

the remuneration of such director is fixed in each case taking into account the age, experience, qualifications, previous remuneration drawn, etc. of the proposed appointed and the capacity of the company to pay having regard to the effective capital employed, turn over, profitability dividend position, etc.

Seminar held at Delhi University on Company Law

3679. SHRI VIJAY KUMAR MALHOTRA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) what are the details of recommendations of a seminar on company law held during February, 1978 at the Faculty of Law of Delhi University;

(b) what are the names and designations of the persons who addressed this seminar; and

(c) whether Government find any of the recommendations practicable or feasible?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) The Government have not received any recommendation made by the All India Seminar on Company Law held at the University of Delhi during the month of February, 1978. Some reports published in certain newspapers on the subject have come to the notice of the Government.

(b) The Government have no information.

(c) Since no representative of Government participated in the Seminar nor their recommendations have been sent to it by the Organisers of the Seminar, it is not possible to indicate any views thereon.

'Demand Week' observed by Indian Railway Signal and Telecommunication Staff Association

3680. SHRI RAM PRAKASH TRIPATHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Indian Railway Signal and Telecommunication Staff Association observed 'Demand Week' from 21st November to 26th November, 1977; and

(b) what are the demands of S&T staff and the reaction of the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) A 'Demand Week' was observed by certain sections of the Indian Railway Signal and Telecommunication Staff Association from 20th November to 26th November, 1977.

(b)

Demand No. 1

Signal and Telecommunication Staff have not been treated at par with the technical categories of Traffic Controllers etc. and even within the framework of the Pay Commission's recommendations, this disparity has not been bearable.

Remarks

The Third Pay Commission made a detailed examination and study of the existing scales of pay, classifications, duties and responsibilities of various categories of staff including the staff of the Signal and Telecommunication Department of the Railways and then made their recommendations. The staff in the Signal and Telecommunication Department were given an opportunity to represent their cases before that Commission.

Demand No. 2

There should be 8-Hours duty for all staff and this can be done by declaring the S&T staff as 'continuous' under the Hours of Employment Regulations.

Remarks

With the exception of the supervisory staff, who are treated as 'Excluded', the hours of employment of the other staff of the S&T Department are based on classification determined on the assessment of their workload. When the normal duty hours during a period of 12 hours include periods of inaction aggregating 6 hours or more including at least one such period of not less than one hour or two such periods of not less than half an hour when a Railway servant is on duty but is not called upon to display either physical activity or sustained attention, he is classified as "Essentially Intermittent" and rostered to work for 12 hours a day, while those who are not classified as 'Excluded' or 'Essentially Intermittent' and who are classified as 'Continuous' are rostered to work for 8½ hours a day. The Rules provide for review of classification if a railway employee feels aggrieved with the classification allotted to him on the basis of workload.

Demand No. 3

On the basis of IRCA Signal Sub-Committee's provisional yardstick, the staff provided is inadequate. At least this should be implemented so long as a new yardstick is not evolved.

Remarks

The yardstick drawn by the IRCA Sub-Committee's was not approved. Staff strength is fixed based on actual requirements and is reviewed as and when necessary.

Demand No. 4(a)

The same monetary benefit which is given to the Permanent Way staff should be given to the staff of the S&T Department when they attend to bursting of points, etc.

Remarks

The demand has been met by issuing an amendment to the rules so as

to include in the scope of "breakdown", the cases of bursting of points, breakdown of interlocked lifting barriers, total interruption of communications or of power supply due to falling of 3 or more posts carrying overhead lines or due to failure of cable and snapping of overhead electric traction lines which involve calling out of tower wagon or breakdown lorry.

Demand No. 4(b)

Inspectors should be relieved of Stores responsibilities by posting Store Keepers.

Remarks

This cannot be agreed to as the custody of stores is an inseparable part of the duties of Inspectors.

Demand No. 5

All Signal staff should be allotted Railway quarters.

Remarks

S&T staff are treated as "essential" for purposes of allotment of quarters.

Demand No. 6

Full uniforms for winter and summer should be given to all the S&T staff.

Remarks

Supply of uniforms and protective clothing being governed by the report of Uniforms Committee—1970 accepted by the Government, Signal Maintainers and Fitters and other outdoor staff get protective clothing, such as Jerseys, rainproof coats and overcoats while fitters and helper Interlocking also get uniforms.

Demand No. 7

Negotiating facilities—there should be means of dialogue with the Railway Administration.

Remarks

Consistent with Government's policy of not granting recognition to sectional

Associations it is regretted that it is not possible to grant negotiating facilities to this Association. Their representations are, however, examined and suitable remedial action taken wherever necessary and justified.

Pass, P.T.O. to Class I and II Officers

3682. SHRI SOMNATH CHATTERJEE: Will the Minister of RAILWAYS be pleased to state:

(a) what is the recommendation of Third Pay Commission in regard to pass and P.T.O. facilities for Class I and II Officers;

(b) if the same has been implemented;

(c) if so, a copy of the circular be furnished; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) The Third Pay Commission have made the following recommendations on the 'pass' and PTO facilities for Group A and B (Class I and II) officers:

(1) The number of passes of Group A and B (Class I and II) officers should be reduced to the level admissible to Group C and D (Class III and IV) staff at present.

(2) The number of PTOs should be reduced from 6 to 3 sets for all classes of employees.

(3) The facility of taking attendants on First Class 'A' and First Class passes should be abolished but lady officers including Lady Health Visitors and Nurses may be allowed to take one attendant on journeys on a pass or PTO provided they are not accompanied by their husband or other male relative.

(4) Only those members of the family should be eligible to travel on free passes and PTOs as are covered under Travelling Allowance

Rules for journeys performed on transfer.

(5) The Railway servants of Group A, B and C (Classes I, II and III) who retire after rendering more than 20 years' service should be allowed the benefit of only one set of passes every year.

(b) to (d). The above recommendations of the Commission are under examination of Government.

Trains Introduced between India and Pakistan.

3683. SHRI G. Y. KRISHNAN: Will the Minister of RAILWAYS be pleased to state:

(a) what are the details of the goods and passenger trains introduced between India and Pakistan; and

(b) what is the volume of passenger and goods traffic to India since resumption of the train services?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) Presently a daily Express Train is run each way between Amritsar and Lahore to clear passenger traffic. Goods trains are run depending upon the materialiation of traffic and the present level of interchange of wagons is approximately 40 wagons per day for which one goods train is being run daily.

(b) Since the resumption of traffic, 23 loaded wagons were received and 65,280 passengers arrived in India from Pakistan upto the end of February 1978.

Representation of the Technical Supervisor's Association, Sindri Unit, F.C.I.

3684. SHRI A. K. ROY: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the representation of the Technical Supervisor's Association, Sindri Unit, F.C.I., dated 7th