

(e) As explained at (b) above, the Wages of Indian Seamen are negotiated and settled by National Maritime Board. The Central Government has no role in National Maritime Board negotiations which is a bipartite arrangement. As a purely bipartite machinery this has worked well over the last several years and given satisfaction to the Shipping Industry and the Seamen's Unions. Government does not interfere in this machinery. The NMB has revised the wages of Indian Seamen in March, 1980. However, the Seamen's Unions of India i.e. NUSI Bombay and Calcutta have taken up this question with the International Transport Workers Federation. It is reported that the Fair Practices Committee of the International Transport Workers Federation which met in London in May, 80, reviewed its flag of convenience policy and campaign. It is understood that the Fair Practices Committee has agreed that the question of an approved wage rate exclusively for the Asian Seamen serving on flag of convenience vessels should be considered favourably. The Committee is also understood to have decided to evolve a new system under which the seamen would be paid the locally settled wage rates and the differences between these wages and the ITF wage would be funded separately in respective countries of seamen.

श्रमिकों के अधिकारों और कर्तव्यों से संबंधित साहित्य

6299. श्री मन्मथ चन्द शर्मा : क्या श्रम मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार कुछ ऐसी व्यवस्था करेगी जिससे कि श्रमिक लोग आसानी से अपने कार्यों और अधिकारों को जान सकें;

(ख) क्या सरकार श्रमिकों के लिए क्षेत्रीय भाषाओं में ऐसा साहित्य प्रकाशित करेगी जिससे कि वे अपने अधिकारों के अंतर्गत रहते हुए अपने हितों की रक्षा कर सकें; और

(ग) यदि हाँ, तो तत्संबंधी ब्योरा क्या है ?

श्रम मंत्रालय में राज्य मंत्री (श्री डी. मल्लिकार्जुन) : (क) श्रमिकों को शिक्षा के बारे में पहले से ही एक स्कीम विद्यमान है। यह स्कीम 1958 में शुरू की गई थी और इस कोन्द्रीय श्रमिक शिक्षा बोर्ड द्वारा, जो एक स्वायत्त संगठन है, कार्यान्वित किया जा रहा है। श्रमिक शिक्षा योजना का एक उद्देश्य श्रमिकों में उनकी सामाजिक और आर्थिक पर्यावरण से संबंध समस्याओं, परिवार के सदस्यों के प्रति उत्तरदायित्व और नागरिकों, उद्योग के श्रमिकों तथा अपनी ट्रेड यूनियनों के सदस्यों व पदाधिकारियों के रूप में अपने कर्तव्यों तथा अधिकारों के बारे में जागरूकता पैदा करना है।

(ख) तथा (ग) कोन्द्रीय श्रमिक शिक्षा बोर्ड ने श्रमिकों के हित के विभिन्न विषयों के बारे में, विशेषकर ट्रेड संघवाद, यूनियन प्रबंध संबंधों, श्रमिक कल्याण और श्रमिक अर्थव्यवस्था के बारे में 13 क्षेत्रीय भाषाओं में साहित्य प्रकाशित किया है।

Capital Contribution to Kerala State Road Transport Corporation

6300. SHRI M. M. LAWRENCE: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that major portions of the capital contribution fixed by the Government to Kerala State Road Transport Corporation has not been released so far;

(b) the amount fixed by Government for 1979-80 as the capital contribution;

(c) from that, how much has been released and what is the balance amount; and

(d) when this will be released?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No. Out of Central Government (Railways) total liability of Rs. 162.80 lakhs during the year 1978-79, an amount of Rs. 161.80 lakhs has already been released.

(b) and (c). Rs.100 lakhs, of which an amount of Rs. 42.50 lakhs was released last year, leaving a balance of Rs. 58.50 lakhs.

(d) An amount of Rs. 58.50 lakhs will be released during the current year.

All India Station Masters' Association

6301. SHRIMATI SUSEELA GOPALAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the All India Station Masters' Association has submitted a charter of demands after its Annual Conference at Trivandrum; and

(b) if so, what is the reaction of Government in regard to their demands and whether any negotiation has been initiated with the Association?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b). The Association held their Annual Conference at Trivandrum on 24-5-1980 and 25-5-1980 and adopted a number of resolutions. The main demands are, as follows:—

(1) Vacate victimisations of SMS/ASMs for having participated in trade union activities etc.

(2) Integrate SMS/ASMs into single class station masters: in 4 grades viz 425-700, 435-750, 750-900 and 840-1040.

(3) Ensure time bound promotion.

(4) Supply terrycot cloth and stitching charges to the SMS/ASMs.

(5) Ensure avenue of promotion in all railways dispensing with all interpolation from other categories etc.

In accordance with Government's policy, staff representations received from any source are given due consideration and such action as considered necessary is taken. The demands

put forward by the All India Station Masters' Association are also dealt with within the framework of this policy.

Audit of I.T.Is, Delhi.

6302. SHRI RAM VILAS PASWAN: Will the Minister of LABOUR be pleased to state:

(a) whether it is a fact that no audit has been carried out for the last many years in the various Industrial Training Institute of the Delhi Administration;

(b) whether it is also a fact that in spite of numerous observations by the previous audit reports, no physical verifications have been done, in the Industrial Training Institute especially in Arab-ki-Sarai, Delhi;

(c) if so, whether machine, equipment and furniture worth lakhs of rupees is either missing or has been rendered as useless;

(d) whether any investigations in the matter has been carried out and responsibility fixed and if not, the reasons therefor; and

(e) what other corrective and positive steps have been taken/are being taken to improve the situation?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) It is not a fact that no audit has been done for the past many years in the various Industrial Training Institutes of Delhi Administration. Audit of all the I.T.Is. of Delhi is being done by the Internal Audit of Delhi Administration, as also by Director of Audit Central, Revenues, according to a phased programme.

(b) to (d). Physical verification of ITIs is also being done. As regards ITI, Arab-ki-Sarai, this was done, in 1979. According to this report no machine or equipment was found missing or made unserviceable due to negligence of non-use. However,