

Railway Adviser's office maintains liaison with the British Transport Ministry and Railways and other connected organisations in relation to requirements of their counterparts in India.

Major Ports

453. SHRI KUMARI ANANTHAN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the details of the massive programme to orient and equip five major ports with modern facilities for handling the growing traffic, which has been undertaken by the Ministry;

(b) whether the Japanese consultants commissioned for preparing a detailed project report on the construction of new shipyard at Hizira in Gujarat and Paradeep in Orissa; and

(c) whether any such massive programme has been thought of for augmenting road transport facilities in the country and if so, the details thereof?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): (a) Modernisation of Ports is a continuous process. A sum of about Rs. 957 crores has been spent on the 10 major ports during the last 27 years. Plans for improvement and modernisation of floating craft, plant and equipment, construction of shore facilities and provision of mechanised systems for handling bulk commodities. Planning Commission have tentatively indicated a sum of Rs. 390 crores for the development plans of the major ports in the Plan period 1978-83.

(b) Yes, Sir.

(c) As the executive authority for Road Transport vests with the State Governments/Union Territories Administration, the programmes for augmenting road transport facilities are

prepared by them. These are considered and approved by the Planning Commission every year alongwith their other Plan programmes.

Platform Facilities at Sankari Drug

454. SHRI R. KOLANTHAIVELU: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware of the very inconvenient platform facilities at Sankari Drug in Salem District; and

(b) if so, the steps taken to effect improvement in the platform facilities at that station?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b). Sankari Drug is a way side station on the Erode Salem Section of the Southern Railway. The main platform (i.e. island platform) at this station is of high level and is 244 metres long. The 2nd platform (on the southern side) is of rail level and is 183 metres long. Considering the level of passenger traffic at this station, the platform facilities provided are considered adequate for the present.

किसान रेली बाल बिन टिकटों का बक किया जाना तथा दिल्ली जाने वाली रेलगाड़ी का बरह किया जाना

455. श्री बोलत राय सारण : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) 23 दिसम्बर को जिस दिन किसान रेली का आयोजन किया गया था दिल्ली जाने वाली कितनी वाली गाड़ियां दिल्ली नहीं पहुंची तथा वे इस मार्ग के स्टेशनों पर रोक दी गईं;

(ख) क्या उस दिन देश में रेलगाड़ियों में मजिस्ट्रेटों और पुलिस के बिना बसों द्वारा टिकट बिक करने की व्यवस्था की गई थी;

(ग) यदि हां, तो इस कार्य के लिये किसने मजिस्ट्रेट और पुलिस के बसों तैयार किये थे; और

(घ) क्या उस दिन दिल्ली जाने वाली कई गाड़ियाँ रुक की गई थीं ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) 23-12-78 को किसान रेली के कारण दिल्ली आने वाली किसी भी सवारी गाड़ी को रास्ते में समाप्त नहीं किया गया था।

(ख) जी हाँ, जैसा कि सामान्यतः भारी भीड़-भाड़ के समय किया जाता है। इसके साथ-साथ यात्रियों की सुविधा के लिए अतिरिक्त बुकिंग खिड़कियों, पूछ-साछ कार्यालय और पर्यवेक्षण को सुदृढ़ करने के काम भी किये गये थे।

(ग) इस प्रयोजन के लिए अपने-अपने पुलिस बस्तों के साथ सात रेलवे मजिस्ट्रेट तैनात किये गये थे।

(घ) जी नहीं।

Real Wage Earnings in Agricultural Sector

456. SHRI DHARMVIR VASISHT:
Will the Minister of PARLIAMEN-
TARY AFFAIRS AND LABOUR be
pleased to state:

(a) whether in the Agriculture Sector the real wage earnings in 1976-77 were still below the 1961-62 level although there had been constant rise in wage earning from Rs. 1.76 per day in 1961-62 to Rs. 4.85 in 1976-77;

(b) if so, the reasons for this set-back; and

(c) the steps taken to correct this imbalance?

THE MINISTER OF STATE IN THE
MINISTRY OF LABOUR AND PAR-
LIAMENARY AFFAIRS (SHRI LA-
RANG SAI): (a) According to the in-
formation based on data from the
Directorate of Economics and Statis-
tics, the real wage earning in 1976-77,
was lower than that during 1961-62 by
2 paise only. The average daily money
wages for 1976-77 is Rs. 4.95.

(b) The most important reason for
the set-back was the lack of adequate
emphasis on rural development during
the successive Five Year Plans as com-
pared to the massive shift of resources
in favour of rural areas, proposed for

the Plan Period 1978-83. Secondly,
the very steep increase of the Con-
sumer Price Index for Agricultural Wor-
kers during this period, nearly a three-
fold increase, eroded real wage earn-
ings.

(c) The following steps were under-
taken by the Government for improv-
ing the real wages of the agricultural
sector:—

(i) The Draft Five Year Plan
1978-83, provides for a massive shift
of resources in favour of rural areas
and the estimated public sector out-
lay excluding institutional finance on
rural development during this period
is envisaged at Rs. 29,925 crores
which approximately is twice the
outlay of Rs. 14,751 crores provided
in the previous plan. The coverage
and outlay under the revised mini-
mum needs programme have been
substantially stepped up. The poli-
cies and programmes undertaken to
increase employment opportunities
together with measures such as the
effective implementation of the
Minimum Wages Act are expected
to improve the position of agricul-
tural labour.

(ii) The State Governments are ad-
vised from time to time for effective
implementation of the provisions of
the Minimum Wages Act.

(iii) The Central Standing Commit-
tee on Rural Unorganized Labour
has been constituted by the Govern-
ment. One of the important tasks
of the Committee is to advise the
Government on extension of the
socio-economic gains of development.

(iv) Government have undertaken
'Food for Work' Programme since
April 1977 as a non-Plan Scheme to
increase the real Wage earnings of
the rural workers in terms of the
money. The programme for the cur-
rent year contemplates a Central as-
sistance of nearly Rs. 130 crores to