

with the representatives of the two Federations, viz. the All India Port and Dock Workers' Federation and the Indian National Port and Dock Workers' Federation in June last. In the light of those discussions and the proposals put forward during those discussions for a settlement of the problem, Government have taken the following decisions on the subject:—

- (i) Weightage will be admissible for the period between 10 p.m. and 6 a.m. irrespective of whether the hours of work within the period fall in the second or third shift. The weightage shall be 10 minutes for every hour worked during that period.
- (ii) Where there is already a built-in-weightage in the shape of reduced working hours, no other weightage will be allowed.
- (iii) It shall be open to the Port Administration as an alternative to weightage to reduce the hours of work wherever possible, in the case of shifts which fall between or extend into the period between 10 p.m. to 6 a.m.
- (iv) The period of recess, including variable recess, shall not count for weightage.
- (v) If in the case of an employee any other special allowance is given for night work, he shall be given an option to retain that allowance or to receive the benefit of this weightage.
- (vi) The Marine crew on stand-by duty will be eligible for weightage. But marine crew who live on board a vessel will not be eligible for this benefit when they are not employed on watch-keeping duty and are merely on call duty.

(vii) Extra payment to an employee for weightage for night duty shall fall due when the total of the actual hours worked plus weightage exceeds the normal day shift hours.

(viii) The rate shall be the single rate, calculated at pay plus dearness allowance plus compensatory allowance divided by 240, per hour.

(ix) For the purpose of calculating weightage of 10 minutes per hour of duty performed, duty for less than half an hour shall be ignored and duty for half an hour and more but less than an hour, shall be reckoned as one full hour.

The Government have accordingly issued orders giving effect to these decisions from 1st July, 1962, so far as the Class III and Class IV employees of the Administrations of Cochin, Vishakhapatnam and Kandla Ports are concerned. The decisions have also been communicated to the Port Trusts of Bombay, Calcutta and Madras for implementation.

Dam on Damodar River near Bokaro

107. { Shri B. K. Das:
Shri Subodh Hansda:
Shri S. C. Samanta:
Shri M. L. Dwivedi:

Will the Minister of Irrigation and Power be pleased to state:

(a) whether the construction of a dam on the Damodar river near the Bokaro Thermal Power Station has been decided upon;

(b) if so, for what purposes; and

(c) whether the cost of the dam will be borne by the D.V.C.?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan): (a) A tentative decision has been taken for the construction of a dam at Tenuhat.

(b) Mainly for meeting the water requirements of the Bokaro Steel Plant.

(c) Yes.

Retiring Rooms at Olavakkot Junction

108. Shri P. Kunhan: Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 850 on the 8th May, 1962 and state when the construction of the two retiring rooms at Olavakkot Junction will start?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): The work is proposed to be included in the Works Programme for 1963-64 subject to its acceptance by the Railway Users' Amenities Committee and availability of funds.

Silent Valley Project in Kerala

109. Shri P. Kunhan: Will the Minister of Irrigation and Power be pleased to refer to the reply given to Unstarred Question No. 554 on the 3rd May, 1962 and state:

(a) whether the preliminary investigations of the Silent Valley Project in Kerala have been completed; and

(b) if so, the result thereof?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan): (a) and (b). No information has been received from the Government of Kerala.

Extension of Noamundi-Banspani Railway Line

110. Shri Surendranath Dwivedy: Will the Minister of Railways be pleased to state:

(a) whether there is any proposal to extend Noamundi-Banspani Railway line to connect the same with Jaipur-Keonjhar Road and Rourkela; and

(b) whether any demand has been made by the Mines and Fuel Ministry for extending the existing siding capa-

city and loading plots at Banspani, S.E. Railway and whether the extension work is likely to be taken up this year?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) No such proposal is included in the Railways' programme of construction of new lines for the Third Five Year Plan.

(b) No specific demand has been received from the Ministry of Mines and Fuel, but in order to meet the increasing demand at the station, the Railway is providing additional loading sidings with loading plots and the work has been taken in hand.

Railway Lines Between Nergundi and Khurda Road Stations

111. Shri Surendranath Dwivedi: Will the Minister of Railways be pleased to state:

(a) whether any progress has been made in doubling the Railway lines between Nergundi and Khurda Road stations of the S.E. Railway;

(b) When the work is likely to be completed; and

(c) what is the total annual tonnage Railway handles in Chonduar siding and Charbatia station, both of incoming and outgoing traffic of all the industries situated in Chonduar?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) Yes.

(b) The work is expected to be ready by December 1964 subject to the supply of girders for the Mahanadi bridge in time.

(c) Total tonnage handled during 1961-62 is as under:—

	Inward	Outward.
Chonduar Siding	74,935	61,052
Charbatia station	2,454	1,615