

most sensitive areas. During the current year since February 1980, the Eastern Railway conducted 74 and 31 train checks in Howrah and Sealdah Divisions respectively. Similarly 24 & 31 checks on reservation offices were also conducted in Howrah and Sealdah Divisions.

Night Bus Service through Central Secretariat

3384. SHRI CHANDRA PAL SHAILANI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the DTC runs certain night bus services;

(b) if so, whether there is no night bus service which serves Central Secretariat Terminal particularly during Parliament Sessions when a number of Government employees posted in Central Secretariat complex have to sit late for sessional work;

(c) if not, whether Government propose to route all night bus services via Central Secretariat Terminal during Parliament Sessions; and

(d) if not, whether a feeder DTC bus service will be introduced between Central Secretariat Terminal and Delhi Gate via New Delhi Railway Station so as to enable the passengers to catch all night bus services?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) Yes, Sir.

(b) Yes, Sir.

(c) and (d). Generally, hardly any traffic is available at night at office complexes like Central Sectt. which may justify night service through and from Central Sectt. The existing pattern of services has by now got established, and it is not considered advisable to disturb it.

Irregularities to the Store of Central Health Education Bureau

3385. SHRI SURAJ BHAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that an officer of the Central Health Education Bureau carried out the stock verification of the Stores of the Bureau in the year 1977 and brought to light in a comprehensive report, large number of discrepancies, defalcations and irregularities in the store of the Bureau;

(b) whether it is also a fact that no action has been taken on the said report so far; and

(c) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) No. However, a stock verification was conducted in 1978 by an officer of the Central Health Education Bureau and the report was submitted to the Central Health Education Bureau on 20-12-78.

(b) No.

(c) Does not arise.

Proposed Strike of Port and Dock Workers

3386. SHRI R. P. SARANGI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) what is the position of the strike for indefinite period in all the Major Ports from 28th November 1980;

(b) what steps Government had taken to postpone the strike;

(c) why the Government called the Four Federations on 26th November, 1980 excluding B.M.S. affiliated Federation namely Bharatiya Port Dock Mazdoor Sangh (All India Federation) in the proposed strike issue;

(d) whether the bi-partite wage negotiation committee for port and dock workers have dissolved and the reasons therefor;

(e) why the Government deprived the observer Member from Bharatiya Port Dock Mazdoor Sangh in bi-partite wage negotiation committee of the privileges which are enjoyed by the other Former Federations representative like T.A. and D.A. etc., for attending the several meetings; and

(f) how much money was spent for the above committee meetings and what for?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) and (b). Negotiations were held by Government with the under-mentioned Federations of Port and Dock Workers on 26, 27 and 28th November, 1980 as a result of which an understanding was reached on 28-11-1980 on certain major issues relating to revision of wages of the workers due from 1-1-1980 over which the Federations had threatened to resort to strike:

- (1) All-India Port and Dock Workers' Federation.
- (2) Indian National Port and Dock Workers' Federation
- (3) Port, Dock and Waterfront Workers' Federation of India
- (4) Water Transport Workers' Federation of India

Following this understanding, the 4 Federations withdrew the strike notices.

(c) The four Federations mentioned in reply to parts (a) and (b) above represent the majority of port and dock workers. The Bharatiya Port Dock Mazdoor Sangh has very insignificant following among the port and dock workers in the Major Ports.

(d) The Bi-partite Wage Negotiating Machinery set up in May, 1980

became infructuous as negotiations therein got stalled because the Management side found the demands of the labour side unacceptable. The question of dissolving the said Machinery is under consideration.

(e) The representative of the Bharatiya Port Dock Mazdoor Sangh was not appointed a member of the Bi-partite Wage Negotiating Machinery. He was only permitted to attend the meetings of the Machinery as an observer. Therefore, he was not entitled to TA/DA, etc. like the representatives of other Federations, who were appointed regular members of the said Machinery.

(f) An amount of Rs. 1,85,249 was incurred on the Bi-partite Wage Negotiating Machinery. The break-up is as follows:—

	Rs.
(i) Secretarial expenses	23,620
(ii) Travelling expenses	1,05,186
(iii) Transport and Conveyance expenses	4,454
(iv) Expenses on meetings of the Machinery	51,989

Total :	1,85,259

Advertisement of Limca

3387. SHRI DHARAM DASS SHASTRI:

SHRI K. LAKKAPPA:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that Limca, soft drink, is being advertised as a low calorie drink in hoardings, press and otherwise; the hoarding saying Lima times and Limcatimes depicting slim girls with narrow waist and displayed in different cities;