

statement placed on the Table of the Lok Sabha. [See Appendix III annexure No. 47].

(b) Information about Intermediates possessing technical qualifications also is not available, as at present, in the case of educated persons statistics of registrations are neither collected nor maintained by Trade Categories.

FREIGHT RATES FOR IRON AND MANGANESE ORES

125. **Shri Deogam:** Will the Minister of Transport be pleased to state:

(a) the year in which the first of Indian Iron Ore shipment was effected to Europe from Calcutta;

(b) the freight rates of the Conference Liners at that time from Calcutta to Hamburg, Antwerp, Rotterdam and Bremen;

(c) whether it is a fact that the Calcutta Continental Conference Lines have kept a Deferred Rebate System on shipment of Iron Ore and Manganese Ore from Calcutta to Continental European Ports viz., Hamburg, Antwerp, Rotterdam and Bremen; and

(d) whether it is also a fact that this deferred rebate which is five shillings a ton is liable to be forfeited, if any shipper ships cargo by Chartered Steamer, in following 3 or 6 months of his last shipment in Conference lines?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) and (b). It is understood that the first shipment took place in 1950 and that the freight rate at the time was about 45 shillings per ton nett.

(c) and (d). Yes. The system of paying deferred rebates to the shippers has been prevalent for some time in Calcutta and other ports in India. The rebate is paid to shippers after 6 months provided the shippers have not in the meantime made any shipments by chartered or non-confe-

rence lines vessels. It is however understood that according to Conference rules a shipper is at liberty to charter a vessel for his own cargo without forfeiting his claim to deferred rebates provided this is done with the approval of the Conference. It is also understood that the Calcutta Continental Conference Lines have very recently introduced nett rate system in lieu of the deferred rebate system so far prevalent.

RAILWAY PERSONNEL

126. **Pandit M. B. Bhargava:** Will the Minister of Railways be pleased to state:

(a) the number of Wireless Operators and Maintenance personnel working on the Western Railway at present;

(b) the percentage of confirmed Wireless Operators and Maintenance personnel among them;

(c) whether it is a fact that the percentage of confirmed personnel on the operating side is comparatively less than that on the maintenance side;

(d) if so, the reasons therefor;

(e) whether it is a fact that there are practically no avenues of promotion for operational Wireless personnel over the Western Railway and no uniform policy has been laid down by the Railway Board for different Railways;

(f) the number of various grades of the operational Wireless personnel over the different Indian Railways;

(g) whether it is a fact that the operational Wireless personnel have to discharge arduous and strenuous duties and they have been classified as Intensive under the Hours of Employment Regulation; and

(h) if so, what are their rostered duty hours and whether any relaxation or change in their duties has been laid down at an advanced age of the operational Wireless personnel?