

[श्री राम किशन]

है। एक तरफ कारखाने बंद हो रहे हैं। मजदूरों की छटना हो रही है, माल सड़ रहा है, दूसरी रेल सुविधा का अभाव में ट्रकों में थोड़ी मात्रा, अधिक समय और ज्यादा मालभाड़ा देने के बाधा कारण तेल मगाने वाले माधाम, बगाल ऐसे प्रान्तों में तेल की कमी और भारी महंगाई से हाहाकार मच रहा है। राजस्थान राज्य से तेल के लदान की सुविधा नहीं होने से तेल मगाना आयात निर्यात करने वालों की परेशानी तो है ही इसके अलावा जहाँ सूखेदार की हालत खस्ता हो रही है वहाँ मरमा उपजाने वाले किसानों की भी अपनी उपज की सही कीमत नहीं मिलने में उनमें भी भारी असंतोष फैल रहा है।"

(V) NEED FOR TAKING OVER THE
MANAGEMENT OF SIDHPUR COTTON
TEXTILE MILL, SIDHPUR.

SHRI AHISAN JAFRI (Ahmedabad):
Madam Chairman, Sidhpur Cotton Textile Mill at Sidhpur has been closed since last three months and nearly 23,000 workers have gone jobless. The mill has been closed due to inefficient management. The attention of the Government was drawn several times by the workers towards the mismanagement practices of the management but no attention was paid. In the result the mill has been closed down adding 2500 workers in the huge army of unemployed in the country.

There is no likelihood of reopening of the mill in the near future by the old management and if at all it is reopened by the said management, it will fail to give smooth and clean administration

The National efforts so far did not achieve the goal of cloth production in the country. The Central Government are announcing time and again its policy regarding the cloth production and the textile industry but with no results.

Instead of reducing the unemployment, such closures of units in the various parts of the country, the problem is becoming acute and the investment of crores of rupees is becoming idle adding to the gross national loss.

The Government has adopted the policy of not taking over of such sick

units declaring that such units will be given to profit making units but the procedure is lengthy and does not help quickly. Particularly when the mill machineries are good and management is keen upon closing it. Sidhpur Textile Mill is a good example in this.

I request the Government to come forward immediately to take over the mills immediately to help the production of cloth in the country and I will also request the Government not to ask for the Report under Section 18A of the Industrial Development and Control Act of 1961 and take over the mill straight-forward looking to the peculiar situation prevailing of Sidhpur Mill and help the lot of the workers.

**MERCHANT SHIPPING (SECOND
AMENDMENT) BILL**

MR. CHAIRMAN: The House will now take up consideration of Rajya Sabha Amendments. Now, I would like to point out before the Minister moves the amendments that they are purely of a verbal or technical nature. It only concerns changing the figure and the dates.

THE MINISTER OF STATE IN
CHARGE OF THE MINISTRY OF
SHIPPING AND TRANSPORT (SHRI
CHAND RAM): I beg to move:

"That the following amendments made by Rajya Sabha in the Bill further to amend the Merchant Shipping Act, 1958, be taken into consideration:—

Enacting Formula

(1) That at page 1, line 1, for the word "Twentyninth" the word "Thirtieth" be substituted.

Clause 1

(2) That at page 1, line 3, the word "Second" be omitted.

(3) That at page 1, line 4, for the figure "1978" the figure "1979" be substituted.

[Shri Chand Ram]

Clause 2

(4) That at page 1, line 13, for the words, brackets and figure "(Second Amendment) Act, 1978" the words, brackets and figure "(Amendment) Act, 1979" be substituted."

SHRI B. RACHAIAH (Chamarajanagar): This Bill serves a very limited purpose. It will have a discriminatory effect on the persons working in the field of navigation. The changes are consequential, but still, this Bill attracts Article 14 of the Constitution.

MR. CHAIRMAN: This has been discussed when the Bill came up here originally. This is not the occasion for repeating that discussion.

SHRI B. RACHAIAH: The Minister has given an assurance that he would bring in a comprehensive Bill covering all aspects of navigation, and of service conditions of the personnel. I want to know when those improvements in the service conditions of the personnel will be brought about.

SHRI VAYALAR RAVI (Chirayinkeezh): This Bill has been debated already. I will not repeat the points made earlier. The whole purpose of the amendments, as I have understood them, is to limit the scope for people leaving service before a certain period. The Minister feels that the availability of trained hands to serve our own country is very limited. When we train people, we want that their services should be utilized in this country for 4 years. We lack adequate number of trained hands in the country. This is the substance of the Bill.

When the Minister himself goes through the report made in this connection, he will see that the number of trained people is so limited. The Minister is a miser in giving training to people. He mentioned 6 training centres—1 have not read the report—2 in Calcutta and 4 in Bombay. Does

he think that Bombay and Calcutta are the only areas where we can establish training centres and give training to 700 or 800 people in this country of 600 million people which has so many unemployed persons? There is scope for establishing training centres in Madras, Tuticorin and Cochin. What prevents the Minister from establishing the training centres there and training employees whom he can lend to other countries and earn money? I am not accusing the present Minister. He is there only for the last 2 years.

I was surprised to know another thing. The pilots are so scarce in this country, and they are so much in demand—pilots, second commanding officers and sea-men are in demand. I want the Minister to reply to these points and to see that Cochin gets a training centre.

श्रीमती बाहिन्ना पी. रांगेकर (बम्बई उत्तर मध्य): सभापति महोदय, इस बिल पर भाषण करने की जरूरत नहीं है। मैं चाकी एक ही ट्रेनिंग के मुद्दे पर कहना चाहती हूँ। ट्रेनिंग सेंटर का भी सवाल नहीं है, हम यह कहना चाहते हैं कि ट्रेनिंग की सुविधायित्व जिनको मिलेगी, उसकी जो बातें हैं, उनमें बहुत डिफिकल्टी हो रहा है। एक कोर्स के लिये इटर-माइस पास होना जरूरी है।

बम्बई में 117 में से 30 लड़के पहले घा गये और उस समय बम्बई से इटर साइस का एग्जामिनेशन नहीं लिया गया। यह लड़के पहले घा गये लेकिन इटर साइस का सर्टिफिकेट नहीं था इसलिये उनको नहीं लिया गया। जब यूनिवर्सिटी एग्जामिनेशन नहीं लेती है इसके बारे में मिनिस्ट्री के श्री रानाडे की सब मान्य है, लेकिन कुछ नहीं किया गया। ऐसा कहा जाता है कि ट्रेनिंग के लोग मिलते नहीं, लेकिन न जो जाने की कोशिश करते हैं, उनको इस तरह से रोक देते हैं। इसके बारे में आज जांच कीजिये, इतना ही मैं कहना चाहती हूँ।

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): Mr. Chairman, I am thankful to the three hon. Members who have suggested some concrete measures for the intake of the trainees. I can only assure them, specially Mr. Rachaiah and Mr. Vayalar Ravi

[Shri Chand Ram]

that we are already seized of this matter. In fact, the remedy does not lie in restricting these trained people from going abroad. I have my full sympathy with them; and I have assured them that no undue harassment will be caused to them. We will use this measure only when it is necessary in the national interest. I assured the maritime union and their leader, Mr. Kolaaji the necessary help. So far as arrangement for training is concerned, I have already taken steps in respect of 250 cadets which we are training at the moment. Previously, we were training 125 cadets; from 125, we have increased the number to 250 cadets. Now, I am trying to see that this number of 250 cadets be increased to 500 per annum. And I am trying to get another full-fledged training ship from abroad for which I had sent my Director-General of Shipping to locate one. He is going to submit a report in that regard; and after that report is considered, we will certainly, with the help of the Finance Ministry, acquire another training ship on the lines of T.S. Rajinder. I have asked the DG to make ship by ship assessment to see whether the present capacity of the ships can be increased.

So far as maritime engineering officers are concerned, there are two institutions. One is at Calcutta and another is at Bombay. Here also, I am trying to see that the number of present cadets of 100 is increased to 200 per year. I think the hon. Members know that there is a great shortage of pilots and navigation officers. Mr. Rachaiiah has pointed out that I did assure the House that I will bring forward a comprehensive and consolidated Bill. But this is a very minor amendment. In fact, this Bill had been passed by the House itself; and then it was transmitted to the Rajya Sabha. The Rajya Sabha had made certain amendments; and these amendments, as you were pleased to remark, are of a very technical nature. And, therefore, I can, once again, assure Mr. Rachaiiah that certainly I will be able to bring forward some kind of a com-

prehensive and consolidated Bill at some suitable time.

MR. CHAIRMAN: As early as possible.

SHRI CHAND RAM: So far as Shrimati Ahilya Rangnekar's complaint about admission and qualification, etc. is concerned, I will try to find it out. But the minimum qualification is Inter-Science. Previously all those boys who were Matriculates with science were admitted. But the course was for two years. Now, in order to increase the intake, I have reduced the course to one year. But the qualification has to be raised from Matriculate to Inter Science of 10+2. The qualification was enhanced only to enable us to increase the intake.

SHRIMATI AHILYA P. RANGNEKAR: This time, the Bombay University exempted all students from appearing in Inter Science; and then they did not get a certificate of promotion from the Bombay University.

SHRI CHAND RAM: That matter of the question I will have to examine; and there is a great competition to get admission into these institutions.

MR. CHAIRMAN: Mr. Ravi had pointed out about the shortage.

SHRI CHAND RAM: I will appeal to the hon. Members that this is a very minor amendment of a technical nature. I hope the House will pass it.

MR. CHAIRMAN: The question is:

"That the following amendments made by Rajya Sabha in the Bill further to amend the Merchant Shipping Act, 1958, be taken into consideration:—

Enacting Formula

(1) That at page 1, line 1, for the word "Twenty-ninth" the word "Thirtieth" be substituted."

Clause 1

(2) That at page 1, line 3, the word "Second" be omitted.

(3) That at page 1, line 4, for the figure "1978" the figure "1979" be substituted.

14.47 hrs.

Clause 2

(4) That at page 1, line 13, for the words, brackets and figure "(Second Amendment) Act, 1978" the words, brackets and figure "(Amendment) Act, 1979" be substituted.

The motion was adopted.

MR. CHAIRMAN: Now, we will take up amendments. First, the Enacting Formula. The question is:

"That at page 1, line 1, for the word 'Twentyninth' the word 'Thirtieth' be substituted."

The motion was adopted.

MR. CHAIRMAN: Now we take up amendments to clause 1. The question is:

"That at page 1, line 3, the word "Second" be omitted."

The motion was adopted.

MR. CHAIRMAN: The question is:

"That at page 1, line 4, for the figure '1978', the figure '1979', be substituted."

The motion was adopted.

MR. CHAIRMAN: Now we take up amendment in clause 2. The question is:

"That at page 1, line 13, for the words, brackets and figure '(Second Amendment) Act, 1978' the words, brackets and figure '(Amendment) Act, 1979' be substituted."

The motion was adopted.

SHRI CHAND RAM: I beg to move:

"That the amendments made by Rajya Sabha in the Bill be agreed to."

MR. CHAIRMAN: The question is:

"That the amendments made by Rajya Sabha in the Bill be agreed to."

The motion was adopted.

HARYANA AND UTTAR PRADESH
 (ALTERATION OF BOUNDARIES)
 BILL

THE MINISTER OF STATE IN THE
 MINISTRY OF HOME AFFAIRS
 (SHRI DHANIK LAL MANDAL): I
 beg to move.

"That the bill to provide for the alteration of boundaries of the States of Haryana and Uttar Pradesh and for matters connected therewith, be taken into consideration."

Sir, I am happy to bring forward this measure which seeks to make an adjustment in the boundaries between the States of Haryana and Uttar Pradesh. This Bill is the product of an agreed approach made by the Chief Ministers of Haryana and Uttar Pradesh to find a satisfactory solution to the problems which arise in the villages in the vicinity of the Inter-State boundary between these two States determined by the deep-stream of Yamuna which changes from time to time on account of fluctuation in the course of the river.

2. I may briefly narrate the background of this problem. The present boundary between the two States, Haryana and Uttar Pradesh, owes its origin to notifications issued by the Government of India in the year 1884 and 1887. These notifications were consolidated in a notification issued in