

the Dept. of Science and Technology. In addition, a large number of ad hoc research schemes has been sanctioned by the ICAR for sugarcane, coconut, groundnut and jute besides the programmes initiated in a number of ICAR institutes as a normal work of the institute.

DR. KRUPASINDHU BHOI : I would like to know from the hon. Minister whether he is proposing, in the best interest of the country, to have a national gene bank to preserve and conserve original species of crop and at the same time of animal to maintain the flora and fauna of our country for our eco system. If not, I would like to know whether the Government has any proposal to have such a type of bank in our country to show the world that India will lead in this also to give further research and development and know-how to the third world.

SHRI BUTA SINGH : Sir, in our country we have been able to conserve and preserve these genetic assets of our country through conventional methods. But the suggestions made by the hon. Member is valuable and we will give full thought to these suggestions and we will perhaps work out the necessity of such type of bank. We will try to have one in our country.

Subsidy to Small Fishing Trawlers and Unmechanised Boats

*636. **SHRI HUSSAIN DALWAI :** Will the Minister of AGRICULTURE AND RURAL DEVELOPMENT be pleased to state :

(a) whether big trawlers which are engaged in deep-sea fishing are given 50 per cent subsidy for diesel consumption;

(b) the reasons for denying the same to the small trawlers as well as un-mechanised fishing boats;

(c) whether there is any proposal to give subsidy on equal footing to all fishing boats; and

(d) if so, the details thereof ?

THE MINISTER OF AGRICULTURE AND RURAL DEVELOPMENT (SHRI BUTA SINGH) :

(a) No subsidy is given to the bigger trawlers engaged in deep by sea fishing. However, rebate on Central Excise Duty on

H.S.D. oil is available for deep sea fishing trawlers of 13.7 metre length fitted with engines of 150 b.h.p. and above at the following rates :—

(i) At the flat rate of 50%

(ii) Additional rebate of 50% of excise duty on each 1.08 Kl. of diesel for every ton of prawn exported.

(b) to (d) The proposal to extend the scheme to the small mechanised boats was examined by the Government. It was not found possible to implement the scheme due to serious administrative difficulties and risk to the revenue.

SHRI HUSSAIN DALWAI : I would like to know from the hon. Minister whether this is not the established policy of the Government to extend such subsidies to small farmers and marginal farmers. I do not know why there is a departure in the case of fishermen. Here they are supporting the big trawlers which are owned by rich people. As a matter of fact there is a saying that big fish swallows smaller ones. The big trawlers get a lot of catch and the small trawlers or rather those small mechanised boats are deprived of the catch by the big trawlers and over and above the subsidy is also not given to them. When the Government has given 50% subsidy in excise duty on diesel to big trawlers, they should examine the question of giving 100% subsidy to the smaller trawlers. I would like to know whether the Government is considering giving 100% subsidy to these small trawlers. Is there any proposal before Government or not ?

SHRI BUTA SINGH : Mr. Deputy-Speaker, Sir, I agree with the sentiments expressed by the hon. Member. But this subsidy has to be looked from different angle because in the deep sea fishing the biggest constraint in operation is fuel consumption. Sometimes it works out to the extent of 65% of the total cost of fishing in the deep seas. Therefore, to encourage deep sea fishing, we have to show this concession because we wanted to exploit the resources in the deep sea. The various points I have mentioned in the answer to the main question, we did take up with the concerned Ministry. It was discussed at various levels. It was also examined as to whether it will be

practicable to implement such a scheme. But we have not left it. We are still pursuing, if not in this form, at least in some other form like giving them rebate in the credit or providing them with some subsidies which could offset this kind of cost in the fishing industry. Even now we are pursuing it with the Ministries concerned. If you look at the details of the economic of this kind of rebate to the fishermen using these mechanised boats, it is very very marginal and to achieve this marginal result, we have to go through a very cumbersome method which is a kind of pilferage or manipulation. So we are thinking of providing them a simple system by which the fishermen will get some benefit. It may not be from this, but may be from other sources. We can subsidise that and we can assist the fishermen using the mechanised boats or even the smaller boats.

PROF. MADHU DANDAVATE : Sir, before I ask a supplementary question on this, I want to remind the hon. Minister about another occasion on which he was present in the House, the hon. Finance Minister was present in the House, the hon. Prime Minister was present.

SHRI BUTA SINGH : The Finance Minister was not present.

PROF. MADHU DANDAVATE : He was physically not present. (*Interruptions*) Sir, at that time in the presence of the Prime Minister, I had said that those mechanised boats which had a power of 150 HP and more, were getting the concession on the diesel duty. The mechanised boats having less than 150 HP are denied this concession and subsidy and therefore I would like to ask the hon. Minister of Agriculture to use his good offices with the Finance Minister and the Finance Minister will use his good offices with the Prime Minister to see that this concession is granted. At that time the hon. Minister got up and said "I am inclined to agree with Prof Madhu Dandavate regarding the demand that he is making". At that time, the Prime Minister was sitting very close to the Agriculture Minister. Fortunately with the permission of the Chair, the Prime Minister got up and said "I accept Prof. Madhu Dandavate's suggestions. Let the Agriculture Minister come through

the Finance Minister." Therefore, I would like to know whether you have already approached the Finance Ministry, convinced them about which you yourself are convinced, You have given the convincing answer, I know that in the bottom of his heart, he is in favour, But I do not know whether you have persuaded the Finance Ministry to accept this proposal and the Finance Minister finally has taken up this. If he had not taken up this, for god's sake and your own sake take a decision on this.

SHRI BUTA SINGH : Sir, like an astute trade union leader, the hon. Member has brought out certain elements which did not occur on the floor of the House, For example, he said that the Prime Minister readily agreed and directed. He did not accept it. He said "Let the Minister come through the Finance Minister". So, the keenness on my part is that I visited his constituency after that. I met the fisherman.

PROF. MADHU DANDAVATE : If you had informed me earlier, I would have given you mangoes and fish.

SHRI BUTA SINGH : I sat with them and I saw almost all their operations from drying to cold storage and marketing and everything. I spent one full day. I agree with the hon. Member and the Professor that they need more assistance because this is the type of industry in which the bulk of our poormen are benefited. I should say that more than 70% of our fishermen are operating small boats which in fact are indigenously mechanised and they have improvised sort of devices by which they catch fishes. Some of them highly keen, some of them very progressive, some of them have set up their own cold storages, they have their own transport system, they have their own outlets. We could like to encourage such activities all over the country, As I said, I am still pursuing with the Ministry of Finance and I hope that they will be able to come out with some kind of help on the lines which they have shown to the big fishing trawlers. At the same time, my own understanding of the situation, after visiting the hon. Member's constituency is that this is not the only constituency where this kind of thing is prevailing. Sir, I also discovered that most of these small mechanised boats do not

use high-speed diesel oil. Most of them use kerosene and petrol. Even then, if you look at the element of relief drawn through these concessions which we are going to the big sea fishing trawlers, it works out to be Rs. 330 per kilo litre and down to a small man, it will come to the extent of 16.5 paise which will not be of that extent for which we should really go to the small fishermen. We are at the same time considering quite actively whether they should be given some more concessions, in other forms—just as I said that they should be provided machines, and engines at reduced rates. Then, they could be given more liberal terms on the credit side. They could be given more facilities on the landing sites. We could help them in building more landing sites which they could use. So, all these things are under the active consideration of the Government. We are working quite hard on this, and I am sure the hon. Members will agree with me that left to me, I will be able to handle the whole thing.

SHRI D. P. JADEJA : To make good use of the Indian economic zone, we have encouraged chartered fishing vessels, and the import of deep sea fishing vessels. It is a good policy that we have, and this encouragement should also be there. But may I know from the hon. Minister whether he is aware of the fact that these foreign fishing vessels which are supposed to operate only in the deep seas, are now entering into those areas where our indigenous fishing vessels are operating, whereby they are becoming competitors to our own indigenous fishing vessels, and not exploiting areas where they are supposed to be ?

May I know from the hon. Minister what steps are being taken to prevent these imported fishing vessels from entering the zone reserved for the Indian fishermen ?

SHRI BUTA SINGH : We are quite aware of the situation, sofar as the use of our EEZ by the big vessels are concerned ; and we are quite vigilant. As a matter of fact, it is because of our being more tough that the number of fishing vessels has come down, because we were more harsh.

Recently, a review was made of the whole situation. We will not allow any big vessels to curtail or to encroach upon the areas which are meant for the smaller fishermen, or for the conventional fishing industry. But at the same time we have to encourage deep sea fishing, because that particular source is going untapped for long past, and we want to encourage deep sea fishing, which would give a boost to our exports. It will also provide a boost to our economy. At the same time, we are quite vigilant ; and I can assure the hon. Member that if he looks at the record of the past 2 or 3 years, he will find that this poaching has been reduced to almost nil.

SHRI D.B. PATIL : While replying, the hon. Minister has stated that there are administrative difficulties in giving subsidy to small trawlers. I do not understand what is meant by administrative difficulties. This is a very poor excuse. I would like to know from the hon. Minister what the administrative difficulties are.

SHRI BUTA SINGH : The distribution points are spread all over the country. It will be very difficult to earmark a particular outlet for the fishing industry, or for the farming industry or for the transport industry. So, there is a possibility of people misutilizing or abusing the facilities provided for fishermen, because there is hardly any earmarked outlet for fishermen. That is one. Secondly, it is difficult to see when a particular amount of HSD is being taken, it will be put on the engine with the boat, or it will be used in running the plant or something else. Therefore, the various departments which are handling the distribution of oil at various points in the country have expressed their difficulties.

Similarly, Finance Ministry also has its own problems. That is why I said that in the States also, they have different rates. So, these were the various difficulties due to which we said that administratively, it would be cumbersome, and if we could show the same extent of concessions to fishermen, through other methods, it will be much better, more easy to implement and more beneficial to the

small fishermen who are operating indigenous boats.

SHRI G.S. GHOLAP : The small fishermen are fighting for nearly 15 years this issue of rebate. It was unanimously decided at the conference in Hyderabad that it would be done. Even then it is not done. Now it is promised in some way it will be done. When is it likely to be done ?

SHRI BUTA SINGH : The issue which the hon. member is trying to raise, if it is excise duty on HSD, I am afraid, I have yet to recall to my memory any particular specific trade or any particular specific business which has been shown any concession. As I said in the beginning, as far as two deep-sea fishing vessels are concerned, it was considered that the economy of deep-sea fishing trawlers, the constituents of the HSD consumption is to the extent of 65 per cent ; and at that stage also, to boost the export of our deep-sea fishing, we gave rather incentives to those who will export the entire catch ; they will be given this much of bonus. So, it has nothing to do with a policy of distribution of HSD. I am afraid, the hon. member has not understood the implications of the whole thing. As I explained to the queries of Prof. Dandavateji and Shri Hussain Dalwaiji, we are at it and we are trying to find some way out.

PROF. P.J. KURIEN : Thousands of our poor fishermen are using country crafts. Recently, these country crafts are being started to be mechanised using out-board engines. The Minister now said that these out-board engines are using kerosene and not petrol. But the fact is that these poor fishermen are not being supplied that kerosene at all. They are giving subsidy to the big trawlers' owners ; they are giving subsidy for big trawler companies. But these poor fishermen are not getting kerosene at all. These were representations from the Kerala Chief Minister, Kerala Government and other States to the Minister to allot kerosene on subsidised rates and give special allocation. So far no action has been taken. Will the Minister of Agriculture take up this matter with the Petroleum Ministry so that kerosene

allocation is made for the poor country craft fishermen who are using out-board motors for mechanisation ? Secondly, we are allowing chartering for using potential of the deep-sea fishing, but there is a condition along with the chartering that after 3—5 years, after a specific period, these chartering companies should own these chartering vessels and Indian people should be trained. How many chartering companies are allowing chartering ? How many of them purchased these trawlers and made their own and how many men, our fishermen have been given training in these trawlers ?

SHRI BUTA SINGH : So far as the hon. member's first part of the question is concerned, yes, we have already approached the Ministry of Petroleum for increasing allocation of kerosene to Kerala. But, at the same time, there are other incentives which the Government of India and the State Governments are giving to the small mechanised fishing sector. In some of the States, they have on their own, given relief on HSD, as I mentioned, by reducing their own sales taxes. In Maharashtra, the assistance given in this connection is at the rate of 15 paise per litre limited to Rs. 1000 per year per boat for purchases made through fishery cooperative societies or any authorised dealers of the HSD. In the Union Territory of Goa the subsidy of 15 paise per litre on HSD is granted. Similarly, in Lakshadweep, a subsidy of 30 per cent per litre is allowed by the local administration. For the economic betterment of the fishermen, coastal mechanisation programme has been one of the important schemes.

PROF. P.J. KURIEN : These out-board motors are using only kerosene oil and not petrol.

SHRI BUTA SINGH : We have already approached the Ministry of Petroleum for allocating more kerosene to this kind of country boats which are fishing with the indigenous mechanised engines. I was going to mention that for mechanisation programme for which the hon. member was very keen and for the procurement of fishing requisites, various schemes of subsidy-cum-loan facilities are in operation in various States.

The element of subsidy varies from 10 to 70 per cent on the hull, engine and gear etc. in the various States. If you want I can read out the details.

MR. DEPUTY SPEAKER : You can lay them on the Table of the House.

SHRI BUTA SINGH : In Kerala—the hon. Member specially wanted to know—fishing craft and gear are given to the traditional fishermen ; they are given catamaran, dug outs, canoes, and plank built boats and a 15 per cent grant by the Fishermen's Welfare Corporation.

The hon. Member also wanted to know about the loans for deep sea vessels. Eighteen vessels have been sanctioned for eight charters and 274 operating personnel have been trained for operating the chartered vessels in our country.

The hon. Member was trying to mix up chartering policy with the building of a permanent fleet in our country. Chartering policy is a transitory form in which we wanted originally to allow the big chartered vessels to fish in the deep sea for exploring our own resources with a view to provide training to our own people and also giving a chance to operate big vessels so that in future when we would have built our own fleet, there should be no dearth of technical hands. It is with this point of view that we have allowed chartering of big vessels in our deep seas. As soon as we are able to have our own fleet, and our own technical personnel, I am sure, that with the amount of training that is given and the investments given by the Government of India and the various States, it should be possible for us, within one year's period to stand on our own legs and do deep sea fishing. We are doing whatever is possible on our behalf to see that the coastal States are given all our encouragement to do deep sea fishing because it is only source to boost our economy and exploit the wealth in the sea.

MR. DEPUTY SPEAKER : Shri Ram Bhagat Paswan. Absent. Shri C. Madhav Reddi.

Labour Agreement between India and Qatar

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*638. **SHRI C. MADHAV REDDI :**
SHRI M. RAGHUMA REDDI :

Will the Minister of LABOUR be pleased to state :

(a) whether India and Qatar have recently signed an important labour agreement relating to the manpower relations ;

(b) if so, broad outlines of the proposal ; and

(c) the number of Indians likely to get employment in Qatar as a result of this agreement ?

THE MINISTER OF STATE OF THE MINISTRY OF LABOUR (SHRI T. ANJIAH) : (a) to (c) A Statement is laid on the Table of the House.

Statement

India and Qatar have signed on 11-4-85 an agreement concerning recruitment of manpower from India. The Agreement seeks to strengthen cooperation between the two countries. It organises and regulates the entry of Indian workers into the State of Qatar through Government channel or through registered recruiting agents. It provides for workers to be given an employment contract authenticated by both Governments.

2. A notable feature of the agreement is that in case of a dispute between an employer and the worker, there is scope for initial conciliation by the Qatari Ministry of Labour and Social Affairs and if an amicable settlement fails, the complaint can be referred to the competent judicial authorities in Qatar. The Agreement also provides for the setting up of a joint committee to review implementation of the agreement.

3. Attached to the main agreement is a specimen model employment contract covers all the essential terms and conditions of employment : (i) salary (ii) working hours (iii) overtime (iv) transportation (v) accommodation (vi) end of service benefits and death and disability compensation.

4. It is not possible to forecast the exact number of Indians likely to get