

(d) The rate of siltation is somewhat higher in the initial stages and it is too early to estimate the life of the reservoir on the basis of actual siltation.

**मिंटो रोड, नई दिल्ली के क्वार्टर**

२०३५ श्री क० च० शर्मा : क्या निर्माण, आवास तथा पुनर्वास मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि मिंटो रोड, नई दिल्ली में काफी संख्या में सरकारी क्वार्टर खाली पड़े हैं; और यदि हां, तो इसका कारण क्या है;

(ख) क्या यह भी सच है कि उन क्वार्टरों में कुछ ऐसे क्वार्टर भी हैं, जिन्हें कम खतरनाक घोषित किया हुआ है; और ऐसे कम खतरनाक घोषित क्वार्टरों में उन सरकारी कर्मचारियों को भ्रम बसाया जा चुका है, जिनके क्वार्टर उसी एरिया में तोड़े जाने के लिए उनसे खाली कराये गये हैं; और

(ग) क्या उन्हें उसी टाइप के क्वार्टर दिये गये हैं, जिन्हें टाइप के क्वार्टरों के हकदार थे ?

निर्माण, आवास तथा पुनर्वास मंत्री (श्री मेहर चन्द खन्ना) : (क) से (ग). मिंटो रोड क्षेत्र में १३२० मकानों में से २३८ मकान खाली हैं। सारे मिंटो रोड क्षेत्र का पुनः विकास करने के लिए योजनाओं की रूपरेखा तैयार कर ली गई है, जिनके अनुसार पुराने मकानों को गिरा दिया जायेगा और स्थान को पुनः विकास तथा पुनः निर्माण के लिए साफ़ किया जायेगा। इन योजनाओं को कार्यान्वित करने की प्रक्रिया में कुछ मकानों को तो उनमें रहने वाले लोगों को अन्यत्र हटा कर खाली करवा लिया गया है और कुछ अन्य मकानों को केन्द्रीय लोक निर्माण विभाग द्वारा असुरक्षित घोषित कर दिये जाने के कारण और आगे अलौट नहीं

किया गया। मिंटो रोड क्षेत्र में जो भी ऐसे मकान खाली थे, जो रहने के योग्य थे और जिन्हें तुरन्त नहीं गिराया जाना है, उन सब का उपयोग वैकल्पिक निवास स्थान देने के लिए कर लिया गया है। अन्य लोगों को वैकल्पिक निवास स्थान सरकारी कर्मचारियों की अन्य बस्तियों में दिया जा रहा है। नियतन नियमावली (अलौटमेंट रूल्स) के अनुसार अधिकारी जिस प्रकार का निवास स्थान पाने के हकदार है, उसके अनुसार ही उन्हें वैकल्पिक निवास स्थान दिया जा रहा है।

12 hrs.

CALLING ATTENTION TO MATTER  
OF URGENT PUBLIC IMPORTANCE

REPORTED STRIKE BY BOMBAY HARBOUR  
TUG CREW

**Shri P. R. Chakraverti (Dhanbad):**  
Sir, I call the attention of the Minister of Transport to the following matter of urgent public importance and I request that he may make a statement thereon:

"The reported strike by Bombay harbour tug crew."

**The Minister of Shipping in the Ministry of Transport (Shri Raj Bahadur):** At about 2.30 P.M. on the 6th April, 1964, the Bombay Port Trust General Workers Union called out some of the flotilla crew in the Port Department on an indefinite strike in support of its demand for the revocation of charge sheets served by the Deputy Conservator against six employees of steam tug 'ANAND'. The facts are as follows.

2. S.T. 'ANAND' was laid up for survey on the 7th February, 1964, When a vessel is laid up for survey, the Engine Room Crew of that vessel are invariably required to help

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the staff of the Engineering Department assigned to repair the vessel and, among other things, attend to duties like lightening of main engine bearing nuts, lifting and carrying machine parts from one place to the other on the vessel or from the vessel to wharf and lorry and vice versa. These are traditional duties which the Engine Room Crew have always carried out in the past. When S.T. "ANAND" was laid up this time, its Engine Crew refused to carry out these duties in spite of verbal and written orders. Notices were, therefore, served on six members of the staff concerned on 4-4-64 asking them to show cause why disciplinary action should not be taken against them. Their explanation was due by the 9th April, 1964. No disciplinary action had in fact been taken because this could not be done till their explanation had been received and considered by the Port Trust.

3. A section of the Flotilla crew of the Bombay Port Trust struck work without notice at about 2.30 P.M. on Monday, 6th April. In the view of the Port the strike is not only not legal since the men are a party to a pending adjudication before an Industrial Tribunal, but also totally unjustified.

4. The reason for the strike is the notice served by the Deputy Conservator on six members of the vessel under repair asking them to show cause why disciplinary action should not be initiated against them for refusing to perform certain duties of engine room crew. It was open to the men concerned to reply accordingly in answer to the show-cause notice and, if necessary, to make suitable representation to the higher authorities. No disciplinary action was taken. The men, however, have been on lightning strike called by the Bombay Port Trust General Workers Union without even discussing the issues involved with the Port Trust authorities and in violation of the as-

surances given to the Union Minister of Transport by the same Union to the effect that it would not resort to strike without consulting the Federation of the Port and Dock Workers Unions.

5. The Port Trust have taken all necessary steps to minimise immobilisation of ships. Since the strike started, 25 shipping movements have taken place, including passenger ships. Since yesterday 6 tugs have been fully manned by loyal workers and one by the Navy. Three launches are being operated by Port Trust Crew and one by the Navy. There are now 14 ships waiting for berths, including one foodgrain tanker, which is normally due on 10th April. The Port Authorities expect to move in 9 ships on the evening tide in all the docks.

6. The Regional Labour Commissioner is holding conciliation proceedings since 8th afternoon.

**Shri P. R. Chakraverti:** May I know whether it is a fact that there are long-standing grievances of the workers against the authorities and that they have represented earlier and, if so, whether the Government have taken steps to see that this incident should not serve as a ground for going on strike?

**Shri Raj Bahadur:** As a matter of fact, on the contrary, practically all the grievances have been settled and set at rest. A few anomalies, which they allege are still continuing, have been referred to adjudication. On this particular occasion, because they refused to do the traditional work which they have been doing in the past, their explanation was called for, and apparently that is the reason why they have gone on strike, which is absolutely unjustified.

**Shri Bade (Kharagone):** May I know to what political party this union is affiliated?

**Shri Raj Bahadur:** I have stated the name of the Federation. It is the Port and Dock Workers and Employees.

**Shri Bade:** By what political party is it supported, if it is not affiliated?

**Shri Raj Bahadur:** I have stated the name. But I think it is the Hind Mazdoor Sabha. But the affiliation, if I may say so, is very, very uncertain.

**श्री कछवाय (देवास) :** मल्लाहों ने जो हड़ताल की है, उससे हमको कितने का नुकसान हुआ है और इस सम्बन्ध में कितने लोगों के खिलाफ मुकदमे किए गए हैं और उनके सत्याग्रह करने का कारण क्या है, उनकी मांगें क्या हैं ?

**श्री राज बहादुर:** यह सत्याग्रह नहीं है। नुकसान के बारे में जैसा मैंने कहा है २५ जहाजों का मुवमेंट हुआ है जब से स्ट्राइक की घोषणा की। काफी आदमी अपनी जगहों पर आ भी गए हैं और काम कर रहे हैं। इसके अलावा हमने नेवी से भी मदद मांगी है।

**श्री कछवाय :** मुकदमे कितने चलाये गये हैं ?

**अध्यक्ष महोदय :** अभी डिडिप्लिनरी एक्शन नहीं लिया गया है। जवाब मांगा गया है।

**श्री श्रीकारलाल बेरवा (कोटा) :** इस हड़ताल के कारण व्यापारी वर्ग का अन्दाजन कितने का नुकसान हुआ होगा और उसमें हम क्या मदद करेंगे ?

**श्री राज बहादुर :** अभी तो व्यापारियों का नुकसान होने का सवाल पैदा नहीं होता है। अभी जहाजी कंपनियों ने, जहाज वालों ने कहा है कि ऐसे जो इरिसपांसिबल किस्म के स्ट्राइकर्स हैं, इनके साथ एडमिनिस्ट्रेशन को, मैनेजमेंट को भजबुती से पेश आना चाहिये, पूरी तरह से इन से काम लेना चाहिये।

**श्री श्रीकारलाल बेरवा :** जिन व्यापारियों का माल सड़ गया...

**अध्यक्ष महोदय :** एक सवाल तो आप खड़े होकर करते हैं और दूसरा बैठे बैठे...

**श्री श्रीकारलाल बेरवा :** जैसे केला हुआ, अगर वह दस दिन तक पड़ा रहा तो व्यापारी का तो लाखों रुपये का नुकसान हो गया। उसमें सरकार क्या करेगी ?

**Shri D. C. Sharma (Gurdaspur):** May I know what is the number of workers who have struck work and how many of the workers, called loyal by the hon. Minister, are on duty now, and how far is the shortage there?

**Shri Raj Bahadur:** To begin with, there was a larger number of workers, about 800. But, as I said, on the 7th and 8th itself a large section out of them have already returned to work, and six out of the 15 tugs are working, and more will start work this afternoon. That is what the Chairman of the Bombay Port Trust has told me.

**श्री प्रकाशवार शास्त्री (बिजनौर) :** हड़ताल बढ़ती जा रही है। क्या हड़तालों के पीछे कोई चतुर हाथ काम कर रहे हैं जो योजनाबद्ध रूप से स्थान स्थान पर इस प्रकार की हड़तालों करवा रहे हैं ?

**श्री राज बहादुर :** जहाँ तक इस हड़ताल का सम्बन्ध है मैं अज्ञ कर सकता हूँ कि जो इनकी फंडरेशन है वह भी इस हड़तालों के पीछे नहीं है। एक छोटी सी यूनियन उनकी है, उसने यह करवाई है।

**Shri Shinkre (Marmagao):** Has the Government ascertained that this is not an isolated matter, but that it is the result of long-standing grievances and, if so, what are the Government proposing to see that such strikes do not take place in future?

**Shri Raj Bahadur:** I have just now stated that we have discussed these things and we have set at rest most of the disputes that were pending for a long time, and the remainder which

[Shri Raj Bahadur]

they say are of the nature of anomalies, have been referred, as I have already stated, to adjudication. All that could be done has already been done.

12.10 hrs.

PAPERS LAID ON THE TABLE

NOTIFICATIONS UNDER ESTATE DUTY ACT AND CUSTOMS ACTS

The Deputy Minister in the Ministry of Finance (Shrimati Tarkeshwari Sinha): I beg to lay on the Table—

- (i) a copy of Notification No. S.O. 1021 dated the 21st March, 1964 containing Corrigenda to Notification No. S.O. 659 dated the 22nd February, 1963, under subsection (2) of section 33 of the Estate Duty Act, 1953.

[Placed in Library, See No. LT-2667/64].

- (ii) a copy each of the following Notifications under section 159 of the Customs Act, 1962:—

- (a) G.S.R. 567 dated the 31st March, 1964.  
 (b) G.S.R. 546 dated the 4th April, 1964.  
 (c) G.S.R. 569 dated the 1st April, 1964.  
 (d) G.S.R. 570 dated the 1st April, 1964.

[Placed in Library, See No. LT-2668/64].

12.11 hrs.

ESTIMATES COMMITTEE

FIFTY-SECOND REPORT

Shri A. C. Guha (Barasat): Sir, I beg to present the Fifty-second Report of the Estimates Committee in Personnel Policies of Public Undertakings.

12.12 hrs.

\*DEMANDS FOR GRANTS—contd.

MINISTRY OF STEEL, MINES AND HEAVY ENGINEERING—contd.

Mr. Speaker: The House will now take up further discussion on the Demands for Grants under the control of the Ministry of Steel, Mines and Heavy Engineering. Shri P. C. Sethi may continue his speech.

The Deputy Minister in the Ministry of Steel, Mines and Heavy Engineering (Shri P. C. Sethi): Sir, I had just finished about the Department of Heavy Engineering and I was switching on to the Department of Iron and Steel when the House adjourned yesterday. I am grateful to you for giving me this opportunity to participate further in this discussion. Sir, criticism has been offered for not having developed the iron and steel industry as per requirement. If we look to the development of this industry in the years of its inception in other countries, we would perhaps find the same scene in the picture.

If we look to the development of the steel industry in this country, the Tatas came into the field in 1907 and till 1948 the production of steel in this country was only 1.26 million tonnes. It was only in 1949 that the Government of India started thinking and planning on this subject and it was only after that that reports from various foreign consultants in U.K, USA and other countries were received. But in spite of that, action could not be taken till 1952-53 in this matter. In 1953 the Hindustan Steel Limited was established and in 1954 again a reappraisal of the demand of steel was made. It was found that by the year 1960 the total requirements of steel of this country would be of the order of 4.5 million tonnes. Therefore, the

\*Moved with the recommendation of the President.