKARI:** We have also decided on the Sagar Port now. ... (*Interruptions*) I will tell you, you don't worry. It is true when you said that I am from Nagpur, but I made the Pradhan Mantri Gram Sadak Yojana, the first plan regarding National Highway, when Shri Vajpayee was the Prime Minister. I honestly confess that the importance of inland waterways never occurred to me and I have no hesitation in saying this.

I believe that if India's GDP is to be increased, if a new employment potential is to be created, then inland waterways should be given utmost priority and this Government will do the work of providing it. ... (*Interruptions*) Let me tell you good thing about Kolkata. Give me some time, I will answer all your questions. ...

*(Interruptions)* For the first time ever, our Government initiated the transportation of imported coal from Haldia to Kolkata by utilizing barges. This has happened for the first time.

Secondly, the containers from Goa destined to JNPT Mumbai are transported through Mumbai-Goa road. Our MP from Konkon is present in the House. I have been Minister for Road Transport as well and I have to say with great sadness that every year, there are five lakh accidents and one and a half lakh people die there. Mumbai-Goa road has become a death track. The road is being converted into a four lane concrete road but it will take some time. During my visit to Goa, I advocated for the outsourcing of the entire container traffic operation, specifically the route from JNPT to Goa, to a private entity. I suggested initiating the process by assigning this responsibility to a suitable private company. I am happy that the Chowgule Shipping Company started to transport these containers from Goa to JNPT through ship once in a week. It became so successful that instead of once a week, they have now sought permission for the second time as well and the second ship is also starting now. In due course, we will endeavour to establish arrangements for the handling of imported commodities such as coal, iron ore, and edible oil at the port. Our focus will be on facilitating the management of container traffic related to these imports.

You also said about the draft. Where there is a draft of 20 metre, a ship of two lakh tonnes comes. We have thirteen major ports and minor ports lie with State Government. It is very difficult to maintain this draft in each port. Therefore, we decided on Goa for the first time, because, the draft of Goa Port is 14 meters. That draft was to be made of 20 meters. It was going to cost Rs 550-600 crore. Now the Government does not have that much money. I had the privilege of doing the country's first road in the PPP model. I proposed the implementation of the PPP model for this initiative. Subsequently, institutions under the capital cap of the State Bank of India conducted studies, leading to the initiation of the first PPP model project in Goa aimed at achieving a 20 meter draft. This endeavour will enable the arrival of vessels weighing two lakh tonnes, resulting in savings of 25 dollars per tonne. Whatever is saved, some of it will go towards that expenditure and the money will be recovered in three to three-and-a-half years. This can be done without spending Government funds. ... *(Interruptions)* The MD of State Bank of India has met me yesterday only and he has studied it.

We have started the service between Varanasi and Kolkata, Haldia. Allahabad will not be possible. The first will be Varanasi to Haldia. There is some problem in Allahabad, it will be done in the second phase. We have provided Rs. 4200 crore for developing

Varanasi to Haldia waterway and the work will start in next three months. Although we have still made some more improvements, but we will certainly be able to transport passenger and goods in the Ganges within one year. This is possible and this work will start within three months. ... (*Interruptions*) It is not related with this Bill, but since you are asking, let me tell. The Government agency of Amsterdam, Holland, is overseeing the design and construction of water ports and sea ports, similar to how airports are developed. These ports are being designed with a width of 45 meters and a draft of five meters, reflecting a meticulous approach to ensure optimal functionality and efficiency. The Government has given four thousand two hundred crore rupees in this and that too has been given by the World Bank, this work will be done with that money only.

We have another problem about Goods transport here. In China, 20 percent of total goods or passengers transportation is carried through waterways. But in India our water transportation is miniscule, just 0.05 percent. This is not good for our country. We are going to give priority to it. We are doing two things in it. A joint venture between our Ministry of Defence, Goa Shipyard, and a British company specializing in hovercraft manufacturing is in progress. Together, we are in process of to produce 70 hovercrafts through this collaboration. I went to Rameshwaram along with the hover-craft of

that company. Just 15 days ago I was in London as well. I discussed with them if we can make 250-300 seater hover-crafts. Its speed can go up to 80 kmph. They have explained its preparation and I have spoken to the Ministry of Defence, they are making 70 hover-crafts in Goa, if needed then along with them, or else we will make a separate arrangement for it, because a vast unit in Hoogly dock in Kolkata is lying closed and we propose to manufacture hovercraft in this unit. I've never been there.

**PROF. SAUGATA ROY:** You must come there sometime...  
*(Interruptions)*

**SHRI NITIN GADKARI:** Respected Members, I am surprised that a meeting between your Chief Minister and me has been fixed, but how come you do not know this. I'm going to come there and call you. Complete agenda and date has been set. ... *(Interruptions)*

**SHRI SUDIP BANDYOPADHYAY:** The programme was fixed earlier also, but you had cancelled. ... *(Interruptions)*

**SHRI NITIN GADKARI:** It is true that once the programme was fixed, but there was a programme with the Prime Minister, so that programme had to be cancelled. I myself have fixed the date by discussing with the Chief Minister's office. ... *(Interruptions)*

I want to tell you another good thing that after our Government came, we have given permission to sea-plane also. We have given permission to the first plane to land on water in Mumbai. I want this to happen in every pond of India, because it takes only a hundred meters of space for that. This service is operational in Andaman and Nicobar. This will increase our tourism. When our aircraft can transition seamlessly from airstrips to water landings, we will witness the emergence of a novel mode of transportation. This plane can land everywhere. The primary challenge lies in the fact that these hovercrafts are manufactured in Canada, which inevitably results in higher production costs. I have requested the Ministry of Defence to reduce its cost in our Indian scenario. If there is a joint venture, then it will reduce the cost and the ticket will be less. This arrangement is already there in Andaman-Nicobar and Mumbai Shirdi has started.

I want to tell you one better thing. Recently, I visited Europe, where I saw the amphibious bus. I also got a chance to sit in that bus and also got a chance to drive it. Jawahar Lal Nehru Port Trust had decided to place the order for the bus and in next three months the bus is likely to be flag off in Mumbai, which will run on the road and water as well. If this experiment is successful, it will also be a great achievement for us. After this, the Australian company discussed about Catamaran with us. The ticket cost increases in bringing it from

there, because capital cost is high. Following the Make in India mantra of our Prime Minister, according to that, if we manufacture it in India, then its cost will be reduced and if its cost is less then the price of its tickets will decrease. We are working on that as well. We are thinking of starting that industry, probably in Hooghly, Kolkata....  
(*Interruptions*)

Sir, as far as our Hon. Members have spoken about the service of Chennai, I want to tell them that in South there is Chennai, Mangalore, Goa. There is Gujarat border from Goa. ... (*Interruptions*) Yes, Trivandrum is also there. I am also concerned about Trivandrum.

I want to assure you about my Government that whichever party you may belong to, you come to me. If your work is legitimate and genuine, then 110% I will get your work done. ... (*Interruptions*)

Sir, I will make one more appeal through you. Our IMU campus is in Kolkata, and also in Goa and Konkan. It needs to be improved further. ... (*Interruptions*) Especially the technical courses related to this industry, especially shipping, the courses which tame the manpower, which are there in Maritime University in Chennai, has some of its own problems. The State Government should co-operate with the new Government if the old Government has set up the University. You must convey this message to Sushri Jayalalithaa. If

this happens, then this University can be of great use to the country.  
... (*Interruptions*)

Sir, some Hon. Members have questioned why Indian vessels are not being deployed. However, it's worth noting that as per the recommendation of the Parliamentary Standing Committee that vessels with a gross weight of 500 tonnes should be dropped. Therefore, whatever has been suggested by the Committee, we have done the same in this Bill.

You mentioned about Sea-farers. There are both men and women in Sea-farers. You have absolutely rightly expressed that as we are going into the twenty-first century, priority should be given to women along with men. You are absolutely correct. The Government will definitely accept it.

As Mr. Thomas just said about the ports, there is a great need to modernize the ports. I just went to Rotterdam, Holland. There is a huge port on both sides of the river. I went to Belgium. I was very sad to see there that we have not done it properly here yet. ...  
(*Interruptions*)

I assure you, through this proposal, we aim to serve the best interests of our nation and prioritize environmental concerns. Furthermore, we are committed to safeguarding the rights of workers,

ensuring they receive the justice and protection they deserve. Therefore, as far as pension benefit to labourers is concerned, the welfare association for labours has been set up. The owners of the shipping Industry contribute in it and the pension for labourers has been started. I would like to congratulate the Government of Goa that despite it not being the responsibility of the Government, they have started pension for the sea-farers in Goa. Be it their health services, medical services, their rights, their environment, this Bill is to protect all these things. This Bill has been brought keeping in mind their rights in the International Labour Organisation. ... (*Interruptions*)

I am from Mumbai. Right now, there is traffic jam next to it in Mumbai. We are wondering how to develop BPT well. Its plan is being prepared. Mumbai is the financial capital of our country. Development of international standard will take place in the Mumbai Port Trust area. All kinds of improvements will be implemented there. I want to assure you that it will be given highest priority.

I appeal to all of you once again for this. ... (*Interruptions*) This was an important proposal, you all gave suggestions, guided me about shipping industry, you gave great suggestions about the inland water ways, I express my gratitude to you and request all of you to kindly accept these two amendments.

[English]

**HON. DEPUTY SPEAKER:** Now, Item No. 14 A ...

... (*Interruptions*)

**SHRI BHARTRUHARI MAHTAB:** Sir, I would like to ask just one clarification.

**HON. DEPUTY SPEAKER:** Okay. I cannot allow others. Only one Member will be allowed as time is already over. Everybody has taken their own time.

**SHRI BHARTRUHARI MAHTAB:** It is relating to tonnage of ships. You have mentioned in one Bill, that is, the second amendment that lower tonnage of ships come to our shores and they have pollutants and chemicals in the paint. Should we not have control over it? I am asking this because we are not actually doing it. I think 5-6 years back an accident also occurred on the shores of Paradip Port where a small ship named 'Black Rose' – a Mongolian ship – carrying iron ore capsized and it is still there on the mouth of the Paradip Port, which is also another irritant.

Secondly, there is no registry. Internationally, there is no registry of ships, and there are instances of a number of ships with the same name also coming to our shores may be to Kandla, Chennai or Tuticorin with the same name, same company, but different ship.

Should not the Government of India, at the international level, try to have a common registry so that one name for one ship will be there so that one can monitor it regularly? These are the two questions that I want to ask from the Hon. Minister.

[Translation]

**SHRI NITIN GADKARI:** This law applies to all the foreign flag ships, irrespective of its weight. Regarding Indian ships, I would like to say that action will be taken against them as per the law, as per our Environment Act.

Secondly, you mentioned about registration, I do not have the exact information about it, but your issue is very important. I will go into details and get information.

[English]

**HON. DEPUTY SPEAKER:** Now, the House will take up Motion for consideration of the Merchant Shipping (Amendment) Bill.

The question is:

"That the Bill further to amend the Merchant Shipping Act, 1958, as passed by Rajya Sabha, be taken into consideration."

*The motion was adopted.*

**HON. DEPUTY SPEAKER:** The House shall now take up clause by clause consideration of the Bill.

The question is:

“That clauses 2 and 3 stand part of the Bill.”

*The motion was adopted.*

*Clauses 2 and 3 were added to the Bill.*

*Clause 1, the Enacting Formula and the Long Title were added to the Bill.*

**HON. DEPUTY SPEAKER:** The Minister may now move that the Bill be passed.

[Translation]

**SHRI NITIN GADKARI:** Sir, I beg to move that the Bill, as passed by Rajya Sabha, be passed.

[English]

**HON. DEPUTY SPEAKER:** The question is:

“That the Bill, as passed by Rajya Sabha, be passed.”

*The motion was adopted.*

**HON. DEPUTY SPEAKER:** Now, Item No. 14 B. The House will take up Motion for consideration of the Merchant Shipping (Second Amendment) Bill.

The question is:

“That the Bill further to amend the Merchant Shipping Act, 1958, as passed by Rajya Sabha, be taken into consideration.”

*The motion was adopted.*

**HON. DEPUTY SPEAKER:** The House shall now take up clause by clause consideration of the Bill.

The question is:

“That clauses 2 to 17 stand part of the Bill.”

*The motion was adopted.*

*Clauses 2 to 17 were added to the Bill.*

*Clause 1, the Enacting Formula and the Long Title were added to the Bill.*

**HON. DEPUTY SPEAKER:** The Minister may now move that the Bill, as passed by Rajya Sabha, be passed.

[Translation]

**SHRI NITIN GADKARI:** Sir, I beg to move that the Bill as passed by Rajya Sabha, be passed.

[English]

**HON. DEPUTY SPEAKER:** The question is:

“That the Bill, as passed in Rajya Sabha, be passed.”

*The motion was adopted.*

*... (Interruptions)*

**SHRI SUDIP BANDYOPADHYAY:** Sir, what about the ...  
*(Interruptions)*

**HON. DEPUTY SPEAKER:** The House stands adjourned to meet tomorrow, the 3<sup>rd</sup> December, 2014 at 11 a.m.

**18.25 hrs**

*The Lok Sabha then adjourned till Eleven of the Clock on  
Wednesday, December 3, 2014 / Agrahayana 12, 1936 (Saka).*

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