

उसके मुताबिक हम कोल देते हैं। एक फिगर मैं देता हूँ कि जैसे 1978-79 में कितना कोयला लदता था इस देश में इंडियन रेलवेज में 2878 वॅगन्स। 1979-80 में 2811 वॅगन्स, और 1980-81 में अप्रैल से दिसम्बर तक 3,066 वॅगन्स और जनवरी 1981 में 3,643 और फरवरी 1981 में 3,970 वॅगन्स। तो जितनी जरूरत एनर्जी मिनिस्टर की थी उतनी जरूरत हमने पूरी की। इसलिये वॅगन्स की कमी का सवाल ही नहीं उठता है।

**SHRI JYOTIRMOY BOSU:** The House is aware of the fact that on many an occasion there have been motions before this House on the issue that certain thermal power stations were on the verge of closure for lack of supply of coal wagons. Would the Hon. Minister kindly tell us whether it is or it is not a fact that Member (Traffic) had diverted coal rakes meant for Delhi Thermal Power Stations to the Delhi Cloth Mill Chemical Company and that Member, after retirement, got a job in Delhi Chemical Factory in consideration of the service rendered by him?

**SHRI KEDAR PANDAY:** It is a fact that one or two thermal power stations were on the verge of closure. But, we did not allow these thermal power stations to close down and we met the demand. So, the question does not arise. There was actual shortage of coal. There is no doubt about it. But now that position does not exist.

**SHRI JYOTIRMOY BOSU:** Panditji, you have not replied to my question. My question is it or is it not a fact that Member (Traffic) of the Railway Board has diverted coal wagons meant for thermal power stations in New Delhi to D.C.M. Chemical Ltd. where he is now working after retirement?

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF):** The question does not arise. The question does not relate to this. He can give a separate notice.

**SHRI CHINTAMANI PANIGRAHI:** May I know from the hon. Minister what was the requirement of coal of Badarpur and Indraprastha Power Houses in January and February and what was the quantity supplied to these two power plants?

**SHRI MALLIKARJUN:** So far as the coal stock in all thermal power stations in the country is concerned, everywhere there is adequate stock—for six to seven days. The major power stations have got for more than 14 days, 29 days, like that; there are only two or three power stations where it may be less. For example, the Balarpur power station has got only one day's coal stock whereas Indraprastha power station has got seven days' coal stock; Bhatinda has got two days' coal stock.

(Interruptions)

**SHRI CHINTAMANI PANIGRAHI:** What is the requirement? Please help us, Sir. We are in Delhi. You are also in Delhi.

**SHRI MALLIKARJUN:** Since there is stock, the requirement is being met.

**Manhandling of senior port officials at Calcutta Port**

\*234. **SHRI SATISH AGGARWAL:** Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that senior Calcutta Port officials are being manhandled, pushed about and even threatened by the militant trade union members of the port;

(b) whether it is also a fact that recently the Chairman of Calcutta Port was physically manhandled by some workers in the Calcutta Port office during the last week of January, 1981;

(c) whether it is also a fact that Calcutta Port Workers are opposing containerisation of cargo and also preventing lifts of private firms to operate;

(d) whether it is also a fact that the shipping lines who are operating

through the Calcutta Port have urged the Central Government to take corrective measures so that a serious situation is not allowed to develop there; and

(e) if so, what steps have been taken by the Centre in this regard?

**THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL):** (a) Yes. There have been some instances of this nature.

(b) No, Sir. He was, however, gheraoed for some time.

(c) Workers are not opposing containerisation but there is some opposition to the use of private equipment for handling containers.

(d) Yes. They have been sending communications about it from time to time.

(e) Port authorities have been asked to deal with such situations firmly. State Government are also requested for maintenance of law and order, whenever law and order problems arise.

**SHRI SATISH AGARWAL:** Will the hon. Minister refer to his reply to part (a) of the Question and state in the House as to how many such instances were brought to the notice of the Ministry and what action was taken thereon? Secondly, what preventive measures do Government propose to take in this behalf so as to check recurrence of such incidents in the Port?

**SHRI VEERENDRA PATIL:** There are several instances which have been brought to the notice of the Government. If hon. Speaker permits me, I can narrate all the instances because I agree that, unfortunately, in the Calcutta Port there have been demonstrations, gheraos and other instances of preventing loyal workers from working. All these instances are happening. There is constant labour trouble. The hon. Member wants to know how many instances have been there. There are several instances: it will be time-

consuming for me to narrate all these instances. Whenever such instances have been brought to our notice, we have immediately taken up the matter with the State Government. So far as maintenance of law and order in the Port area is concerned, it is the responsibility of the State Government and we are in touch with the State Government whenever such instances are brought to our notice.

**SHRI A. K. SEN:** Will the hon. Minister identify the organisations responsible?

**SHRI SATISH AGARWAL:** Will the hon. Minister be pleased to state, with regard to opposition to the use of private equipment for handling containers which is the main contention of opposition by the trade union leaders, whether he is going to stop handling of the containers by private parties or whether he is going to have some alternative arrangements whereby these containers can be handled by the Government at the Port and if not, whether the Government propose to enter into a dialogue with the trade union leaders so as to check the recurrence of such incidents?

**SHRI VEERENDRA PATIL:** So far as handling of containers is concerned, some private parties have made their own arrangements and they have got their machinery. The labour union and the labour are opposing that private parties should not be allowed to operate in the port area. But the difficulty is this. We are also acquiring the equipment wherever it is necessary for handling the containers. But we cannot acquire all the equipments that are necessary because of paucity of funds. Therefore, wherever it is possible, we are allowing the private parties to have their own equipment. Wherever it is not possible for private shipping companies or shippers to have their own equipment, we are having our own arrangement. In order to increase the facilities we have placed orders in February, 1980, for replacement of seven 6-tonne and two 10-tonnes capacity mobile cranes; (b) orders have

also been placed in March 1980 for replacement of eight 3-tonne capacity cranes at 27-28 Berths, K.P.D.; installation and commissioning are expected to be completed by the end of 1981; (c) 18 new forklifts have already been procured; (d) action has been taken for replacing twenty more 3-tonne capacity forklifts. On behalf of the Port authorities this is being done. Besides, a provision has been suggested in the Draft Sixth Plan for replacing equipment and repair and workshop facilities as indicated below: eleven 6-tonne capacity mobile cranes at a cost of Rs. 100 lakhs; two 10-tonne capacity mobile cranes at a cost of Rs. 65 lakhs..

MR. SPEAKER: Mr. Tewary.

SHRI VEERENDRA PATIL: I have not yet finished.

PROF. K.K. TEWARY: Would the hon. Minister identify the trade unions and the workers who were responsible for these violent gheraos and cases of violence where there have been assaults on officers? And is it a fact that the repeated requests of the Government to the State Government have gone unheeded because these so-called workers owe their allegiance to the State Government of West Bengal? *(Interruptions)*

SHRI VEERENDRA PATIL: In the Calcutta Port, there are five Unions. Out of five Unions, two Unions are indulging in these activities; they are indulging in demonstrations, they are indulging in assaulting officers, they are indulging in preventing the officers. *(Interruptions)* so far as mentioning the names of those organisations is concerned, if the Speaker permits, I am prepared to mention.

PROF. K. K. TEWARY: Please do. is prepared to disclose the names.

*(Interruptions)*

SHRI XAVIER ARAKAL: It is a very important question. The Minister

SHRI MOOL CHAND DAGA: The question has been permitted. He should disclose. *(Interruptions)*

PROF. K. K. TEWARY: This matter has been hanging fire or quite some time. There have been cases of assaults and violence. The Minister is prepared to do identify. Let him do it, Sir.

MR. SPEAKER: You can lay it on the Table of the House. Mr. Rajan.

PROF. K. K. TEWARY: Why on the Table of the House, Sir? The Minister is prepared to mention now. It is a very important issue. *(Interruptions)*

MR. SPEAKER: Order, please.

SHRI K. A. RAJAN: The practice of containerisation has become more prevalent than the other models of transport; it has become the overall pattern of export and import in the world, and we have to adopt such methods in the best interests of the port that, I can understand. But unfortunately I find that in the major ports, different methods of operation are being adopted: in certain ports, it is being handled by the private parties and in certain other ports, it is being handled by the workers under the Dock Labour Board and Port Trust. I would like to know whether he will introduce a uniform method for this without creating any sort of retrenchment of the workers who are in the job.

SHRI VEERENDRA PATIL: So far as handling of the containers is concerned, the labour also has to handle it and we have to use the machinery also for that purpose. So we are using the machinery. We are also using the labour and I have not said that while using machinery we are going to retrench the labour. There is no question of retrenching the labour.

MR. SPEAKER: Question Hour is over.