states, specially developing coun-This would harm all membe able division and controversies. organisation would lead to avoidthem that 'politicisation' of the ber state, I managed to convince confact with each and every memaffairs. By maintaining personal cal issues unrelated to maritime out getting bogged down by politiof the marine environment) withtional shipping and for protection develop global standards for the safety and efficiency of internaits charter (the IMO's charter is to sued its objectives as laid down in authority, the organisation enhanced its efficiency and purtherefore greater acceptability and with much larger membership and My next task was to ensure that global.

This made the organisation maly Oping countries, joined the IMO, countries, nearly all of them develnchly rewarded. More than 50 nev to mention that my efforts were countries and am happy to be able of IMO's work. I visited many were duly taken into account in all them if their views and interests advantages that would accrue to tions. I invited their attention to the lation of policies, rules and regulaits activities, specially in the formuthe organisation and participate in urged developing countries to join nations were pre-dominant. Man's Club' because the developed isation was branded as a Rich the IMO when I joined. The organsecure enhanced membership.
About 80 states were members of Ot saw yllsitini asst nism yM ing country.

secretary-general from a developa British national. I was the first second, a Frenchman and the third Europeans - the first a Dane, the Not surprisingly, the first three sec-retary-generals of the IMO were preserve of developed countries, ping continued to be largely the In the post-war period, ship-

marine environment... sestaters and for the quality of nations, for the safety of lives of vital for the prosperity efficiency of all this shipping is deadweight tons. The safety and snipping, more than 600 million tonnages engaged in international prise when one remembers the tainer ships, passenger liners, bulk carriers etc. This is a vast entertankers, chemical carriers, conoperation and running of different types of ships – mammoth of global rules, regulations and standards for the construction, be achieved by the development ping. This objective is sought to for preventing the pollution of the ons shent fanctionating of bagagana ing the safety of world shipping nations of the world for enhanc-Organisation (IMO), UN, is to pro-Maritime T he objective international Jo

MEMBERSHIP OF 80 STATES, IT ROSE TO 134 AT THE END OF HIS 16-YEAR TENURE. DR C P SRIVASTAVA WRITES ABOUT HIS YEARS WITH THE IMO, HOW WITH A LOW

A WINNING PERFORMANCE

Srivastava met and marrie

Service of Independent India. as for the Indian Administrative lated Indian Foreign Service as well was selected for the newly formureachers, that this brilliant student prise to his contemporaries and political science. It came as no surnations, culminating with gold medals in English literature and class first in his BA and MA examithe Lucknow university stood first age. He won a scholarship and at his academic career from an early were days of hardship. He shone in when he was only eight. Ancestral Unnao as his own parents dièci brought up by his maternal uncle all Khairabad, near Lucknow, 8, 1920 into a landowning family Dr Srivasiava was born on July

not been widely written about in work and his achievements have for the last 16 years and has never sought publicity for himself, his he has lived mostly outside India would come as no surprise, but as ish praise about Dr Srivastava To the mantime world, such lav-

outstanding example of true global cooperation between all nations." er.... the IMO, thanks to you, is an one major convention after anoth-134 nations agreed unanimously at Shvastava, could have ensured that enough to make two nations agree on any issue but only you, Dr making the seas safer, "It is difficult contribution to the international community, his effectiveness in describe Dt Srivasiava's career, his then went on Parkinson

the highest of awards from 31 Shivastava has been honoured with He could not contain his amazement at the fact that Dr C P that I am meeting a living legend." opening remarks said "I have heard of legends, but this is the first time on behalf of the Queen, in his booringing transformed any longitude present Dr C P Savastava the reception in London to honour and Cecil Parkinson, secretary of state for transport and host at the

others like Ronald Reagan. since Independence, is unly a rare distinction shared with only few the Queen, the first for an Indian This honorary knighthood from

and St George. Distinguished Order of St Michael try's highest awards, 'Knight Commander of the Most Nost C P Srivastava with one of her coun-



Bathurst Programme

A public programme was held at Bathurst Neighbourhood Centre last Sunday 1st November. Twenty three new people attended together with

seven yogis from Sydney.
As a country town Bathurst is a beautiful place surrounded by hills and valleys. The people were very nice and we all had a wonderful time. We are going to have three more programmes each on a Sunday. Anyone willing to attend please let Surender know.

North Sydney Lunchtime programme

Next Thursday (Nov 12) is the last programme for this series. Any Yogi/s interested to handbill for this last programme ? If so contact Sarita at Croydon -- suggest handbilling could be done Nth Sydney /City areas.

New Programmes

Liverpool area:
Four week introductory workshops are being held at the Moorebank Community Centre (cnr of Nuwarra Rd and Maddecks Ave) on consecutive Tuesdays at

The first programme saw 16 new people, all of them looked very keen and enthusiastic - lots of young faces. For information contact Croydon ashram on 745 2393.

Campbelltown

Two programmes on Wednesdays 4th & 11th November are being held at the meeting room of the Civic Centre at Campbelltown (opposite railway stn) from 7.30pm Subsequent programmes will be held at the Pawar's residence. It was thundering and pouring heavily from about 6.30pm on 4/11/92. Twenty five people had called in to say that they would be attending the programme. The weather warranted only the brave to endeavour out of the house and we had 17 new people who came wet but stayed late and seemed to have enjoyed the programme with a promise to come back. The quality of seeking was very high. For information regarding programmes in Campbelltown area please contact Barbara on (046) 252637 or Purima on (046) 266103.





England was pleased to honour Dr self wears on formal occasions. On July 9 last year, the Queen of

the insignia of which the King himthe Royal Order of the Polar Star. highest award, the Grand Cross of honoured him with his country's In 1990, the King of Sweden,

was to follow suit later. first to have knighted me. Royalty light-heantedly remarked was the (IMO) one of the 10 UN agencies. International Maritime Organisation years as secretary-general of the recently retired after serving 16 shared the same first initials, as 'Sir C P'. Today, Dr C P Shvastava, junior IAS Officer and who also over 40 years ago, a young lady addressed her husband, then a the name of this great indian, a little statesmanship. Being familiar with A of fame for his visionary Ramaswamy lyer who heard of Sir C P

shaping his career and life. wife, Nirmaladevi 'mataji' in standing and the role of his bureaucrat with international the career of the Indian Director, Mukand Ltd, traces Rajesh Shah, Executive

IC FECEND

years with the IMO and the role of the UN body in regulateral of the International Maritime Organisation writes on his Secretary, Prime Minister's Office. The former secretary-genphy of Lal Bahadur Shastri under whom he served as Joint Independence, has recently completed an ambitious biogra-Sir C P Srivastava, the first Indian to be knighted since

Strathfield Sahaja Newslet

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NOVEMBER 6th '92

MIND BODY AND SPIRIT TIMETABLE

The following people will be at the M.B.S. Festival -- if anyone else would like to volunteer their time please phone Sarita at Croydon.

TUESDAY EVENING SET-UP 17th of November

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4.00pm - 7.00pm Liz Henshau <u>Ron Bullivant</u>

Name

7.30am - 12.30pm

WEDNESDAY 18th of November

Name

Whiley Fiona Middleton Jillian Patankar

12.00pm - 4.30pm Aldo Dawn Woodhouse Fiona Middleton

THURSDAY 19th of November

Name

FRIDAY

SATURDAY

21st of November

22nd of November

Name

Name

SUNDAY

Name

Granya Villams Pam Jones Isle Myre David Withers

8.30am - 12.30pm

12.00pm - 4.30pm Diana Reeves Sarita Chavan Lya Tiralongo Micheal + Maralyn David Withers

8.30am - 12.30pm 20th of November

Ariane Judy Dobbie Ezme

12.00pm - 4.30pm Ariana Alfed Hewitt

Coast

Rob Hutenson David Withers Ramesh Manoch Ron Bullivant 4.00pm - 8.00pm

4.00pm - 8.00pm

David Morgan

Fiona Middleton

Ron Bullivant

4.00pm - 8.00pm

Natalie

Rob Hutcheon

Ladies

Patrick Ron Bullivant

8.30am - 12.30pm 12.00pm - 4.30pm Dawn Woodhouse Jenny Watling Prasad auy Tefferies Toby Patterson Jilkian Patankar Michele Holmes Arna kerr

Central

8.30am - 12.30pm Joe Salomon Dawn Wood house Izabel Vega

Laxman + Janine

Charles and Lyn kim Varma Toe + Ione Ariane

12.00pm - 4.30pm

Chris Kyriacou Alfred Hewitt Patrick Ron Bullivant 4.00pm - 10.00pm Chis Kyriacou Alfred Hewith Jillian Patanka Peter Aerfeldt

4.00pm - 8.00pm Jenny Watting Rom Bullivant

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Nirmala Salve of Nagpur whose parents had been deeply involved in the freedom struggle, and who had been imprisoned several times. Nirmalaji herself was a political activist, had spent time in Gandhiji's ashram and came from the then prevailing cultural milieu of person-

chose to remain in India and opted for Indian Administrative Service, a decision he has never regretted.

The first 12 years of his career followed a pattern similar to that of any IAS officer today with assignments in New

tries who needed the assistance of the organisation to build up their maritime capability. I them urged leave political issues to the UN security council and general assem-

them) are independent inter-governmental organisations, not automatically bound by the decisions of the general assembly. I promoted the idea that once a political issue was resolved by the general assembly of the UN, the IMO should voluntarily follow that decision and abide by it. When the question of the Palestinian Liberation Organisation's (PLO) participation in the IMO was raised by Arab states, the matter was settled without any fuss or loss of time. On my advice, member states of the IMO agreed that the PLO should participate in the IMO on the same basis as it partici-

by the League of Arab states. The problem between Cyprus and Turkey came up several times

pated in the UN, in its capacity as

a liberation movement recognised

Delhi and his home state in UP. His seniors soon discovered his exceptional capabilities and in early 1961, he was appointed as the then youngest ever managing director of public sector company, the fledgling Shipping Corporation of India. With his customary zeal, al sacrifice and service to the Srivastava set about creating the nation. On Nirmalaji's advice, he foundation of India's largest ship-

Shastri. Shastriji impressed by this tall, articulate, young officer who came with such a formidable reputation of integrity and capability and designated him

as joint secretary in

tion. The developed countries naturally wanted high standards. The develop ing countries did not oppose high standards but they were deeply con-cerned that they

charter, had to be adopted because lives of seafarers of all ing, were invaluable and had to be protected by the best available means. By working together, member states could listen to different points of view and reach a consensus on what was the highest promotable, standard at that point of time. This could be done by mutual goodwill and trust. I promoted the idea of an IMO family of nations imbred with 'IMO spirit' of goodwill and coopera-tion. The sincerity of this approach recognised and indeed



agencies of the UN (IMO is one of sions, the method of doing so paucity of expertise. My role was being supported by both coun tries. The Iran-Iraq hostilities did not lead to any upheaval in the IMO as both countries agreed to raise no issues in the IMO. There are many other examples of the same kind.

My third task was to promote the development of global rules and regulations for maritime safety and pollution on the basis of consensus among all member states, developed and developing. This was not easy in view of the diversity of interests and widely varying levels of technology and manage-ment skills available in different countries. At the same time, it was clear to all that the benefits of new and advancing technology had to be made available to international shipping in order to ensure greater safety of life and ships, the same but was resolved on all such occa- concern as in the case of civil avia-

ping company and after three years in this assignment, he was summoned to Delhi for an interview with Prime Minister Lal Bahadur immediately

the PM's Office.

If any one official enjoyed the complete trust and confidence of Shastriji in all matters connected with the running of the government while he was prime minister it was Srivastava, who accompanied everywhere and was

might be left behind because

of the

to bring the two together. I convinced the developing countries that the 'highest practicable' standards, as required by the IMO countries, developed and developapplauded by all member states. I am very pleased to be able to say that nearly always decisions in the

The Padma Bhushan from the developing countries. Harmony, esident of India in 1972 while at trust, commitment to the ideal of President of India in 1972 while at the SCI was the first of many national and international honours that followed.

In 1973, India proposed his name for secretary-general of the International Maritime Organisation, then elected by acclamation of the assembly.

In the years to follow, the IMO adopted and implemented 20 major conventions, a record for any UN agency. During the same period, the membership grew from 86 to 134. At each stage of its growth, Srivastava worked towards making the IMO truly a world body, ensuring the growth of shipping in the

country donors as well as others such as -seafarers shipowners. wanting to help.

This was a challenging task and I set about it with determination. The government of Sweden was the first to offer help by

university. The city of Malmo in Sweden agreed to provide premises for the university, free of cost. Formal agreements were negotiated in a matter of weeks. The final approval from the Swedish side was given by the Prime Minister of Sweden, Mr Olaf Palme, at a meeting in Stockholm when I presented the proposal. Without his visionary approach and the magnanimity of the Swedish government and the City of Malmo, there would have no World Maritime University.

Then I went to the UNDP and addressed its governing council. There was some opposition but eventually approval came through. The then UNDP administrator, Bradford Morse, gave full support. Without Morse there would have World Maritime University.

Financial support was secured

one world, goodwill tempered by realism are what constituted and came to be known as the 'IMO spirit'. Every four years, Srivastava was unanimously elected and re-elected unchallenged.



third of the budget of the

from other sources as well and the University of which I am the university was formally inaugurated on July 4, 1983, within less than two years of approval of the proposal by the IMO assembly. The university has received global support and is a glorious example of the goodwill of all nations. The developed nations are providing the money and the expertise vol-

More than 500 senior specialists of about 100 developing countries have been given advanced high quality training for two years. They have been given 'on the job' training as well in the maritime institutions and administrations of developed countries. These newly trained specialists are now occupying key policymaking, administrative and managerial positions around the developing maritime world. They are experts in their professions

by all the member states to lead the IMO. He was the seniormost of the secretary-generals of the UN when he retired and it would be difficult to find any other in the UN family who served four successive terms

One of the most successful projects of the UN is the World Maritime University at Malmo, Sweden, conceived and established under the auspices of the IMO by Srivastava who is still its chancellor. Here students from more than 100 countries are shaping their destinies.

In order to understand the depth of feeling that the members of the IMO have towards their former secretary-general, it is best to

and also in global cooperation. They have infused a new sense of urgency and efficiency. Shipowners and seafarers round the world are very happy with this new development. The developing countries are now much more self-

The World Maritime founder chancellor, is a success story of the United Nations system. It is a glorious example of 170 spirits of global goodwill and cooperation. The developed world is helping the developing world to build up its own maritime expertise in the vital international shipping sector, knowing fully well that the experts will enable developing countries to enhance their role and participation in international shipping. This is resulting in a restructuring of world shipping, not by confrontation but by coop-

eration My biggest satisfaction is that I was able, for four successive terms and a total period of 16 years, to manage the affairs of the IMO, UN's specialised agency for maritime affairs with the full support and goodwill of all member states of the organisation. The

with him when he breathed his last. Although a quarter of a century has elapsed since then, those who were in daily touch with Prime Minister Shastri still recall with admiration Srivastava's dedicated service to Shastriji at a very crucial period of Indian history.

I had the opportunity to elicit Dr Srivastava's recollections about his time in the PMO. "....Shastriji was one of the great men of our time. He was truly Indian. He really knew the pulse of the country and he was one of the gentlest and most humane persons that I have ever come across,What I learnt over the two years of being close to him has been invaluable to me in all other assignments that I have taken up in this country and outside."

I ventured to ask him whether his being a workaholic was not

IMO, even on the most complex and difficult issues were taken, without a division and without The 'IMO spirit' truly worked. This was specially com-mended by a team of UN inspectors who studied the working of the IMO and described it as a model agency.

On the basis of a common agreement, as many as 20 new diplomatic treaties incorporating global standards for maritime safety and pollution prevention were developed, adopted and brought into force during the 16 years when I was the secretary-general. They constitute a well-coordinated regime of international maritime law applicable to all shipping engaged in international trade. This was regarded as a great achievement. My next task was to conceive, plan and implement a pragmatic approach to training maritime personnel for the operation and management of shipping industry.

My experience in shipping as chairman and managing director of the Shipping Corporation of India (SCI) proved very useful. While in India, I had found that the most serious handicap for developing countries was the

harsh on Nirmalaji and their two daughters. His response was clear. The inspiration to devote oneself to the service of the country came in reality from his wife, "Nirmala has a great vision about the future of our country. There is something unique in her which gave me tremendous strength and encouragement. It was her spirituality, her transparent purity and her patriotism which provided the foundation for my work".

Nirmalaji, a true spiritual teacher, known as 'Mataji' to her tens of thousands of followers all over the world, says this about her husband's achievements "It is not important how much time one spends together with the family, but now deeply one enjoys each other's company. After independence, I could not contribute to the national achievements of my dream

itime personnel for the operation

and management of today's highly advanced and complex shipping industry. I had, therefore, given full attention not only to the development of shipping ton-nage but also the rating of personnel. Although the tonnage of the SCI was increasing rapidly, every ship was being manned by Indians only. When I began in the SCI, it was a very small enterprise. When I left, it was one of With the the world's largest. preceding background, I conceived a programme of intensive maritime training based on high quality global standards, for the developing countries of Africa, Asia and Latin America, with the financial help of United Nations Development Programme (UNDP) and donor countries in the world. Maritime training experts were appointed, institutions were helped to modernise their syllabi and to build up their training equipment, programmes were developed for training teachers. About 80 institutes in different parts of the world were helped in this way. Some of them were regional institutions such as the Arab Maritime Transport Academy in Alexandra, Egypt and

and it was highly gratifying that my husband was very dedicated and sincere about his national duty. I was so proud of his work that enjoyed treating all his colleagues and subordinates as my own family and gave him a helping hand whenever required." An enviable understanding between husband and wife

After Shastriji's untimely passing away, Srivastava reassumed the reins of the SCI in 1967. It then had a very small fleet and he worked on the development of Indian shipping and despite financial constraints, catapulted the organisation, mostly from internal resources, into India's largest shipping company. When he left the SCI in 1973, it was the proud owner of a fleet aggregating two million tons with another two million tons on order!

and Cote de Ivoice.

But this was not enough. The developing countries could train their shipboard personnel at the national/regional institutions referred to above. They were still very deficient in senior technical personnel such as nautical and engineer surveyors, maritime teachers, technical managers of shipping companies, general managers of ports etc. Ministries of shipping in many countries were short of maritime administrators. A number of countries were relying on foreign expens but they were expensive and they did not provide any long-term solution to the problem of developing countries. This was a serious handicap. The problem needed to be solved if the developing countries were to become self-

Something new had to be attempted. I mustered all courage and proposed the establishment of a new global institution - the World Maritime University, for the training of senior maritime personnel of developing countries. The IMO assembly approved of the proposal unanimously but gave no money. The assembly authorised me to collect money shortage of specially trained mar-sub-regional academies in Ghana from the UNDP and developed

quote a few phrases from the resolution adopted by the IMO's general assembly on his retirement:

"..Throughout his tenure, comprising four successive terms and lasting 16 years, Srivastava has rendered exceptionally meritorious services to the organisation with total commitment to its ideals and objec-

"...Recognising his leadership, integrity, dedicated endeavour and initiative, the assembly expresses its deep appreciainitiative, tion and immense gratitude to Chandrika Prasad Srivastava, for his wife, prudent and efficient management of the International Maritime Organisation, for his invaluable and lasting contribution to the development of the organisation, for his laudable

secret of success for the head of any specialised agency of UN lies in his ability to win the trust and respect of every member state, large or small, developed or developing. The member states must have complete confidence in his sincerity, impartiality, sagaci-ty and dedication. Through their delegation and permanent representatives, they maintain a record of the work of each secretary-general and then make an appraisal. As one delegation told me some years ago, the confidence and respect of a member state must be won performance. There is

free gift. I worked incessantly to maintain contacts with all member states to understand their problems, to ascertain their requirements, to take follow-up actions as speedily as possible within the limits of available resources and to keep them well informed of developments. I promoted strongly the idea of all member states functioning together as one family. And I strongly opposed the system of member states dividing themselves into 'groups' of developing countries, developed coun-

services to all member states and the world maritime community and for his inspiring personal quali-

The honorary knighthood from the Queen is the latest of the awards bestowed on Dr Srivastava from 31 nations, including France, the FRG, Egypt and communist countries – something of a record. Yet it is characteristic of the man to always maintain that every honour



The living legend.

by

no

tries and socialist countries member states make an organisabecause in my view groupism among member states leads to avoidable friction and hampers progress. It was most gratifying that all member states accepted

my ideas and implemented them. I am not suggesting that there were no problems or differences among members states. In any world organisation, problems are bound to arise but they can be resolved if the member states are pragmatic and reasonable, willing to accept the best possible compromises. I recall several intergovernmental conferences which serious and seemingly given to him by nations of the world and every achievement and recognition attributed to him is an honour for his country.

It is my privilege to have come to know a person like Dr Srivastava. Here is an ideal administrator, an ideal chief executive who made his organisations grow rapidly, profitably; an ideal interna-tionalist with innate Indian wisdom who succeeded in demonstrating

that nations of the world, despite their sharp political differences, can cooperate with one another on specific multilateral issues for greater good of mankind.

The British secretary of state for transport chose the most apt words when he described Dr C P Srivastava as "a living legend". G

insoluble problems arose and the conferences were in danger of failure. In such situations, it was my duty to intervene and I did.

Member states have stated repeatedly at 170 meetings that they consider this organisation to be one of the agency. UN run Generously, they have given me a great deal of credit for the IMO's good performance and so many of them have bestowed upon me their; highest national awards, I am profoundly grateful to them. The truth however, is that

tion what it is. If the IMO is a good organisation, the credit must go primarily to member

I must acknowledge the' gratitude which I owe to my country India for proposing my candidature for the position of secretarygeneral and, for giving me every possible support throughout my tenure. On my part, I always endeavoured to function as a true Indian, promoting goodwill and cooperation among all nations of the world.

Dr C P Stivastava