

(c) action Government propose to take in the matter :

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL) : (a) Yes, Sir.

(b) The Marmugao Seamen's Union in their petition dated 15th June, 1982 have mentioned mainly the following points:—

- (1) Indian CDCs should be issued first to Portuguese legal sailing document holders and afterwards to all those Goan seamen who are in possession of Indian National Seamen Passport issued to them to sail at sea after Goa's liberation.
- (2) It should be checked that Indian CDCs are not issued to any Goan seamen who have no prescribed qualifications, as required under the rules and regulations.
- (3) The issue of Indian CDCs to mere passport holders should be stopped immediately and the details of bogus sea service, furnished by the seamen, should be investigated.

(c) The Government, after the liberation of Goa, had taken action to issue Indian CDCs in lieu of Portuguese sailing documents, namely Longo Curso, and Equipagem/Passports, issued by the Portuguese Authorities to Goan seamen who had some sea service to their credit. Later on, even Indian passport holders from Goa, with some sea service, were allowed Indian CDCs in exchange of their old documents. These Indian CDCs were issued after making a number of selections in Goa. No opposition was expressed at the time of issuing CDCs to Indian Passport holders by any union of Goan Seamen. As practically all the Goan seamen, with prescribed qualifications, who were in possession of valid sailing documents or some experience of sea voyage have been covered by the selections made before issuing Indian CDCs, it has been decided that no more selections will be made for the issue of Indian CDCs at

Goa. The question of issue of Indian CDCs to seamen without prescribed qualifications or to mere passport holders, does not arise. Any specific cases relating to issue of CDCs on the basis of bogus sea service, which may be brought to the notice of Government will be investigated.

Parity in Grades of Supervisory Staff

4067. **SHRI RAMAVATAR SHASTRI :** Will the Minister of RAILWAYS be pleased to state :

(a) what were the grades of different categories of supervisory staff of Engineering, Mechanical, Signal and Telecom and Electrical Departments in 1946, 1958, 1974 and 1982 ;

(b) whether it is a fact that the parity of different grades of staff was disturbed in the past ; and

(c) if so, what were the basis of it ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN) : (a) The grades of different categories of supervisory staff of Engineering, Mechanical, Signal and Telecom and Electrical Departments in 1946, 1958, 1974 and 1982 are given as under :

1946 : The Railways did not have a uniform pattern of pay scales prior to adoption of the Prescribed Scales of pay recommended by the First Pay Commission. Hence the scales of pay of supervisory staff in 1946 i.e. immediately before the introduction of the Prescribed Scales widely varied and were not uniform. This was due to varying conditions in various Company Railways and introduction of ad hoc scales to meet the requirements.

1958	Rs. 360-500	(PS)
	Rs. 300-400	(PS)
	Rs. 260-350	(PS)
	Rs. 200-300	(RS)
	Rs. 150-225	(PS)

1974	Rs. 840-1040	(RS)
	Rs. 700-900	(RS)
	Rs. 550-750	(RS)
	Rs. 425-700	(RS)
1982	Rs. 840-1040	(RS)
	Rs. 700-900	(RS)
	Rs. 550-750	(RS)
	Rs. 425-700	(RS)

(b) and (c) The scales of pay in force from 1958, 1974 and 1982 are based on the recommendations of the First Pay Commission and the Third Pay Commission which have recommended these scale of pay taking into account various factors including duties and responsibilities performed, qualifications required and other factors which have also changed from time to time. The relative parity has been considered by the Pay Commissions keeping these factors in view.

Representation from Indian Railways Signal and Telecom Staff Association, Asansol

4068. SHRI AJIT KUMAR SAHA : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have received any representation dated 12 March, 1982 from Indian Railway Signal and Telecom Staff Association, Eastern Railway, Asansol Division;

(b) if so, the salient points raised by the Association;

(c) steps taken so far by the Government to fulfil their demands; and

(d) if no steps have been taken the reasons for the delay ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS : (SHRI MALLIKARJUN) : (a) to (d) Presumably the reference is to the representation dated 6-2-1982 (as any representation dated 12th March, 1982 is not readily located) made by the Indian

Railway Signal and Telecom Staff Association, Asansol, Eastern Railway, which is an unrecognised sectional organisation. This representation contains general demands such as proper job analysis considering sophisticated equipments, supply of proper materials and 8 hours duty etc.

In accordance with the Government's policy, such demands received from various quarters are given due consideration within the framework of existing rules and financial constraints and action as considered necessary is taken. The demands of the S & T Staff Association have also been considered in accordance with this policy and suitable action has been taken.

More Mini Buses between R. K. Puram and I.S.B.T.

4069. SHRI C. T. DHANDAPANI : Will the Minister of SHIPPING AND TRANSPORT be pleased to refer to the reply given to Unstarred Question No. 95 dated 8th July, 1982 regarding Mini Bus plying between R. K. Puram and Inter-State Bus Terminals, and state;

(a) whether he is aware that with the discontinuance of Matador Service between New Delhi Railway Station and Dhaura Kuan via Connaught Place, the Mini Bus from R. K. Puram to Inter-State Bus Terminals is the only bus serving passengers travelling from Moti Bagh, Anand Niketan, Shantiniketan and other nearby colonies to Connaught Place via Sardar Patel Marg, Willingdon Hospital and Bangla Sahib, which is over crowded almost on every trip;

(b) if so, whether he will consider the necessity of putting some more mini buses on this route; and

(c) if not, the reasons thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI SITA RAM KESARI) : (a) to (c) In view of change-over facilities at Central Secretariat and Connaught Place,