

[Shri Bnim Singh]

importing of cars under these notifications. But, there were several difficulties such as medical check up where one has to wait for long for medical certificate, to open letter of credit, the problems of the manufacturers, time taken for fitting the appropriate gadgets, etc. The notification had put a deadline of 30.4.84 to present the applications.

My submission is that those who had applied within the time limit but the cars had not arrived till that date they may be allowed to import the cars and get the exemption.

(viii) Need for parity in the salaries of showroom workers of NTC in Tamil Nadu with those working in Patna (Bihar)

DR. A. KALANIDHI (Madras Central): Out of 20,000 workers of NTC of Tamil Nadu and Pondicherry only about 300 are employed in the show rooms. These show room workers are being paid a consolidated salary with *ad hoc* increase now and then. There is no time scale of pay to these workers as is being given to the show room workers of NTC of Patna Division. At a time when we are demanding the taking over of B&C Mills at Madras by the Central Government under the control of NTC or other similar organisation for its future running, the NTC of Tamil Nadu is not taking effective steps to solve the genuine grievances of its workers. Government as a model employer should show the way to the private enterprises. Paying a consolidated salary to any worker in a welfare state of ours, runs contrary to the expectation of our Constitution makers. In the circumstances, I request the hon. Minister, through you, Sir, to take the initiative in right earnest to study the just demands of the workers of NTC of Tamil Nadu and Pondicherry employed in the show rooms and settle them amicably, granting them a time scale of pay.

(ix) Need for probe into the accident in Kachchi Balihari Colliery under BCCL in Dhanbad.

SHRI A. K. ROY (Dhanbad): The situation in the colliery is deteriorating in all respects from production to safety. Recent accident in Kachchi Balihari colliery under BCCL in Dhanbad, in which one miner lost his life due to sudden flooding of the mine, is an alarming pointer about the extent of negligence of the management.

The accident took place some 350 ft. below the surface on July 30 at 11 A.M. when the water accumulated at the higher level flooded the mine below after the blasting, caused to loosen coal, broke the barrier holding the water. The miners anticipated the accident and were alert and so all, except one, could save their lives after sustaining injuries. In this particular case, the workers were practically forced to work in that place of danger under the threat of disciplinary action now in vogue in BCCL under ESMA after they had pointed out danger to their supervisors who themselves left the spot after causing the blasting. It took four days to pump out water and recover the death bodies. The Director General, Mines Safety has taken a serious view of such criminal neglect of safety duty of the management.

Even otherwise the accidents in Coal India Ltd. are on the increase. In 1981, some 142 miners died in accident and 921 got injured. The number increased in 1982 to 148 dead and 1208 injured. In 1983, there were 125 fatal accidents resulting in the death of 158 miners. What is more alarming is the recurrence of accidents due to flooding by water accumulated in closed mines and cavities at different levels about which the colliery managements have no knowledge. The number is sometimes mercifully less as at that moment the miners were either alert or were not there in large numbers, but if the mining authorities remain in the dark about the accumulation of water at different levels in the absence of dependable underground survey maps, anyway