RAJYA SABHA

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***SYNOPSIS OF DEBATE**

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(Proceedings other than Questions and Answers)

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Wednesday, August 6, 2025/Sravana 15, 1947 (Saka)

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OBITUARY REFERENCE

MR. DEPUTY CHAIRMAN: Hon'ble Members, I refer with profound sorrow to the passing away of Shri Satya Pal Malik, a former Member of this House, on the 5th of August, 2025. He represented the State of Uttar Pradesh in the Rajya Sabha twice from 1980 to 1989.

Born on 24th of July, 1946, Shri Malik's political journey spanned multiple decades. He began his public life as a Member of the Uttar Pradesh Legislative Assembly in the year 1974. He subsequently served as a Member of the Ninth Lok Sabha from Aligarh.

Shri Malik served as the Governor of several States, including Bihar, Goa, Meghalaya and Jammu and Kashmir, and also held additional charge of Odisha.

In the passing away of Shri Satya Pal Malik, the nation has lost a veteran politician, a distinguished administrator and an able parliamentarian. We deeply mourn the passing away of Shri Satya Pal Malik.

(One Minute's silence was observed as a mark of respect to the memory of the departed.)

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THE BUDGET (MANIPUR) 2025–2026

THE MINISTER OF FINANCE; AND THE MINISTER OF CORPORATE AFFAIRS (SHRIMATI NIRMALA SITHARAMAN): I lay on the Table, a statement (in English and Hindi) of the Estimated Receipts & Expenditure and Demands for Grants of the State of Manipur for the year 2025-26.

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GOVERNMENT BILL

The Carriage of Goods by Sea Bill, 2025, *as passed by Lok Sabha—Contd.*

SHRI SANJAY SETH: This Bill is a significant reform towards India's maritime trade, law and international standards. It brings our maritime law in line with the needs of the 21st century. The port and maritime sector has seen unprecedented progress in the last decade. The cargo handling capacity of our major ports has doubled in the last 10 years. 98

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port modernisation projects have been completed so far. Capital expenditure by the Ministry has increased by 37% in the last three years. Gross Budgetary Support (GBS) has also increased by 54% in the same period. This Bill replaces the old laws of 1925. It has been prepared to be more clear, modern and in accordance with contemporary requirements. This Bill will apply only to goods sent from India to foreign countries. It will not apply to goods coming to India. This bill also empowers the government to issue necessary instructions to fulfill the objectives of the bill.

SHRI RAJIB BHATTACHARJEE: We know that the current Act is almost 100 years old. This Act was made in 1925. We all say with pride that the Indian economy is the fourth largest economy in the world. This bill will be effective in bringing our economy to the third position. This is related to the country's economy and the country's security. This bill will lead to the progress of our country. I support this bill.

SHRI G. K. VASAN: The country is flourishing today economically because of the shipping sector. There are 12 major ports in the country and more than 100 smaller ports. Ports are the economy of this country. I would like to remind that Tamil Nadu has got three ports, which are very important in the country. I support this Bill.

THE MINISTER OF STATE IN THE MINISTRY OF PORTS, SHIPPING AND WATERWAYS (SHRI SHANTANU THAKUR), replying to the debate, said: As we bring our deliberation on this Carriage of Goods by Sea Bill, 2025 to a close, I wish to sincerely thank all the hon. Members for their constructive engagement, thoughtful insights and the sense of shared purpose that has defined this discussion. This Carriage of Goods by Sea Bill, 2025 intends to repeal and replace the 100 year old pre-independence legislation 'Indian Carriage of Goods by Sea Act, 1925'. The repeal of this pre-Constitution legislation and its replacement with new legislation is part of the great initiative of this Government to rid ourselves of this vestige, of this colonial mindset and to ensure ease of understanding and ease of doing business through simple and rationalised law. This has streamlined our legal system, ushered in ease of understanding, heralded ease of doing business and promoted effective Governance. This Act of 1925 is substantially based on the International Convention for the Unification of Certain Rules of law of Lading of August, 1924, which are called 'Hague Rules'. This Convention was amended by the Brussels Protocols of February, 1968 which is called 'Visby Rules'. This Bill is not merely a strategic reform. It reflects broader philosophy of governance to replace complexity with clarity, outdated norms with modern standards and colonial remnants with forward-looking laws that serve the interests of a resurgent India.

The motion for consideration of the Bill was adopted.

Clauses etc. were adopted.

The Bill was passed.

P. C. MODY,
Secretary-General.

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