

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT: (SHRI H. M. TRIVEDI): (a). The Northern Zone Agreement for goods vehicles, comprising the States/Union Territories of J & K, Punjab, Haryana, Chandigarh, Delhi, Himachal Pradesh, Rajasthan, Uttar Pradesh, Bihar and West Bengal, has already been signed and executed by the State Governments and Union Administration concerned. The Reciprocal Agreements in respect of the Eastern and Central Zone Permit Schemes for goods vehicles are being processed with the State Governments concerned.

(b) The Northern Zone Permit Scheme has already come into operation with effect from 1st January, 1974. The other two Schemes are expected to be finalised as soon as the legal formalities as required under the Motor Vehicles Act, 1939 are completed by the State Governments concerned.

**'हूजा' रियासत को पाकिस्तान में मिला-
कर अन्तराष्ट्रीय कानून का उल्लंघन**

404. श्री श्रीकृष्ण अग्रवाल :
विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पाकिस्तान ने अपने उत्तर में स्थित 'हूजा' रियासत का प्रशासन अपने हाथ में ले लिया है ;

(ख) क्या पाकिस्तान द्वारा किया गया यह कार्य अन्तराष्ट्रीय कानून का उल्लंघन नहीं है, और

(ग) यदि हां, तो इस सम्बन्ध में भारत सरकार की क्या प्रतिक्रिया है ?

विदेश मंत्रालय में उपमंत्री (श्री विपिनपालदास) (क) 24 सितम्बर, 1974 के पाकिस्तान रेडियो के प्रसारण के अनुसार पाकिस्तान सरकार ने हूजा राज्य के पृथक् अस्तित्व को समाप्त कर दिया है और इसके प्रशासन को जम्मू और कश्मीर के उत्तरी

क्षेत्रों के साथ मिला दिया है जिन पर पाकिस्तान का अवैध अधिकार है ।

(ख) और (ग) पाकिस्तान सरकार की इस कार्रवाई से जम्मू कश्मीर के एक उत्तरी प्रदेश की स्थिति में महत्वपूर्ण एवं इकतरफा परिवर्तन हुआ है जिसका उसे कोई अधिकार या स्वीकृति नहीं और इसलिए उसकी यह कार्रवाई अन्तराष्ट्रीय कानून के अन्तर्गत अवैध कार्रवाई है । पाकिस्तान सरकार की यह कार्रवाई शिमला समझौता के पैरा 1 (ii) का उल्लंघन भी है । इस मामले को पाकिस्तान सरकार के साथ उठाया जा चुका है ।

Super Tanker Berth at Cochin

405. SHRI VAYALAR RAVI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the project report prepared by M/s. Engineers India Ltd., for the super tanker berth at Cochin and approved by the Cochin Port Trust has been received by Government;

(b) if so, the broad outlines thereof; and

(c) whether Government have taken a final decision in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI H. M. TRIVEDI): (a) Yes, Sir.

(b) The salient features of the Project are as follows:

(i) The facilities are to be provided for tankers of 80,000 DWT having a draught of 40/-. Provision has also been made for receiving oil tankers upto, 1,15,000 DWT in future. According to the scheme, the inner channel after crossing the Cochin gut is taken northwards into the water-way between the Bolghatty and Wallarpat Islands. The oil berth will be located on the Western side of the new channel thus created.

(ii) The crude oil pipe-line from the Oil Jetty will be taken north of the jetty for some distance and then carried over two bridges, one connecting Wallarpat and Mulavukad, and other connecting Bolghatty and Ernakulam. The oil pipeline, after it is taken to the Ernakulam shore, will be laid along the Ernakulam shore, and connected to the crude oil pipe-line at the existing Tanker Jetty.

(iii) The pipeline has been designed to provide unloading rate of 5,000 tonnes per hour.

(iv) The location of the bridges between Willarpat and Mulavukad has been so fixed as to provide enough space on the Wallarpat side to construct at least two more berths. The bridges would be provided with two lanes and designed for one lane I.R.C. Class AA/two lane I.R.C. Class A loading.

(v) The water space between Wallarpat, Candle Island and Vimanathivu will be reclaimed with the dredged materials. The area to be newly created by reclamation is about 140 hectares. In addition, another 127 hectares of land will be developed by filling up the low lying areas in Wallarpat, Candle Island, Vimanathivu and on Bolghatty side with the dredged materials.

(vi) The approach channel, which is at present 6,400 metres long will have to be extended to a total length of 9 kilometres from the gut. This approach channel will also be widened to 600' from the existing width of 450' and deep-end to 47'. The inner channel from the gut upto the berth would be dredged to 45'.

(vii) According to the Project Report, it will take about 3½ years to complete the work after its commencement.

(viii) The gross estimated cost of the project is Rs. 33.29 crores with a foreign exchange component of Rs. 12.24 crores. The net estimated cost of Project after allowing for in-

come through sale of developed land will be Rs. 25.15 crores.

(c) The detailed project report is under consideration in consultation with the concerned authorities.

INTUC on Bonus Review Committee Recommendations

406. SHRI YAMUNA PRASAD MONDAL: Will the Minister of LABOUR be pleased to state:

(a) whether INTUC has urged the Government not to be guided by the recommendations of the Bonus Review Committee; and

(b) if so, the reaction of Government thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR (SHRI BALGOVIND VERMA): (a) No such suggestion has been received by Government.

(b) Does not arise.

दिल्ली स्थित फोर्ड फाउण्डेशन द्वारा कर्मचारियों को नौकरी से हटा दिया जाना

407. श्री रामाशतर शास्त्री :

क्या श्रम मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या दिल्ली स्थित फोर्ड फाउण्डेशन के अधिकारियों ने वहाँ काम करने वाले कर्मचारियों को ट्रेड यूनियन कानूनों का उल्लंघन कर नौकरी से हटा दिया है ;

(ख) यदि हाँ, तो हटाये गये कर्मचारियों की सख्या कितनी है तथा उन्हें सेवा से हटा देने के क्या कारण हैं; और

(ग) उन कर्मचारियों को न्याय दिलाने की दिशा में सरकार ने कौनसी कार्यवाही की है ?

श्रम मंत्रालय में उपमंत्री (श्री बाल-गोबिन्द वर्मा) : (क) से (ग) : कुछ समय पहले फोर्ड फाउण्डेशन कर्मचारी