

[Shri Rasheed Masood]

Since 20 per cent of the total air time is allotted by the Delhi Station, it is imperative that the service should be run on sound commercial principles.

Small and medium producers should be given preference in booking the advertisements. The air time for a producer should be booked for a limited period and there should be a break, before time is again allotted to him.

The staff should be rotated to obviate the possibility of their collusion with big and influential producers.

A certain percentage of the total time available should be earmarked for new advertisers or for casual insertions.

(vii) CLOSURE OF KAILASH MILLS OF KANPUR

SHRI A. K. ROY (Dhanbad): M/s. J. K. Manufacturers Ltd. Kanpur, commonly known as Kailash Mill is lying closed for more than three years throwing out of employment its 2500 workers now starving. This mill is a cotton textile manufacturing unit of the J K Organisation with an installed capacity of 25,000 spindles and 180 looms, besides a full-fledged waste plant and a Dyeing Department. The main products of the mill were canvas manufactured to meet the requirements of the Defence Department, and yarn supplied to self-employed weavers of the country. The mill was closed on 1-10-76 even without declaring an official closure as the State Labour Department of U.P. refused to grant permission to the management to close the mill. The management maintained the fiction that there was no closure but only suspension of production to circumvent legal provisions.

This Organisation owns dozens of enterprises all over the country like J K Rayon, Kanpur; a Cement and plastic factory in Rajasthan and has been following a deliberate and planned policy of de-investment of its tra-

ditional industries, dismantling its machines and diverting its resources elsewhere. It may be pointed out that this organisation comes within top ten monopolists of the country now leading the Indian Chambers of Commerce and advocating dismantling of public sector in the country and handing over its units to the private capitalists.

The workers demand immediate taking over of the Kailash Mill along with other profiting units of the Organisation under I.D.R.A. and deterrent penal action against the employer for not treating the workers properly and flouting the law of the land.

(viii) NEED TO MAINTAIN THE STATE HIGHWAY FROM HALDIA BY REPAIRING ITS DAMAGED BRIDGES

SHRI SATYAGOPAL MISRA (Tammuk): Sir, under rule 377, I wish to raise the following matter.

With the rapid extension of the Haldia industrial complex, the traffic on the existing Macheda-Haldia State Highway has also increased to a large extent and this is causing serious impairment on the said road.

The Haldia industrial complex is expanding at a considerable speed. Large number of industrial establishments both in public and private sector are coming up. All these industrial establishments are naturally inviting more and more traffic to the Haldia industrial complex, and at present about 1500 vehicles ply over the State Highway daily. It is too much for the old State highway to sustain, and as a result, serious damages have been caused; and three bridges at Mahisadal, Radhaballavpur and Narayanpur have already been seriously damaged. These bridges, along with a large part of the road itself, need immediate repair.

The Government of India, after a careful consideration, has kindly sanctioned a new road, namely the National Highway 41, between NH 6

and Haldia, and the construction work has already begun. But the entire pressure of vehicular traffic is still on the existing State highway. Considering all these, Government of West Bengal is trying hard to maintain the running condition of the road, but is working under a serious constraint, due to the dearth of its financial resources. They have already written to the Government of India asking for financial assistance. Therefore, it is my humble submission to the Central Government that it should come forward with all financial help that it may render and stand by the State Government in an effort to maintain the State highway, by repairing its impaired parts and the damaged bridges, for the heavy vehicular traffic on and from Haldia, and help the industrial complex to mature for the furtherance of public welfare.

(ix) NEED TO ENUMERATE THE EX-CRIMINAL TRIBES AND THE NOMADIC TRIBES IN MAHARASHTRA ON THE BASIS OF THEIR DIALECTS DURING 1981 CENSUS.

SHRI UTTAM RATHOD (Hingoli): Sir, under rule 377, I wish to raise the following matter:

The Backward Classes Commission appointed by Home Minister to study the conditions of weaker sections all over India, is to submit a report classifying the socio-economic backwardness of the Castes and Tribes all over India. The report is being submitted this month.

The 1981 Census operations are being started now. It is most important to enumerate the ex-criminal tribes and nomadic tribes on the basis of their dialects, during this Census. This will facilitate the Government to earmark proper amounts for these people in future.

Government of Maharashtra has already requested the Registrar of Census Operations, to enumerate the ex-criminal tribes and nomadic tribes in Maharashtra, on the basis of their dialects. This has been turned

down. Since Census operations are held every ten years, it will be difficult for the Government to earmark proper funds for the socio-economic benefit of these tribes. As such, Government in the Home Department should immediately ask the Registrar, Census Operations to enumerate on the basis of their dialects.

(x) PROBLEMS OF WORKERS OF BORDER ROAD ORGANISATION

SHRI M. M. LAWRENCE (Idukki): Sir, under rule 377, I wish to raise the following:

For the purpose of building roads, bridges, culverts etc., the Border Roads Organisation was set up nearly 20 years back with funds provided by Shipping and Transport Ministry. This organization later on took up other construction work, not only in other parts of the country like Kudremukh, Dhanbad, but also in foreign countries like Iran, Iraq etc. The workers of this organization, for all purposes, are civilians but they are treated differently. The workers being industrial workers are covered under I.L.O. Convention No. 1(1919). They have formed their Association for the purpose of collective bargaining. This is a fundamental right guaranteed under our Constitution and the High Court of Gauhati, in a judgement delivered on 19th May 1980, upheld this right. I urge upon the Government to declare all workers under Border Roads Organisation as civilian workers.

(xi) SLUMS IN BOMBAY

DR. SUBRAMANIAM SWAMY (Bombay North East): The slums in Bombay called zopadpattis are in an appalling state. But the worst slums are on the land owned by the Central Government, such as of Railways, Defence, Air India, etc. Slums on state government land have been provided with minimum amenities such as water taps, latrines, etc. It is shocking that in an advanced city like Bombay, the Zopadpattis on Central Government land do not even have water taps, latrines, electricity. The