

(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
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Total :	1,85,259
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#### 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;

(b) whether it is also a fact that Limca contains more or less the same amount of calories as contained in other Lemon and Cola soft drinks of other brands; and

(c) if so, whether Government propose to prosecute the company manufacturing Limca for cheating the public under Section 420 of I. P. C. ?

**THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR):** (a) The advertisement on the hoarding saying "Slimcatimes Limcatimes" depicting slim girls has come to the notice of the Government.

(b) and (c). Statement will be laid on the table of the House.

#### Commissioned Bearers

3388. **SHRI R. L. P. VERMA:** Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that 236 commissioned bearers out of 476 in Eastern Railways have not yet been regularised due to non-implementation of order No. C.52/4|V-B Absobb|Catg.|Vol.II Calcutta dated 30.6.78;

(b) whether it is also a fact that these commissioned bearers have no facilities of Passes, Leave, Pensions, P. F. gratuity, PTO like other class IV Railway employees of the Indian Railway; and

(c) if so, what action Government proposed to take in this regard?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIK-ARJUN):** (a) to (c). Out of 478 Commission Bearers on the Eastern Railway, 230 have been absorbed as regular Class IV employees. The case regarding regularisation of the balance is under consideration in the Ministry of Railways.

Since the Commission bearers are not regular Railway employees and they work on commission basis they are not entitled for these facilities.

#### Increase in Loading Charges by Mormugao Port Trust

3389. **SHRI K. P. SINGH DEO:** Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government have received complaints expressing apprehension that increase in loading charges by the Mormugao Port Trust will lead to total stoppage of iron ore exports from Goa and consequently the closure of ore mines;

(b) if so, whether Government have considered this aspect before embarking upon an increase in loading charges; and

(c) whether any final decision been taken in this regard and if so, the details thereof?

**THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL):** (a) to (c). A rate of Rs. 23|- per tonne had been fixed on an *ad hoc* basis effective from 1-10-79 for handling iron ore exports at the Mechanical Ore Handling Plant in the Mormugao Port. This rate was subject to review in the year 1980-81. Accordingly, the Mormugao Port Trust reviewed this rate and revised it to Rs. 30|- per tonne in July, 1980. The Goa Mineral Ore Exporters' Association represented against the increase in the handling rate. The representations were considered by Government in consultation with the Chairman, Mormugao Port Trust. After examining the various points raised by the exporters and a fresh scrutiny of the figures, the Port Trust Board has now reduced the rate from Rs. 30|- to Rs. 27.56 per tonne which has been sanctioned by Government and notified.