

प्लूएस लगवा कर इन तरह के गड़बड़ी के काम करवा लेते हैं। ये किरकोस्कर जैसी कंपनियों के साथ मिल जाते हैं। मैंने पिछली बार भी इस के बारे में सदन में चर्चा की थी। आपके जो रिटायर्ड अधिकारी है वे किसी न किसी तरह अपने परिचितों को उन स्थानों पर पोस्ट करवा लेते हैं ताकि उनका काम निकलता जाए। इस चीज को देखने आवश्यकता है।

टैंकों के बारे में फोटो के नीचे रिपोर्ट में लिखा है और यह कहा गया है कि टैंक अपगण्ड हो रहे हैं। यह कब तक चलता रहेगा? क्यों नहीं अब तक हो गया? ये टैंक 14-15 साल पहले बन चुके थे। यह क्यों नहीं अब तक इम्प्रूवमेंट हुआ? क्यों कोताही हो रही है, क्यों कमजोरी दिखाई जा रही है। इस में तेजी बरती जानी चाहिए।

200 सेचुरियन टैंक्स तथा स्पेयर पार्ट्स 1980 में जब मंडम प्राइम मिनिस्टर डिफेंस मिनिस्टर थीं बिकवाए गए। 7 करोड़ कीमत के सिर्फ 70 लाख में बिकवाए गए। कर्नल पन्त की रिपोर्ट आई है। वह कहते हैं कि बहुत अच्छे स्पेयर पार्ट्स हैं। बहुत स्पेयर पार्ट्स बिक गए हैं। जो बिके वे बहुत अच्छे थे। जो निकम्मे छूट गए थे वे भी बहुत अच्छे हैं। उनको रखा गया है। इस प्रकार की गड़बड़ी नहीं होनी चाहिए। मेरे पास यह रिपोर्ट है कि 7 करोड़ का माल 70 लाख में बेच दिया गया। On August 18th, Mrs. Alva has alleged in the Rajya Sabha that Tank spares worth Rs. 7 crores has been disposed of for Rs. 70 lakhs.

तो हमारे गरीब देश के पैसे का इस ढंग

से दुरुपयोग न किया जाए। उसका सदुपयोग होना चाहिए।

आर्मी ट्रेनिंग के बारे में मेरा कहना है कि जब एशियाड, निरगुट सम्मेलन या चौगम हुआ था इसमें आर्मी का इस्तेमाल हुआ उस समय आर्मी ट्रेनिंग में कुछ स्लैक-आ गई थी। बीच में जरूर कुछ रफ्तार आयी थी। लेकिन अब शिथिलता आ रही है। और ट्रेनिंग के दौरान जो रिजल्ट निकलते हैं उनमें देरी होती है। मैं जानना चाहता हूँ सेक्योरिटी के पौइंट से.....

सभापति महोदय : नेगी जी, आप कितना समय और लेना चाहते हैं।

श्री टी० एस० नेगी : मुझे तो अभी 5, 7 मिनट और चाहिये।

सभापति महोदय : तो फिर आप कल बोलियेगा।

16.03 hrs.

DISCUSSION ON INDEFINITE  
STRIKE BY PORT AND DOCK  
WORKERS AT MAJOR PORTS  
FROM MID-NIGHT OF  
15TH/16TH MARCH

1984

MR. CHAIRMAN : So, we take up item No. 9, Discussion under Rule 193. Prof. Ajit Kumar Mehta to raise a discussion.

प्रो० अजित कुमार मेहता (समस्तीपुर) : सभापति जी, यह सचमुच में दुर्भाग्य की बात है कि एक ऐसे उद्योग में जिसकी 100 वर्ष से गौरवमय परम्परा और प्रतिष्ठा रही

[प्रो० अजित कुमार मेहता ]  
 हो हड़ताल हो जाय। पिछली हड़ताल वहां 1978 में हुई थी। पिछले 6 साल से शांति थी और 1978 के बाद जो समझौता हुआ था उसकी अवधि 1983 के दिसम्बर में पूरी होनी थी। गोदी और पत्तन के मजदूर और कर्मचारियों के प्रतिनिधि समझौते का बदले हुए संदर्भ में नवीकरण चाहते थे, और इसके लिए समझौता बार्ता चल रही थी। कर्मचारियों के प्रतिनिधि भी अपनी 163 करोड़ की मांग से उतर कर के 69 करोड़ पर आ गये थे। तो इसी से समझा जा सकता है समझौता बार्ता में प्रगति थी। परन्तु क्या हुआ कि यह समझौता टूट गया और मजदूरों को कर्मचारियों को हड़ताल पर जाने को बाध्य होना पड़ा। किसका दोष है, यह हमें सोचना होगा? जो बात 8 महीने से चल रही थी वह एकाएक टूट जाय और कर्मचारी हड़ताल पर जाने को विवश हो जायें जिससे राष्ट्र का नुकसान हो तो सचमुच में यह विश्लेषण की समस्या है जो कि होना चाहिए। समझौता बार्ता के दमियान 23 फरवरी को ट्रांसपोर्ट और शिपिंग मिनिस्टर ने फेडरेशन की संयुक्त बैठक में उनकी सभी मांगों के जवाब में 32 करोड़ ६० बेतन वृद्धि की बात कही और 12/13 मार्च को जो समझौता बार्ता हुई उसमें उसी ओफर को दोहराया गया। नया कुछ नहीं किया गया।

मंत्री जी ने प्रतिनिधियों को ओफर स्वीकार करने या अस्वीकार करने के लिये कहा, यह नहीं कि उस पर विचार हो, बार्ता हो। उन्होंने सिर्फ यही कहा कि यह ओफर है, आप इसे स्वीकार करें या अस्वीकार करें।

उनका कहना था कि 1983 का टोटल

वेज 187 करोड़ होता है और उस पर 32 करोड़, करीब-करीब 17 प्रतिशत होता है जिसकी वृद्धि के लिए वह तैयार है, इससे एक कदम भी आगे जाने को तैयार नहीं है।

16.06 hrs.

[SHRI R. S. SPARROW *in the Chair*]

भाष्य है कि इस बात पर प्रतिनिधियों की और गोदी-पत्तन कर्मचारियों की प्रतिक्रिया क्या हुई, इसको जाने बिना ही उन्होंने कह दिया—No useful purpose would be served by continuing the negotiations.

इससे साफ है कि सरकार की नियत समझौता बार्ता करने की थी ही नहीं। सरकार कोई कंफ्रंटेशन चाहती थी, इसलिए उसने ऐसी परिस्थिति पैदा कर दी कि यह कंफ्रंटेशन हो ही। इसी से कोई भी समझ सकता है कि इस हड़ताल की जिम्मेदारी किस पर है, गोदी-पत्तन मजदूरों पर अथवा सरकार पर?

सरकार ने यह भी नहीं सोचा कि इस हड़ताल से राष्ट्र का कितना नुकसान हो रहा है। इस हड़ताल के कारण पूरे देश में खाद्य तेल, किरासिन तेल, लुब्रीकेशन तेल और अन्य जीवनोपयोगी वस्तुओं की कमी होगी, यह भी अपने वक्तव्य में मंत्री जी ने स्वीकार किया है। कीमतें घनाप-घनाप बढ़ेंगी और आप सब जानते हैं कि एक दफे बजार में कीमतें बढ़ गई तो उन्हें नीचे लाने में आप कभी सफल नहीं होंगे। पिछले 4 साल से आप प्रयास कर रहे हैं, उसमें सफल नहीं हुए तो अब क्या होंगे?

इसके कारण और भी हानियां हैं। आया-तित कच्चा माल जहाज से न उतरने के कारण उद्योग-धंधे बंद होंगे और बेरोजगारी

बढ़ेगी। देश में बेरोजगारी की समस्या तो वैसे ही है और जब उद्योग-धंधे बन्द होंगे तो जो थोड़ा बहुत रोजगार है, वह भी एक समस्या खड़ी होगी और बेरोजगारी बढ़ेगी।

जहाज पर माल न चढ़ने से विदेशी व्यापारियों में हमारी साख घटेगी और साथ ही विदेशी कंटेनर पूरा न होने के कारण कंटेनर टूटेगा अथवा उस पर हमें बड़ा जुर्माना देना पड़ेगा। माल के न चढ़ाये जाने से हमारे गोदाम भरे रहेंगे जिनमें खनिज पदार्थ और कच्चे माल पड़े रहने से देश में उत्पादन नहीं होगा। जिन चीजों का निर्यात करना है, उनका उत्पादन नहीं होगा, माल लाया नहीं जायेगा तो बेरोजगारी बढ़ेगी।

यह समस्या छोटी नहीं है, 150 जहाज अभी बंदरगाह पर आने को तैयार हैं जो कि माल की चढ़ाई अथवा उतराई के लिए खड़े हैं। आप स्वयं सोच सकते हैं कि इससे राष्ट्र का कितना बड़ा नुकसान हो रहा है? एक जहाज यदि एक दिन खड़ा रहे तो 15, 20 हजार रुपये के लगभग उस पर खर्चा आ जाता है।

PROF. N. G. RANGA (Guntur) :  
Why do they go on strike because of all this national loss ?

PROF. AJIT KUMAR MEHTA : I told you the reason. The onus of strike is on the Government. That is what I told you. Probably, you did not hear the beginning part of my speech.

आज 150 जहाज ऐसे ही खड़े हुए हैं। डेमरेज और हर्जाने के रूप में राष्ट्र पर कितना खर्चा लादा जा रहा है? इसकी जिम्मेदारी किस पर है? चूंकि हड़ताल शुरू

करने की जिम्मेदारी वर्तमान सरकार की है, इसलिए यह स्पष्ट है कि इस खर्च की जिम्मेदारी भी उसी पर जाती है।

हम देखना चाहेंगे कि समझौता-वार्ता को चलाने में, समझौता करने में, सरकार की नीयत साफ थी या नहीं। समझौता-वार्ता में छल-प्रपंच से काम नहीं लेना चाहिए। 13 मार्च, 1984 से पहले सरकार ने कहा कि हम 32 करोड़ रुपये की बढ़ौतरी करने के लिए तैयार हैं, जो कि 187 करोड़ रुपये के टोटल वेज बिल का 17 प्रतिशत होता है। परन्तु 15 मार्च, 1984 को सरकार की ओर से दोनों सदनों में यह वक्तव्य दिया गया कि टोटल वेज बिल 187 करोड़ रुपये नहीं, 215 करोड़ रुपये है और 32 करोड़ रुपये उसका केवल 15 प्रतिशत है। क्यों यह छल किया गया है? समझौता-वार्ता में छल प्रपंच से काम लेने के कारण सरकार को श्रमफलता मिली।

अब भी सरकार को समझौते के लिए कौन रोकता है? सरकार कहती है कि समझौते के लिए हमारा दरवाजा खुली है। लेकिन समाचारपत्र में स्टेटमेंट निकाल देने से काम नहीं चलता। यह निमंत्रण नहीं है। मंत्री महोदय दिन नियत कर, एजेन्डा बनाएं और मजदूर प्रतिनिधियों को समझौते के लिए निमंत्रित करें। उन्हें यह कदम उठाने से कौन रोकता है?

लेकिन सरकार ऐसा न कर के मजदूरों को पुलिस और नौ सेना के जबानों से लड़ाती है। क्या आवश्यकता थी नौसेना के जबानों को बुला कर वह काम करवाने की, जो गोदी और पत्तन के मजदूरों का है? क्या गोदी और पत्तन मजदूर देश-भक्ति में किसी से कम हैं? इतिहास के

[प्रो० अजित कुमार मेहता]

पन्ने उसलटिए और इंडो-पाक वार का जमाना याद कीजिए। किस प्रकार उन मजदूरों से दिन-रात जान की जोखिम उठा कर परिश्रम किया। परन्तु फिर भी यह सरकार गोदी और पत्तन के कर्मचारियों को पुलिस और नौसेना के जवानों से लड़ाती है, यह कितनी शर्मनाक बात है।

मगर यह याद रखिए कि इसका कुफल हमें और आपको, और हमारी और आपकी संतति को भुगतना पड़ेगा। अगर सरकार हमेशा सेना और नौसेना को सिविल एडमिनिस्ट्रेशन के लिए बुलाती रहेगी, तो इसका प्रभाव यह होगा कि सेना और नौसेना के दिल में यह बात बैठ जाएगी कि यदि सरकार हमसे ही चलती है, सरकार सिविल एडमिनिस्ट्रेशन को चलाने में अक्षम है, हम ही उसे चलाने वाले हैं, तो ऐसी सरकार का न रहना ही अच्छा है। सरकार की अक्षमता को देखते हुए उनकी प्रवृत्ति हो जाएगी कि वे सिविल एडमिनिस्ट्रेशन पर कब्जा कर लें। मैं सरकार को आगाह करता हूँ कि यदि वह जनता और भावी संतति का भला चाहती है, तो वह इस प्रकार का काम न करे, जिससे प्रजातंत्र की जड़ ही समाप्त हो जाए।

अब हम गोदी और पत्तन कर्मचारियों को भांग पर विचार करें कि वह उचित है या अनुचित, और अगर उचित है, तो किस हद तक उचित है और किस हद तक उसको माना जाना चाहिए। जब हम पिछला इतिहास देखते हैं तो पाते हैं कि पत्तन और गोदी कर्मचारियों के वेतनमान दूसरे किसी भी उद्योग के कर्मचारियों के मुकाबले ज्यादा अच्छे थे, ज्यादा ऊँचे थे परन्तु हाल के दिनों में कुछ ऐसा हुआ कि इनके वेतन-

मान, इनकी आर्थिक दशा दूसरे उपक्रमों के कर्मचारियों के मुकाबले में नीचे गिरती गई और आज तो स्थिति यह है कि ये सबसे नीचे हैं। फिर भी पिछले 6 सालों से उनमें शांति बनी रही जिस पर कि हमें आश्चर्य होता है और इसके लिए हम उनको धन्यवाद देते हैं कि उन्होंने इतना अनुशासन दिखाया। लेकिन किसी भी चीज की एक सीमा होती है। जब वह सीमा पार हो गई तो उसके बाद हड़ताल हुई।

कोयला मजदूरों को सरकार ने 22 प्रतिशत की वृद्धि दी जिस पर हमें कोई शिकायत नहीं है, ईष्या भी नहीं है परन्तु गोदी और पत्तन कर्मचारियों के मामले में भी उसी अनुपात में वेतन वृद्धि होनी चाहिए क्योंकि वे भी सरकारी उपक्रम के ही एक भाग हैं। परन्तु आप 15 प्रतिशत से अधिक वेतन वृद्धि के लिए तैयार नहीं हैं। वेतन पुनरीक्षण के बाद स्टील कर्मचारियों की न्यूनतम वेतन वृद्धि 91 रुपये की गई किन्तु यहाँ पर आपने निर्धारित कर दिया कि न्यूनतम वृद्धि मात्र 71 रुपये ही होगी। क्या मैं जान सकता हूँ कि इस प्रकार के डिस्ट्रिक्शन का क्या कारण है?

इनकी मांगों की तीन श्रेणियाँ हैं—वेतन पुनरीक्षण जिसमें मकान किराया भत्ता, सिटी कन्पेन्सेटरी एलाउन्स और ट्रांसपोर्ट सब्सिडी शामिल है। यह पहली श्रेणी है। आप उद्वेग के लिए मद्रास लीजिए। वहाँ पर पत्तन गोदी कर्मचारी भी हैं और दूसरे उपक्रमों के कर्मचारी भी हैं। यदि दोनों के वेतनमानों की तुलना की जाए तो आप देखेंगे कि जहाँ यह भत्ता अन्य उपक्रमों में 30 प्रतिशत तक जाता है, यहाँ केवल 10 प्रतिशत ही है। तो इस प्रकार का डिस्ट्रिक्शन क्यों होता है? और इसको कौन

सहेगा ? दूसरी श्रेणी में मंहगाई भत्ता है । जहां तक मंहगाई भत्ते का सवाल है, उसका निर्धारण मंहगाई को देखते हुए ही होना चाहिए ।

उनकी मांगों की तीसरी श्रेणी है बोनस अभी तक आप उनको 8½ प्रतिशत एक्स-ग्रेशिया पेमेन्ट करते रहे हैं । क्या आप खैरात बांटते हैं ? एक्स-ग्रेशिया पेमेन्ट किस बात का ? आप उसको बोनस कहिए । यदि आप मुनाफा देखें तो बम्बई बन्दरगाह पर कुल मुनाफा 67 करोड़ रुपया है और आज जो एक्स-ग्रेशिया पेमेन्ट करते हैं वह ढाई करोड़ ही होता है दोनों में क्या तुलना है ? आप एक्स ग्रेशिया पेमेन्ट के बदले में बोनस दीजिए और बोनस का मुनाफे से भी कुछ संबंध होना चाहिए । अगर आप 20 प्रतिशत भी बोनस दें तो वह भी केवल 6 करोड़ ही बनता है जोकि बम्बई को 67 करोड़ शुद्ध मुनाफे की तुलना में कुछ भी नहीं है । आप कह सकते हैं कि केवल बम्बई में लाभ होगा लेकिन बहुत से बन्दरगाहों पर हानि उठानी पड़ती है । एक अनुमान के अनुसार, जैसा कि आपकी रिपोर्ट में भी है, यदि सभी बन्दरगाहों से प्राप्त होने वाले मुनाफे की गणना करें तो वह 120 करोड़ रुपए है । 120 करोड़ ६० में 6 करोड़ ६० की राशि क्या होती है । मैं समझ नहीं पाता हूं कि क्या तुलना है ? क्यों आप उनकी मांगों को स्वीकार करने में इतना हिचकिचा रहे हैं । उन्होंने अपनी मांग 163 करोड़ ६० घटा कर 69 करोड़ पर कर दी है । क्या तुलना है 69 करोड़ से 67 करोड़ और 120 करोड़ की ।

सभापति जी, आप पूरे आयात-निर्यात बिल का अवलोकन करें, 21 हजार करोड़ पर वेज बिल 1.0% से भी कम है ।

प्रस्तावित वृद्धि जो मांग रहे हैं यदि उसकी गणना करें तो वह 0.03% है । यदि इसको भी जोड़ दिया जाए तो भी वह टोटल एक्स्पॉर्ट इम्पोर्ट बिल का केवल 13 रहेगा । क्या हर्ज है कि आप उनकी मांगों पर गम्भीरता-पूर्वक विचार न करें । आप अपनी झूठी प्रतिष्ठा के लिए 69 करोड़ ६० बचा रहे हैं । लेकिन आपको मालूम होगा कि एक दिन में हमें 80 करोड़ का घाटा हो रहा है । यदि हम एक दिन के ही घाटे को लें तो हम उनकी मांगों को पूरा कर सकते हैं । जब कि आज उनकी हड़ताल का सातवां दिन है आप 80 करोड़ का घाटा उठाने के लिए तैयार हैं, लेकिन उनकी मांगों को मानने के लिए तैयार नहीं हैं । इसको कहते हैं - मोहर लुटाए कोयले पर छाप ।

यदि सारा मामला पोर्ट अधिकारी और मजदूरों के बीच छोड़ दिया जाता तो समझौता हो जाता, लेकिन आपके मंत्रालय ने हस्तक्षेप किया और इसीलिए यह भगड़ा बढ़ा । मैं यह भी कहना चाहता हूं कि इसमें तो श्रम मंत्रालय कहीं नहीं आता है । इसकी सहायता आपने दितनी ली है ? आप यह कदम नहीं उठायेगे, क्योंकि आप ने इस हड़ताल को गैर-कानूनी घोषित कर दिया है और समझ लिया है कि समस्या का समाधान निकल गया है । हड़ताल को गैर-कानूनी घोषित कर देने से ही समस्या का समाधान नहीं होता है । टैक्सटाइल वर्कर्स की हड़ताल भी कितनी लम्बी चली उसमें आप ने कितने को गिरफ्तार किया और कितनों को जेल में रखा है । ये मजदूर भी तीन लाख हैं, हड़ताल को गैर कानूनी घोषित कर देने से ही समस्या का निदान नहीं हो सकता है । आपकी यह मनोवृत्ति है कि आप पहले किसी भी हड़ताल को गैर कानूनी

[प्रो० अजित कुमार मेहता]

बोधित करेंगे और फिर मजबूर होकर उनकी सारी मांगों को मान लेंगे। पता नहीं उस बन्त आपकी गैर कानूनी हड़ताल कहां चली जाती है। मैं सरकार से पूछना चाहता हूँ कि क्या अपनी झूठी प्रतिष्ठा को छाड़कर समझौता वार्ता द्वारा हल निकालन को प्रस्तुत है और यदि हाँ, तो समझौते की तिथि और एजेंडा तय कर उनके प्रतिनिधियों को बुलाएंगी? यदि हाँ, तो कब तक?

श्रीमती कृष्णा साहू (बेगूसराय) : सभापति महोदय, अभी मैं अपने साथी मेहता जी का भाषण सुन रही थी, ऐसा लग रहा था जैसे वह अरण्य-विलाप कर रहे हों इन के विलाप का क्या असर होगा, कौन इन का विश्वास करेगा? ऐसा लग रहा था जैसे सचमुच में इन की नीयत जा हड़ताल चल रही है और जो क्षति हो रही है उसको समाप्त कराने की है। लेकिन वास्तव में इन की नीयत केवल हमारी सरकार पर आरोप लगाने और भाषण देने की है जिससे उनका प्रचार हो, अखबार वाले और उन के माध्यम से जनता यह जान कि हम कितनी उदारतापूर्वक उन के बारे में सोचते हैं।

उन्होंने कहा कि सरकार की नीयत नहीं है और 163 करोड़ से घटा कर 69 करोड़ पर ले आई है। ऐसा लगता है जैसे मंत्री महोदय की जगह पर वे लोग होते तो तुरंत इसका समाधान हो गया होता और हम सब लीग सुखद स्थिति में होते और देश के सामने कोई समस्या ही नहीं होती। सभापति महोदय, देश के सामने आज प्रमुख पतनों पर गोदी कर्मचारियों की हड़ताल से एक गम्भीर स्थिति उत्पन्न हो गई है। आज हमारे देश के सामने अनेक समस्याएँ हैं उन

में यह समस्या भी आ कर खड़ी हो गई है, पता नहीं हमारे गोदी कर्मचारियों में राष्ट्रीयता की भावना है या नहीं, जिन्होंने अनेक राष्ट्रीय समस्याओं के साथ अपनी समस्या को भी लाकर जोड़ दिया है। विशेष महत्व की बात यह है कि यह हड़ताल ऐसे समय में हो रही है जब कि मार्च का महीना चल है, जिस महीने में प्रायः कार्गो-हैंडलिंग पीक पर होता है, जो हमारे उत्थान का समय होता है, जो हमारे सुदृढीकरण का समय होता है। हवाई जहाजों से कितना सामान लाया और ले जाया जा सकता है, हमारी जितनी एंसेशियल कमाडिटीज हैं, इंसान के जीवन में जिन वस्तुओं की आवश्यकता होती है, देश के जीवन में जो आवश्यक वस्तुएँ हैं उनको इन जहाजों के माध्यम से लाया जाता है जैसे खाद्य तेल, फटिलाइजर, पेट्रोलियम प्रोडक्ट्स। ये सब ऐसी वस्तुएँ हैं जो हमारे जीवन की केन्द्र-बिन्दु हैं। इनके अलावा जैसा हम ने अखबारों में पढ़ा है—सिमेंट, कंरासिन आयल और अन्य आवश्यक वस्तुएँ भी हैं। पेट्रोलियम प्रोडक्ट्स पर हमारा सारा यातायात निर्भर करता है—ये सभी चीजें उन मालवाही जहाजों द्वारा लाई गई हैं जो इस समय बीच समुद्र में या किनारे पर पड़े हुए हैं। यदि ये वस्तुएँ तुरन्त नहीं उतारी जायेंगी तो इनका राष्ट्र पर क्या प्रभाव पड़ेगा, आप स्वयं इसका अनुमान लगा सकते हैं। राष्ट्र के लिए इन वस्तुओं की सप्लाई-लाइन को बनाये रखना अनिवार्य है, अगर इसको मेंटेन न किया जा सके और इन वस्तुओं का देश में अभाव पैदा हो जाय तो उसकी जबाब देही सरकार पर होती है। मुझे इस बात की प्रसन्नता है कि इन सब कठिनाइयों के बावजूद भी हमारी सरकार अपने उत्तरदायित्व को पूरी तरह से निभाने पर तैयार है।

है। ये वस्तुयें कोई लकड़ी या धाराम की वस्तुयें नहीं हैं, इस लिए इन का समय पर उपलब्ध कराया जाना अत्यावश्यक है।

इसी तरह से इम्पोर्ट और एक्सपोर्ट की बात है—इन्हीं जहाजों के द्वारा विदेशों से सामान यहां आता है और उस के बाद यहां का सामान लद कर विदेशों से जाता है, लेकिन इस हड़ताल के कारण हमारे एक्सपोर्ट और इम्पोर्ट पर प्रतिकूल प्रभाव पड़ने जा रहा है। इम्पोर्ट और एक्सपोर्ट किन्नी भी देश की लाइफ लाइन है, एक्सपोर्ट से विदेशी मुद्रा का अर्जन होता है लेकिन इस समय इस हड़ताल से हमारी विदेशी मुद्रा की कितनी क्षति हो रही है इस का आप सहज ही अनुमान लगा सकते हैं। इस हड़ताल से कार्गो फ्रेट का चार्ज भी बहुत बढ़ जायगा जिस का हम लोगों पर बहुत प्रतिकूल प्रभाव पड़ेगा।

मेहता जी ने अभी कहा कि समस्या के समाधान के लिए सरकार की नीयत नहीं है, मंत्री महोदय की नीयत नहीं है। लेकिन शायद आप को मालूम होगा जो द्विपक्षीय वार्ता हुई थी उस में इन की चार फंडरेशनों के नेता थे और वह वार्ता अगस्त, 1983 में शुरू हुई थी। परन्तु वह सफल नहीं हुई। यह उन की भूल के कारण नहीं हुआ। उस के बाद कुछ समय पहले, पांच महीने पहले सरकार ने निगोशियेशन प्रारंभ किये थे और वे भी उन्होंने नहीं माने। मैं मंत्री जी को धन्यवाद देती हूँ कि उन्होंने उन लोगों से आग्रह किया और यह कहा कि राष्ट्रीय अर्थ-व्यवस्था को ध्यान में रखते हुए जो व्यवहारिक और युक्तिसंगत समझौता हो सकता है, वह करें। उस के लिए हमारी सरकार तैयार थी और 32 करोड़ रुपये देने को

तैयार थी। अब 32 करोड़ रुपये कोई थोड़ी राशि नहीं है फिर भी हमारे मंत्री महोदय और हमारी सरकार इस को देने को तैयार थी लेकिन सरकार यदि उन की सभी मांगों को यदि मान लेती है, तो हमारे विचार से और बहुतों के विचार से इस का देश के ऊपर प्रतिकूल प्रभाव पड़ेगा और आज ये मांग रहे हैं, कल को दूसरे मांगें और परसों तीसरे मांगें और इस तरह से इसका बहुत बड़ा प्रभाव पड़ने वाला है।

कर्मचारियों के वेतनमानों की भी बात कही गई। एक पब्लिक सेक्टर के कर्मचारियों का वेतनमान दूसरे पब्लिक सेक्टर के कर्मचारियों के बराबर नहीं हो सकता क्योंकि हर एक पब्लिक सेक्टर की नेचर आफ ड्यूटी और जो काम करने का तरीका है, वह अलग अलग है। जो काम उन के लिए निर्धारित किया गया है, वह एक दूसरे से भिन्न है और स्वाभावतः ही वह भिन्न-भिन्न होता है। अगर कोई मेनूफैक्चरिंग इंडस्ट्री है, तो दूसरी माइनिंग इंडस्ट्री है और तीसरी सर्विस आर्गेनाइज करने का काम करती है। इसलिए इन सभी के कर्मचारियों के वेतनमानों में भिन्नता रहेगी और वेतनमानों में एकरूपता नहीं हो सकती है। मुझे आश्चर्य लगता है कि किस तरह की बातें विरोधी पक्ष के लोग उठाते हैं। मैं उन से जानना चाहती हूँ कि यदि हमारी तरफ से कोई कसर है, तो इस को दूर करने के लिए उन का कितना योगदान हुआ है और क्या कोई उन्होंने सुझाव दिये हैं। केवल एक ही सुझाव उन्होंने दिया है कि 69 करोड़ रुपये की उन की मांग है और इतना रुपया उन्हें दे दिया जाए। अब यह कोई छोटी सी रकम तो है नहीं जोकि उन को दे दी जाए। और कोई दूसरा योगदान उन का नहीं है। मैं

[श्रीमती कृष्णा साही]

मंत्री महोदय से कहूंगी कि दबाव डाल कर सरकार को यदि झुकाने की बात होती है, तो यह अनुशासनहीनता है और इस अनुशासनहीनता के बदले अगर इनाम के रूप में उन को मांगे मान कर इतना सारा रुपया दे देंगे, तो हम एक गलत परिपाटी को प्रारंभ करेंगे जोकि मेरी राय में उचित नहीं है। जो उन की जायज मांग है, वह माननी चाहिए और जितना उन को मिलना चाहिए, उतना देना ही चाहिए, इस में कोई दो मत नहीं हो सकते और हम ने कभी इस के इंकार नहीं किया है लेकिन ऐसी बात नहीं है। एक ओर समाज में जब विपत्ति आती है, तो इस तरह की स्थिति उत्पन्न कर दी जाए, इस को हम नहीं मान सकते। इन्होंने कहा कि ऐसा लगता है कि जैसे श्रम मंत्रालय हैं ही नहीं। यह इस बात को कैसे भूल गये कि श्रम मंत्रालय नहीं है। हमारे श्रम मंत्री ने उन से बात की है और उनसे स्ट्राइक न करने के लिए एक हफ्ते का समय मांगा लेकिन वे इसके लिए भी तैयार नहीं हुए और अपनी हड़ताल पहले ही प्रारंभ कर दी। ऐसी स्थिति में किस तरह का व्यवहार करना चाहिए, इस की उन को बिल्कुल भी चिंता नहीं है। ऐसे समय में उन की काम करना चाहिए था और उन्होंने काम बंद कर दिया। जब उन्होंने हड़ताल कर दी, तो मंत्री महोदय ने आवश्यक वस्तुएं लोगों को उपलब्ध कराने के लिए, उन की आपूर्ति करने के लिए, जिस ले लोगों को सुनिश्चित तरीके से सभी आवश्यक वस्तुएं मिल जाएं, नौसेना की मदद ली और उनकी सर्विसेज का आवाहन किया। ऐसा जो मंत्री जी ने किया तो यह कोई उन से कंफ्रंशन के लिए नहीं किया बल्कि यह इसलिए किया गया कि लोगों को आवश्यक सामान उपलब्ध कराया

जा सके। आखिर इस के लिए भी सरकार का कुछ उत्तरदायित्व है। यदि सरकार इस में झुक कर जाती, तो फिर ये चीजें लोगों तक ही पहुंच पाती और यदि चीजों के मिलने में रुकावटें आएंगी तो चीजों की कीमतें बढ़ेंगी। तो इस को देखने का काम भी सरकार का है कि किस तरह से चीजों की आपूर्ति हो और चीजों के दाम न बढ़ें।

एक बात और कहना चाहती हूं। यह ठीक है कि उन की जो बाजिब मांगे है, उन की पूर्ति होनी चाहिए लेकिन सभापति महोदय, कुछ समितियों में सदस्य के नाते और चैयरमेन के नाते, मुझे रहने का अवसर मिला है और मैं ने पोर्ट ट्रस्ट के कार्य-कलापों को भी देखा है। कुछ महीने पहले मैं बम्बई गई हुई थी। मैंने वहां पर यह देखा और पाया और यह साबित किया हुआ है कि पोर्ट में जितनी स्मगलिंग होती है, जितने अनैतिक काम होते हैं, क्या स्मगलिंग को रोकने के लिए फेडरेशन के नेता-गण, यूनियन के लोगों ने कभी काम किया है जिससे कि स्मगलिंग को रोका जा सके? पोर्ट के अन्दर बहुत से गलत काम होते हैं। उन गलत कामों को रोकने का उत्तरदायित्व उनका भी है। यदि वे अपनी मांगे रखते हैं, वे यह चाहते हैं कि उनके वेतन बढ़ने चाहिए तो इन चीजों को देखने का भी उनका कर्तव्य हो जाता है। वे सरकारी कर्मचारी हैं पोर्ट में काम काम करते हैं। स्मगलिंग बढ़ती जा रही है और यह बताया जाता है कि इसमें उनका हाथ बहुत जोर और से रहा है।

मैं यही कहना चाहती हूं कि मंत्री महोदय ने जो कर्तव्य दिया है, जो उन्होंने सुभाव दिये हैं, हड़ताली कर्मचारियों को अपनी ओर से उन्होंने जो ओफर किया है, वह एक



बहुत अच्छा कदम है और देश हित में है। हम तो यही चाहते हैं कि इसका जल्दी से जल्दी तिबटारा हो जाए। आजकल जो देश की बाह्य परिस्थितियां हैं, उनको देखते हुए मदन के सभी माननीय सदस्यों को सरकार को सहयोग देना चाहिए। यह कंफ्रंटेशन का समय नहीं है। जो लोग हमारे उन कर्मचारियों को एक्सप्लोइट कर रहे हैं, उनको यह जानना चाहिए कि वह देश की कितनी बड़ी क्षति कर रहे हैं। यह क्षति देश के किसी एक हिस्से की क्षति नहीं है, यह सारे देश की क्षति है इसलिए मेरा निवेदन है कि इसको मद्देनजर रखते हुए हम सभी लोगों को मिलकर इस समस्या को सुलझाना चाहिए ताकि हम अपने राष्ट्र को इस क्षति से और बड़ से बड़तर होने वाली स्थिति से बचा सकें।

**SHRI M.M. LAWRENCE (Idukki) :**  
Mr. Chairman, Sir, the strike by Port and Dock Workers in reality is the creation of the Government. If the Government had taken proper steps to settle the issues, agree with the demands raised by the Port Federation Representatives cent per cent, this strike in all the 10 major ports of our country would not have taken place. Some people are alleging that in haste, they went on strike. It is a falsehood. In September 1983, the Port Federation jointly submitted a Memorandum of demands to the Port Authorities as well as the Government. So many discussions had taken place between the two parties but nothing fruitful came out of that. Subsequently, the officials of the Ministry intervened and so many rounds of talks had taken place. But all of them did not bear fruit. Then our hon. Minister, Shri Vijaya Bhaskara Reddy, intervened. In his presence also four rounds of talks took place. That also failed.

Sir, there is a background for the demands put forward by the Workers

working in the Ports and Docks in our country. In 1975, the Government of India set up a Wage Revision Committee to examine and report a uniform wage structure for all major ports in India under the Chairmanship of Justice Lokar. That Committee submitted a report in March 1977. On the basis of that report, an agreement was signed between the Federation of Port and Docks workers and the Government of India on 14th July, 1977. With this agreement a measure of uniformity in the wages and allowances of port and dock workers of India was achieved. The wage revision Committee had proposed three rates of DA, from Rs. 130 to Rs. 2/- per point of cost of living consumer price index based on 1960. It was stipulated in that agreement that the rate of DA would be reconsidered when the cost of price index rose to above 363. But the Government of India did not honour this commitment. This was the beginning of sliding down of the wage level of the port and dock workers. Till then the Government was blatantly ignoring the agreement with the workers. The Government manoeuvred and the agreement got extended to six years instead of the earlier five years. When that agreement was signed initially, the port and dock workers were ahead of the other public sector undertakings in the matter of wages and other benefits. However, due to the extension of the agreement to six years, and by denying the revision of D A rate, effected in eroding the legitimate income due to them.

The port and dock workers Federation demanded Rs. 1000 as basic pay, basing on the all India consumer price index of 500, 1963, and DA to provide for full neutralisation of rise in the cost of living with a minimum of Rs. 2/- per point plus house rent allowance, city compensatory allowance and other fringe benefits. But the Government was prepared to raise it to an overall enhancement of only 10%. Subsequently, the discussions went on with the Ministry in the presence of the hon. Minister and it was raised to about 15%, as the hon.

[Shri M. M. Lawrence]

Member has pointed out a little while ago,

In the year 1982 and 1983, so many settlements were made in other public sector undertakings. The four Federations demanded that the basic pay, D.A., the house rent allowance, and the CCA should be raised to be at par with other public sector undertakings. What is wrong in asking for such a rise? Actually, the four Federations have come down from their original demand. As already pointed out, their original demand was for minimum basic pay of Rs. 1000/-. From there the four Federations have come down to a stage to be at par with the other public sector undertakings. In fact, the Government of India have entered into an agreement with respect to the public sector undertakings and they are already implementing it. Why is Government playing a dual role? It can be given in other public sector undertakings, but in the case of port and dock workers, it cannot be given. This is double standard.

An hon. lady Member was explaining here that there were differences between the working methods, circumstances and all that. What is the difference between the food taken by steel workers, coal workers and that taken by the port and dock workers? What is the difference between the cloth worn by the steel workers, coal workers and other public sector workers and that worn by the port and dock workers? What is the difference in the expenditure on medical treatment, house rent paid and the difficulties experienced in the cities? I cannot understand. They are taking the same food, wearing the same cloth, facing the same living conditions and living standards. The rise in prices experienced by all the workers in all the public sector undertakings is the same. So, to say that circumstances are different in different sectors, is not tenable.

In the steel industry, an increment of Rs. 91/- in the basic pay has been an-

nounced, plus two increments. Likewise, steel workers working in port cities are getting HRA at the rate of 30% in Bombay, 25% in Calcutta and Madras, and 15% or so in other ports. Why is it being denied to the port and dock workers? The same rent is being paid by the port and dock workers. The same cost of living hike is being faced by port and dock workers, working in Calcutta, Bombay and Cochin as the workers working in the steel industry. Why is the Government reluctant in allowing these facilities?

The argument put forward by the Minister is that the gap is very big, when we compare other public sector workers, and port and dock workers. It is true; but whose creation is it? I have already explained that it was created deliberately by Government, and not by God but by the omnipotent God who is ruling this country.

SHRI BIJU PATNAIK (Kendrapara) : Goddess.

SHRI M.M. LAWRENCE : I am prepared to make that correction.

MR. CHAIRMAN : I would like to recommend something to the hon. Members, so that everybody gets an equitable share of the time. Please stick to the silent points. If possible, spend less time on frills. This applies to all.

SHRI M.M. LAWRENCE : I am working in that field. I am also one of their leaders.

SHRI CHITTA BASU (Barasat) : It should apply to the Minister.

SHRI BIJU PATNAIK : He would be happy not to say anything at all.

SHRI SOMNATH CHATTERJEE (Jadavpur) : He wants lesser time. More than 1,07,409 workers are engaged in the port trusts of 10 major ports and 30,808 workers are working under 7

dock labour boards. Why is the government reluctant to put them under port trusts directly? Why are they trying these workers for the mercy of Stevedores? In the Dock Labour Boards, the Stevedores are managing every thing even though there is a board for name sake. Their cudgels are in their hands. They are squeezing the workers. Likewise, more than 1500,000 workers are working directly under the ports, but they are not under the port trust nor under the Dock Labour Boards; they are under commission agents, forwarding agents, clearing agents and other contractors. They are working continuously for years together. Why are they not made permanent? Government is always saying that they are for down trodden people and they want to improve their conditions. Who is holding their hands to make them permanent? I know it very well that only Stevedores and private exploiters are squeezing the workers who are shedding their blood and working very hard for this nation. But who is benefited by that? The people who are benefited by that is the private owners of the company. Why is the government reluctant in enhancing port charges as recommended by the Major Ports Commission. The Commission recommended to enhance it by 3 per cent instead of the present 1 per cent. The share of Indian bottom ships are only 28 per cent of the total traffic. The rest of the ships are owned by foreign shipping companies. The low port charges benefit only the foreign ship owners. Why does the government follow this policy? Why are they not prepared to correct this policy? If they do it, they can increase the earning of the ports. Even otherwise by the present low port charges, the hon. member, who had spoken first, has pointed out that big profit is made by these people; nevertheless the government is not prepared to increase the wages or the DA or the HRA or the CCA and other fringe benefits of the Port and Dock workers.

Likewise, bonus is being denied to port and dock workers; they are being paid only 8.33 per cent ex-gratia in a sphere where big profit is being made.

They have demanded 20 per cent of bonus. Legitimately, they have got the right to get that bonus; it has to be paid to them.

During emergency, even this ex-gratia payment was not given; only 4 per cent was given taking the advantage of emergency. Willingly, government is not prepared to help the workers in order to ameliorate their conditions. Only through organised pressure, they can achieve this. The hon. lady member and so many other members have said about the national spirit and all that. She said, that the national and international situation is very bad. It is true; it is very grave. It is the concern of all of us, not only inside the House, but outside the House also, Sir and it is the prime concern of the working class of India. Why? It is they who are producing for the nation; for the whole people. Who told the hon. Member that they are not concerned about the national interest? She was saying that.

AN HON. MEMBER: She is not here now.

SHRI M.M. LAWRENCE: He representatives are here. She was preaching us discipline. She was very much worried about indiscipline. The Port and Dak workers have shown in this strike that they are a most disciplined class in this country, they have organised discipline, they have shown it, for their livelihood and not for making bank balances, from sugar business.

SHRI SOMNATH CHATTERJEE: Not for fighting a Rajya Sabha seat?

SHRI M. RAM GOPAL REDDY (Nizamabad): Sir, can I transfer my balance to Mr. Chatterjee, because he is a poor man, a communist?

SHRI SOMNATH CHATTERJEE: Agreed; agreed.

**SHRI M.M. LAWRENCE :** By this strike the workers have shown their discipline and the reasonableness of the demands raised by them. Even though, formally the Government has declared the strike as illegal, as per the Industrial Disputes Act, they say that the strike is virtually illegal.

Sir, very hurriedly, after the failure of the Conference held by the Shipping and Transport Minister our Labour Minister entered the field. He was in Ahmedabad at that time. From there he sent a message to all the Federation leaders not to leave Delhi, asking them to stay for one more day, rather, three hours more. They stayed. We discussed, but there was no new proposal. Thus for what the Labour Minister intervened in a hurry? Only for the purpose of showing—as a procedure—that the Labour Minister also had intervened. And, he asked them for one week's time, to postpone the strike by a week. Those were the tactics to weaken the workers' strength, to defeat the workers, and their fighting strength, to pit one, section of workers against another. All the leaders including INTUC led by Congress(I) were not prepared to heed to that request. Why? Because they were also representing the workers. They were also interested in ameliorating the conditions of the workers who have showed their confidence in their leadership. They have all withstood it firmly till today. Now, it is for the Government to come forward with an open heart for the talks with the representatives of the federations, with a liberal mentality, so that the issues can be settled and the losses can be avoided.

Now, there is a threat hanging on the head of the workers. The Navy will be used. More Police Force, more battalions of CRP etc., have been sent to all the Ports. I know that. In Cochin. I am told, that two battalions of CRP have already reached there by yesterday and that the Navy conducted a Route March in the Port area there. The hon. lady Member was much pained about the difficulty being created due to this

strike in getting the essential commodities and all that. She was very much pained about the rise in prices. But may I ask by increasing the price of coal just before the Budget Session, what effect it has made in the price structure of the country or on essential commodities? Is the Government interested in bringing down prices of essential commodities? The Government is primarily responsible for the increase in the prices of all the essential commodities. My humble request is not to use the Navy. Chairman Sir, I know that your role during Indo-Pak war was glorious. Sir, Through you I request the Government not to use the Army Against the workers. We are in a very serious condition both nationally and internationally. It is a time when our defence forces and various sections of people have to be very cordial and united to safeguard our independence. In such a time if this Government is going to use the defence forces or the Naval Wing against the workers, it will be detrimental to the interest of the country. So, with all seriousness I warn this Government not to play with fire. The workers of this country are very much interested in getting the essential commodities to various parts of the country and to all sections of our people. By using threats and by using Navy and Army, do you think you can cow down the strength of the workers? The workers are fully confident that they are fighting for their livelihood. That is why INTUC has also joined the strike.

I once again request the Minister to call the representatives of the Federations and start discussion immediately and prepare or get ready to sanction increments, DA, HRA, CCA at par with those of other public sector undertakings' workers.

With these words I conclude my speech.

**SHRI SONTOSH MOHAN DEV (Silchar) :** Sir, I have heard speeches of the Members of the Opposition and I think while giving their speeches they

have very rightly and correctly tried to focus the feelings of the working classes numbering about 1.38 lakhs and the demands which have been raised by them and discussed at various levels, the agreement which was signed and lapsed in December 1983 and to review that agreement or to have a fresh agreement there were negotiations from August 1983. The amounts involved in the offer that has been made by the Government at the intervention of the Ministers and the demands which have been raised by the four unions—two breakaway unions are of course there—in ten docks, are Rs. 32 crores and Rs. 69 crores. When these labour leaders ask what do I know about the labour demands and other things, to a certain extent I will agree. I will agree to the extent that they know very well about their demands. At the same time I also know that our Government, our Ministers and the officials also know to what extent they can give. So, I will not go very much into the legitimacy of the demands and the concessions which have been given by the Government or the commitments which have been made to the Government. I would like to see this problem from the angle of a common man who is affected by this strike. When Mr. Lawrence says that he is also equally conscious about the general public, I do not disbelieve him, but I think now the situation has come when the Opposition is also saying that Navy should not be deployed there to work as an alternative to these working people. At the same time, the Government is asking these unions to come to the negotiating table. There should be a meeting ground considering the situation created all over the country because the port workers are working at places which are the receiving points of certain essential commodities and also the distributing points from one place of the country to the other place. I do not believe that any demand of the workers will be neglected by the Government. True, the Government will try to give what they feel reasonable and the unions will demand what they think is reasonable but a give and take attitude should be followed both by the Government and by

the unions, considering the situation which is prevailing in the country because of the world phenomenon of inflation. In our country, as many Opposition Members and our Members have said in their speeches, more than 80 per cent people live in the rural areas. True, the price level could not be checked to the extent it is desirable. Are we going to worsen the situation further? Who is at fault? I do not say whether the unions are at fault or the Government is at fault. It is a time when both the Government and the workers should sit together and discuss and decide this problem so that we can show to the whole nation that the unions as well as the Government are really thinking for the people. I am not a trade union leader. I do not know what are the norms. Government has declared this strike is illegal. Some Members have said that the daily loss is Rs. 80 crores. I do not know how far it is correct. Even if you say that you want to bargain with the Government by creating a loss daily, I do not think that is the attitude of Mr. Indrajit Gupta and others. Definitely not. Those who are talking of a daily loss of Rs. 8 crores, I think, are also not projecting the correct cause of the Unions. I am sure the union leaders are not thinking on these lines.

The main question is whether in totality the Port Trust Authority can concede the demand of the dock workers, why should we consider it in relation to the coal or steel industry? We have to consider it in isolation. How can we consider all of them at the same level? Then, it is said that the Bombay dock is making a profit while others are not. Are we to go on that basis to come to a settlement? No, that is not desirable.

17.11 hrs.

(MR. DEPUTY-SPEAKER *in the Chair*)

I think both the unions and the Government have to come to an understanding so that these demands may not create a situation where the dock industry

[Shri Sontosh Mohan Dev]

itself become a sick one. As a Member of Parliament coming from the eastern region, I would request the Union leaders as well as the Government to consider all these aspects and come to an amicable settlement. It is said that some anti-social elements, with the blessings of some political leaders, are trying to take advantage of this strike, which is not desirable. It should be avoided.

The Minister in his reply should make it abundantly clear that the Government is willing to settle the matter at the negotiating table. At the same time, I would appeal to the union leaders and those persons who are focussing the views of the unions to accept this at least under protest. If the Government agrees to 50 per cent of their demands, let them accept it under protest at least for the next three months...*(Interruptions)* I am making this suggestions as a layman. After two or three months they can again negotiate. There should be a settlement, which should be between Rs. 60 crores and Rs. 32 crores. If you do that, then it can be said that both the Government and the unions are thinking of the people. This is my simple appeal. It should not be taken as a prestige issue either by the Government or by the union. I find from the records that the demands relate to wage revision, house rent allowance, dearness allowance, city compensatory allowance etc.

Nobody disputes the right of labour to make their demand, be it in agriculture or industry. They have to play their role. Both our Prime-Minister and our Government have accepted it on the floor of the House and outside many a time. But championing the cause of labour is not the monopoly of the opposition parties.

**SHRI SATYASADHAN CHAKRABORTY** (Calcutta South) : Your Party people are also with us. No monopoly. This is a joint endeavour.

**SHRI SONTOSH MOHAN DEV :**

There you can see even the INTUC is known to be aligned. We have not told the INTUC that for the reasons which they think are reasonable, they should not fight. This should be the attitude. If you in the interest of the country work hand in glove with all the parties, we can solve this problem. With the same attitude we should sit with the Hon. Minister and work with him to arrive at a settlement. He is a very reasonable man. I am happy to see today the way they were speaking. I think what papers have written is not correct. I had the occasion to hear for five to ten minutes Shri Indrajit Gupta and also the Hon. Minister, Shri Vijaya Bhaskara Reddy. I am confident when leaders like Shri Indrajit Gupta on that side and the Minister, Shri Vijaya Bhaskara Reddy on this side get together, there will be a meeting ground.

**SHRI SATYASADHAN CHAKRABORTY :** Sir, he forgets that with Shri Indrajit Gupta on one side and Shri Vijaya Bhaskara Reddy on the other side, there is supreme leader on the head.

**THE MINISTER OF SHIPPING AND TRANSPORT (SHRI K. VIJAYA BHASKARA REDDY) :** Ask Shri Lawrence.

**SHRI SATYASADHAN CHAKRABORTY :** You cannot do anything. Prime Minister has to say something.

**SHRI SONTOSH MOHAN DEV :** You give up that phobia.

**SHRI BIJU PATNAIK (Kendrapara) :** Sir, Shri Santosh Mohan Dev was talking about the good quality of the Hon. Minister. Therefore, I would like to ask the Hon. Minister a couple of questions.

The total income of the ports all put together for handling the cargo is roughly Rs. 21,000 crores, if I am not wrong. The total wage Bill of the workers comes to just one per cent. I put a question

to the Hon. Minister and to the Government and to Shri Pranab Mukherjee and of course, to the Prime Minister : is it too much to increase it from one per cent to one point three per cent ? The total wage bill of the workers is today only one per cent of the total cargo that is being handled at the Indian ports taken together. It stands to reason and I am sure there is greater capacity for it whether it is the wage bill or other conveniences to be given to the workers, which amount to two per cent of the total cargo that is being handled by the ports.

Sir, I don't understand why Shri Lawrence and other friends were saying that you must pay like other public sector undertakings. Why ? You have your own right. You have got your own financing. So you must get above the public sector undertakings. I cannot understand why they are paying below the public sector takings. I don't understand this logic. If I were negotiating with Shri Vijaya Bhaskara Reddy, I would have been talking in different terms saying "this is my right. I am handling Rs. 21,000 crores. You give the necessary support as Government and I will raise it to Rs. 25,000 crores. Even that 0.3 per cent will be absorbed in this. You give me the facilities. You know the conditions in which I am living. You know all the harbour conditions in which I live as a worker. Because of all these conditions I cannot put my best. Make it convenient for me. Give me all the facilities as an honoured citizen of the country can get for me, for my children, for my housing and other things. In such a case I will raise your port intake from Rs. 21,000 crores to Rs. 25,000 crores or even Rs. 30,000 crores ; and I will go on like in other countries which are doing much better than we are doing."

Sir, I don't understand what is this Rs. 60,000 crores or Rs 65,000 crores. For the coal workers, as a Minister, I arranged to raise their total wages by Rs. 90 crores. What is the difficulty?

I don't understand all these things. Rs. 60 crores or Rs. 65 crores is not important. I had raised the wages in the case of steel workers. What is the difficulty as long as production ratio remains, the productivity ratio remains ? Therefore, as a Government, I would like you to help the workers. For greater productivity, give them the benefits and then demand productivity. Then only nation progresses and then only the nation's output increases. It cannot be by starving them, by reducing them, by holding them to ransom, but demanding of them better performance. That should be the spirit of the time. That should be the spirit of any progressive Government.

Now I come to these port workers. I have to narrate a very pathetic thing that happened in one of the major ports in this country i.e. Paradeep in Orissa. Only a few days back, as soon as the port strike was declared, all the dadas in the port who take charge of the casual labour started fight amongst themselves. The result was that some policemen got killed in the melee. What happened after that ? The carnage that the C.R.P. i.e. the Central Police undertook in that port area, was totally ghastly. I have been in contact with the Orissa Government people, Governor, Secretaries and so on telephone. The report is, only seven people have been killed. But the eyewitnesses there say that more than 200 people, specially women and children, have been either burnt or they have drowned themselves in the creeks. It was worse than the cyclone that once caused terrible havoc in that area. The tidal wave went very high at mid-night and nearly 10,000 people got killed. The police went round the places with 'masha' and put the torch on every thatched house in the area. Every thatched house of the poor people was burnt. The Prime Minister only two days back showed great feelings about *adivasis*—saying that their culture is no less than that of ours, etc. etc. I would like to put it to her, she is not here, most of these people, 99%, engaged in this are *adivasis*. They are women and children who were affected. The women carry

[Shri Biju Patnaik]  
 their children on their back and go to work. The work is handled by these port workers, stevedores on contract. The point raised is, how long will this contract labour go on? You have the dock labour. Then you have contract labour. Why? Let us review the whole thing. You are the Government. You are supposed to be progressive Government, Government that works, etc. etc. For God's sake, let us review the whole thing together, the whole apparatus. Can't we improve on it? Can't we stop the marauders who go on sucking the ordinary poor people? You have your own State Government, your own party. You should take it up yourself—that nearly Rs. 7 to 8 crores tax properties of people have been gutted. They must be compensated so that they can live because they are the workers of the port. The people who have been killed or who have died, their kith and kin must be compensated for that. I am told that the Chief Minister announced Rs. 10,000 for every one killed. Every one means police men, three or four policemen. These police men have been killed because C.R.P. went on carnage. I say, it is the responsibility of the Government, especially the Government of India. It is because the C.R.P. is the Government of India's and because they went into carnage, the compensation to the ordinary poor people especially Adivasi people must be paid by the Government of India. I put it this way. More than that, I would request the hon. Minister that since it is his establishment he should demand the Chief Minister to ensure that a sitting High Court judge of Orissa is appointed to conduct a judicial enquiry. I hope that the Minister is already sitting on the negotiating table with the workers of the dock and major unions and I only hope that your Rs. 20 or 30 crores different should not stand in your way. Go by a principle. Go by what has happened in steel, what has happened in coal and take a decision. I am sure you will do it. If you cannot persuade Pranab to shell-out a little money, this would be a pretty bad thing because Rs. 3 or 4 or 5 or 10 crores are lost every day, apart from anything else.

I do not see what are the reasons for the Government to stick out like Textile strike at Bombay. Government just sticks out. Let the people go to hell. Let the workers go to hell. This is hardly the attitude of the Government. We are all partners, workers, government and administration. The whole thing is the game together. The nation lives together. It is not just brow-beating one another.

अरे भाई 60 करोड़ नहीं हैं तो 50 करोड़ दो, और छुटकारा पाओ। मिनिस्टर बन कर, चीफ मिनिस्टर बन कर बैठना चाहते हो, कुछ तो करो।

That is all I would request with folded hands. I hope he will sit down and do the needful. Let the Ports and Harbours work. Regarding the carnage that has taken place in Paradeep Port which I had the misfortune to build when I was the Chief Minister a sitting judge of the Orissa High Court be put up to have a judicial enquiry.

SHRI LAKSHMAN MALLICK (Jagatsinghpur) : Sir, it is really very unfortunate that the Port Union strike took a different turn. In spite of the appeal from the hon. Minister, the Port Unions did not come forward to settle the demands and did not respond to the appeal of the Minister. This is the third time in the independence of India that the port workers go on strike throughout the country.

As you know, the strike has caused a great loss in different port cities. The strike took a different turn in Paradeep as my hon. friend from the Opposition just now mentioned about the pathetic story of the Paradeep incident. There has been a great discontent among the Paradeep port workers. There is a discontent among the workers against the Port authorities. There are genuine demands of the workers. And the Port authorities wanted to equalise only certain labours to manage the port. Thou-



sands of workers are working in the Paradeep Port. Their demands are genuine and they have decided to continue the strike in a peaceful manner. 'But it is regrettable that the Port authorities did not handle the situation in a way it should have been handled. About 2,500 families are homeless and there was a violent clash among the police and the workers.

You know, the situation was such that anti-social elements took an upper hand in this strike. I would request the Government to take immediate steps to help the families which have suffered in the strike. I would urge upon the Minister of Shipping and Transport to direct the Paradeep port authorities to change their attitudes towards labour. There are reports received by the Government of India about the attitudes of port trust authorities towards labour. This is not the time to discuss which demands of the port trust workers are genuine and which are not genuine. This is the time to settle the issue. I would request the hon. Minister to settle the issue amicably and persuade the unions to come to the negotiating table to settle the dispute.

I heard the Opposition members who spoke on this issue. They are finding fault with the Government. But this is not the time to find fault with the Government, without realising the financial implications of the demands raised by the port unions. I would request my friends opposite to take the initiative with the port unions and persuade them to withdraw the strike. They should extend their helping hand to the Government to get over the situation created by the strike.

An unfortunate incident happened on the 19th March at the Paradip port. You know the situation. There were no compelling circumstances to recruit unlisted labour when the listed labour was there in surplus. What compelled the port authorities to recruit unlisted labour? When the strike started on the 16th March, it peaceful and there was normalcy

at the Paradip port. This unfortunate incident took place on the 19th. It is a very sad thing. I hope the hon. Minister will take necessary steps to safeguard the interests of the labourers and their families who have been rendered helpless and financial help extended to them.

With these words, I conclude.

श्री रशीद मसूब (सहारनपुर) मेरा ट्रेड यूनियन से कभी ताल्लुक नहीं रहा। इस बास्ते में इसके बारे में ज्यादा नहीं जानता। दो तीन चीजें जरूर मेरे जहन को झंझोरती हैं, दिमाग में घाकर असर डालती हैं। खास तौर पर ऐसे मौकों पर जबकि जो लोग काम कर रहे हैं किसी खास जगह पर तो वे काम बंद करने पर मजबूर क्यों होते हैं? काम वे खुशी से बंद नहीं करते। इसलिए करते हैं कि हर आदमी का पेट है और पेट रोटी मांगता है। जब रोटी न मिले तो परेशानी और दिक्कत हो पेट भरने में, उस बक्त मजबूर होकर गरीब आदमी स्ट्राइक करने की बात सोचता है। लेकिन। हमारी सरकार का कुछ अजीब सा रवैया ऐसे मामलों में होता है। यह सरकार गुरबत मिटाने का दावा करती है, गरीबों के साथ इसकी हमदर्दी है इसका दावा करती है। लेकिन चाहे टैक्स-टाइल या जूट या डाक बर्कर हों न मालूम क्यों वह हमदर्दी नहीं रखती और हमदर्दी रखती है तो समझौता क्यों नहीं पहले से कर लेती? क्यों मामलों को वह तूल देती है, खींचती चली जाती है। बम्बई के टैक्स-टाइल बर्करों की बात को आप लें। उस में यहीं हुआ। जूट बर्करों के साथ भी ऐसा ही किया गया। आज मामला पोर्ट बर्करों का है। श्रीमती कृष्णा साही ने कहा कि अपोजीशन के लोग एक्सप्लायट करते हैं। अभी जो माननीय सदस्य बोल रहे थे वह कह रहे थे कि अपो-

[श्री रघोद मसूद]

जीशन के लोग कोशिश करें ताकि स्ट्राइक वापिस हो जाए और वर्कर काम पर वापिस आ जाए। मेरे दोस्त को मालूम नहीं है कि यह मामला अपोजीशन और रूनिंग पार्टी का नहीं है। यह पेट का मामला है और इस में चार यूनियन शामिल हैं जिन में आपकी यूनियन भी है। बहुत कम मौके ऐसे आए हैं जबकि आपकी और अपोजीशन की यूनियन ने मिल कर स्ट्राइक करवाई हो और वे किसी एक मामले पर इस हद तक मुत्तफिक हो, मुत्तहिद होकर लड़े हों। इस तरह की चीज काफी दिनों के बाद हुई है। आपकी यूनियन भी उसी शिद्दत के साथ इस में शामिल हुई है जिस शिद्दत के साथ अपोजीशन वालों की यूनियन शामिल हुई है। आप किस तरह से यह कह सकते हैं कि अपोजीशन की यूनियन एक्सप्लायट करने का काम करती हैं। मेरे दिमाग में एक बात घाती है। गवर्नमेंट का रबैया मुझे मालूम पड़ता है ऐसा है कि प्रापेगंडा किया जाए, सिचुएशन को एक्सप्लायट किया जाए ताकि घाने वाली इलेक्शन में अपने हक में इसको इस्तेमाल किया जा सके, अपोजीशन को एक हीबा दिखा कर, मलत दिखा कर अपने फायदे के लिए इसको एक्सप्लायट किया जा सके। मेरी दरखास्त है कि हर मामले को इलेक्शन की दृष्टि से न देखा जाए, एक ही बिन्दु पर ला कर खड़ा न कर दिया जाए। इस बास्ते बजाय आप अपोजीशन वालों से दरखास्त करते कि स्ट्राइक वापिस करवा कर बातचीत के लिए उनको आप लाएं, बेहतर यह होता कि आप अपनी सरकार से दरखास्त करते कि जो वर्कर्स की मांगें हैं और जो जायज मांगें हैं, उनको बह मान ले।

स्टील मिनिस्ट्री के नीचे स्टील कारखानों में जो लोग काम करते हैं उनको घापने 91 करोड़ दे दिया जबकि स्टील के कारखाने लासिस में चल रहे थे और उसी तरह से घापने कोल इंडस्ट्री के मजदूरों को 22 परसेंट दे दिया लेकिन पोर्ट वर्कर्स का जब मामला आया और दसों पोर्ट्स कुल मिला कर जबकि आपको 120 करोड़ का मुनाफा दे रही हैं, वर्कर्स को आप 69 करोड़ देने में हिचकिचा रहे हैं। यह बहुत अजीब बात है। इन हालात में हम सोचने के लिए मजबूर हो जाते हैं कि पब्लिक सेक्टर के उन एंटरप्राइजिज में जो मुस्तकिल तौर पर नुकसान दिखा रहे हैं वर्कर्स को वहां तो आप एक तरह से इनाम दे रहे हैं लेकिन वे आर्गो-नीइजेशन जो फायदा आपको दे रही हैं उन के वर्कर्स की जायज मांगों को मानने के लिए भी आप तैयार नहीं है। खता किस की है? 31 दिसंबर 1983 को आपका और उनका समझौता खत्म हो रहा था। बेहतर होता उससे पहले आप उन से कोई सैटलमेंट कर लेते तो यह नौबत न घाती। लेकिन आप तो दस परसेंट से शुरू करते हैं फिर पंद्रह पर पहुंचते हैं। यह आपका रिकार्ड है पिछला। पहले आप कहेंगे कि गैर कानूनी काम ये कर रहे हैं, फिर कहेंगे कि घाइये बातचीत के लिए और फिर कहेंगे कि 20-21 देंगे या तीस देंगे। इस तरह से जब स्ट्राइक हो जाती है तो नुकसान तो देश का ही होता है। यही बात आपने यहां भी की है। आपने कह दिया कि स्ट्राइक इलीगल है। फिर कहा कि आप बातचीत के लिए आएं। आखिर में आप देंगे तीस परसेंट ही। इस में कोई शक वाली बात नहीं है। अभी मेहता साहब बता रहे थे कि 80 करोड़ के हिसाब से रोज नुकसान हो रहा है। और जिसमें 10,000 डालर रोज का नुकसान

होता रहेगा। मैं ट्रेड यूनियन से संबंध नहीं रखता हूँ, लेकिन एक आम आदमी की हिसियत से महसूस करता हूँ कि हमारा नुकसान हो रहा है। लेकिन इसकी जिम्मेदारी किस पर डाली जाय? आप वर्कर्स पर तो नहीं डाल सकते कि उन्होंने ही यह नुकसान कर दिया है। जैसा मैंने कहा आप की भी ट्रेड यूनियन इस हड़ताल में शामिल है जिसका मतलब है कि उसमें कुछ न कुछ बात जरूर है।

दूसरी बात अभी कही गई कि स्टील वर्कर्स से क्यों कम्पेयर करते हैं। ऐसा करना पड़ता है क्योंकि 1971 में डाक वर्कर्स की हालत बेजेज के मामले में तमाम पब्लिक अन्डरटेकिंग्स से बेहतर थी। और आज 1984 में उनकी हालत उनसे बदतर हो गई है। बेसिक पे पोर्ट और डाक वर्कर्स की शायद 325 रु० है जब कि स्टील वर्कर्स की 550 रु० है। इतना फर्क हो गया है। तो इसको देखते हुए आपको कोई न कोई इनीशियेटिव लेना चाहिए।

दूसरी बात आप ने नेवी को भेज दिया। हमारे मुल्क की सरहदों की हिफाजत के लिए आर्मी, एयर फोर्स और नेवी है। अगर इनको हम वर्कर्स के खिलाफ या उनके मुकाबले में खड़ा कर देंगे, दरार पैदा कर देंगे, तो कल को अगर खुदा न चाहेता ऐसा बक्त घाये या कुछ मुल्क की हिफाजत को खतरा पैदा हो और नेवी और वर्कर्स में तालमेल न रहे तो अकेले नेवी ही हिफाजत नहीं करती है बल्कि पोर्ट और डाक के वर्कर्स भी उस कदर मददगार होते हैं जितना कि नेवी डिफेंड करती है और यह उनको सपोर्ट करते हैं। इन दोनों में अगर खाई पैदा करते जायेंगे, दूरी पैदा करते जायेंगे तो यह दूरी इतनी बाढ़ हो जायगी जिसको कम करना मुश्किल हो जायगा।

पारादीप का मामला बहुत ही गम्भीर है। हम देहातों में पुराने किस्से सुनते आये हैं और 1857 की बातें सुनी जाती हैं जब अंग्रेजों ने, जो बाकी हिन्दुस्तानी थे, उनको सजायें देने के लिए लोगों को गिरफ्तार किया। मैं समझता हूँ 1857 में जब इस मुल्क के ऊपर दूसरे लोगों की हुकूमत थी बागियों को भी जब उन्होंने गिरफ्तार किया तो बाकायदा मुकदमा चला कर उनको सजा दी गई। लेकिन पारादीप के मामले में जो हुआ है उसमें 1857 के मुकाबले में आप ने यह किया कि अपनी ही हुकूमत, अपने ही वर्कर्स, अपनी ही फौज, सरकार, पी० ए० सी०, पुलिस और सी० आर० पी० एफ०, इन्होंने अपने मुल्क के लोगों को ही जा कर के चुन कर के उनकी भ्रष्टाचारियों को जलाया है यह देखे बगैर कि उसके अंदर औरतें, मर्द और बच्चे मौजूद हैं कि नहीं। बुरी तरह से उनकी मारपीट की है। क्या बजह थी कांट्रैक्ट वर्कर्स से पुलिस का भगड़ा खड़ा करने की? इसको अवायड किया जाना चाहिए था।

मेरी गुजारिश है कि आप इसको प्रिस्टीज इश्न न बनायें और एक टेबिल पर बैठें। हो सकता है कि कहीं आपके सोचने में गलती हो, या उनके सोचने में गलती हो। लेकिन जब एक टेबिल पर बैठेंगे और बातचीत करेंगे तो एक हल जरूर निकलेगा। जब यह वर्कर्स आप को 120 करोड़ रु० साल का मुनाफा दे रहे हैं 10 पोर्ट्स से तो 69 करोड़ देने में आपको कोई परेशानी नहीं होनी चाहिए। जब कि घाटे में चल रही पब्लिक अन्डरटेकिंग्स के वर्कर्स को आप 91 करोड़ दे सकते हैं। ऐसी सूरत में पोर्ट और डाक वर्कर्स को आपको 69 करोड़ रु० जरूर देना चाहिए।

اور اپوزیشن کی یونینز نے مل کر اسٹرائک کر دانی ہو اور  
کسی ایک معاملہ پر اس حد تک متفق ہوں۔ متحد ہو کر ٹھے  
ہوں۔ اس طرح کی چیز کافی دنوں کے بعد ہوتی ہے۔ آپ  
کی یونین بھی اسی شدت کے ساتھ اس میں شامل ہوتی  
ہے جس شدت کے ساتھ اپوزیشن والوں کی یونینز  
شامل ہوتی ہیں۔ آپ کس طرح سے یہ کہہ سکتے ہیں  
کہ اپوزیشن کی یونینز ایک پیلاٹ کرنے کا کام کرتی ہیں  
میں دماغ میں ایک بات آئی ہے۔ گورنمنٹ کا۔ ویہ  
مجھے ایسا معلوم پڑتا ہے کہ پراپیگنڈا کیا جائے  
سیونیشن کو ایک پیلاٹ کیا جائے تاکہ آنے والی  
ایسکشنز میں اپنے حق میں اس کو استعمال کیا جاسکے  
اپوزیشن کو ایک ہوا دکھا کر غلط کما کرنے فائے  
کے لئے اس کو ایک پیلاٹ کیا جائے۔

میری درخواست یہیہ کہ معاملے کو ایکشن کی ڈرشنٹی  
سے نہ دیکھا جائے۔ ایک ہی بندو پر لاکھڑا  
نہ کر دیا جائے۔ اس واسطے بجائے آپ اپوزیشن  
والوں سے درخواست کرتے کہ اسٹرائک واپس  
کر دیا کر بات چیت کے لئے ان کو آپ لائن بہتر  
یہ ہوتا کہ آپ اپنی سرکار سے درخواست کرنے  
کہ جو درگزر کی مانگیں ہیں اور جو جائز مانگیں ہیں ان کو  
دہ مان لے۔

اسٹیل منسٹر کے نیچے اسٹیل کارخانوں میں جو لوگ  
کام کرتے ہیں ان کو آپ نے 41 کروڑ دے دیا  
جب کہ اسٹیل کے کارخانے لاسس میں چل رہے  
تھے اور اس طرح سے آپ نے کول انڈسٹری کے  
مزدوروں کو 22 پربنٹ دے دیا لیکن پورٹ  
ورگزر کا جب معاملہ آیا اور دسوں پورٹس کل ملا کر

شری رشید مسعود (سہارنپور) میرا ٹریڈ یونینز سے بھی  
کوئی تعلق نہیں رہا۔ اس واسطے میں اسکے بارے میں  
زیادہ نہیں جانتا۔ دو تین چیزیں ضرور میسر ذہن کو گھمے دینی  
ہیں دماغ میں آکر اثر ڈالتی ہیں۔ خاص طور پر ایسے موقعوں  
پر جب کہ جو لوگ کام کر رہے ہیں کسی خاص جگہ پر تو وہ  
کام کرنے پر مجبور کیوں ہوتے ہیں۔ کام وہ خوش سے  
بند نہیں کرتے اس لئے کہ ہر آدمی کا پیٹ  
ہے اور پیٹ روٹی مانگتا ہے۔ جب روٹی نہ ملے  
یا ملے تو پریشانی اور دقت ہو پیٹ بھرنے میں اس  
وقت مجبور ہو کر غریب آدمی اسٹرائک کرنے کی بات  
سوچتا ہے۔ لیکن ہماری سرکار کا کچھ عجیب سا ہی رویہ  
ایسے معاملوں میں ہوتا ہے۔ یہ سرکار غربت مٹانے  
کا دعویٰ کرتے ہیں۔ لیکن چاہے ٹیکسٹائل یا جوٹ یا  
ڈاک ورکر ہوں نہ معلوم کیوں وہ ہمدردی نہیں رکھتے  
اگر ہمدردی رکھتے ہیں تو سمجھو نہ کیوں نہیں پہلے سے  
کر لیتے۔ کیوں معاملوں کو وہ طول دیتی ہے۔ کھینچتیں چلی  
جاتی ہے۔ ہمیں کے ٹیکسٹائل ورگزر کی بات کو آپ دلیس  
اس میں یہی ہوا۔ جوٹ ورگزر کے ساتھ بھی ایسا ہی  
کیا گیا۔ آج معاملہ پورٹ ورگزر کا ہے۔ شرمیلی کو شتا  
ساہی نے کہا کہ اپوزیشن کے لوگ ایک پیلاٹ کرتے  
ہیں۔ ابھی جو ماننے سے دستبردار رہے تھے وہ کہہ  
رہے تھے کہ اپوزیشن کے لوگ کوشش کریں تاکہ  
اسٹرائک واپس ہو جائے اور ورگزر کام پر دیا جائے پائیں  
میرے دوست کو معلوم نہیں ہے کہ یہ معاملہ اپوزیشن  
اور رولنگ پارٹی کا نہیں ہے۔ یہ پیٹ کا معاملہ ہے  
اور اس میں چار یونینز شامل ہیں جن میں آپ کی یونین  
بھی ہے۔ بہت کم روز ایسے ہیں جب کہ آپ کی

پرتو نہیں ڈال سکے کہ انہوں نے سی بے نقصان کر دیا ہے جیسا میں نے کہا آپ کی بھی ٹریڈ یونین اس ہڑتال میں شامل ہے جس کا مطلب ہے کہ اس میں کچھ نہ کچھ بات ضرور ہے۔

دوسری بات ابھی کہی گئی کہ اسٹیل ورکرز کیپیسیٹر کرنے پڑتے ہیں۔ ایسا کرنا پڑے گا کیونکہ ۱۹۷۱ میں ڈاک ورکرز کی حالت درجہ کے معاملے میں تمام پبلک انڈسٹریلنگس سے بہتر تھی اور آج ۱۹۸۴ میں ان کی حالت ان سے بدتر ہو گئی ہے۔ بیک پے پورٹ اور ڈاک ورکرز کی شاید ۳۲۵ روپیہ ہے جب کہ اسٹیل ورکرز کی ۵۵۰ روپیہ ہے۔ اتنا فرق ہو گیا ہے۔ تو اس کو دیکھتے ہوئے آپ کو کوئی اینٹی ڈیٹو لینا چاہیے۔

دوسری بات آپ نے نیوی کو بھیج دیا۔ ہمارے ملک کی سوغدوں کی حفاظت کے لئے آرمی ایئر فورس اور نیوی ہے۔ اگر ان کو ہم ورکرز کے خلاف یا ان کے حوالے میں کھڑا کر دیں گے دربار پیدا کر دیں گے تو کل کو اگر خدا نخواستہ ایسا وقت آئے یا کچھ ملک کی حفاظت کو خطرہ پیدا ہو اور نیوی اور ورکرز میں تال میل نہ رہے تو اکیلے نیوی ہی حفاظت نہیں کرتی ہے بلکہ پورٹ اور ڈاک کے ورکرز بھی اس قدر مددگار ہوتے ہیں جتنا کہ نیوی ڈیفینڈ کرتی ہے اور یہ ان کو سپورٹ کرتے ہیں ان دونوں میں گہرائی پیدا کرتے جائیں گے۔ دوری پیدا کرتے جائیں گے تو یہ دوری اتنی واڈ ہو جائے گی جس کو کم کرنا مشکل ہو جائے گا۔

پارا دیپ کا معاملہ بہت ہی گہمیر ہے۔ ہم دیہاتوں میں پرانے قعد کو سنتے آئے ہیں۔ اور ۱۹۷۵ء کی باہمی شہنی جاتی ہیں جب انگریزوں نے جو باغی ہندوستانی تھے ان کو سزائے دینے کے لئے لوگوں کو گرفتار کیا میں کھتا ہوں کہ ۱۹۷۵ء میں جب اس ملک کے اچھے

جب کہ آپ کو ۱۲۰ کروڑ کا منافع دے رہی ہیں ورکرز کو آپ ۶۹ کروڑ دینے میں پکچا رہے ہیں۔ یہ بہت عجیب بات ہے۔ ان حالات میں ہم سوچنے کے لئے مجبور ہو جاتے ہیں کہ پبلک سیکٹر کے ان انڈسٹریلز میں جو مستقل طور پر نقصان دکھا رہے ہیں ورکرز کو وہاں تو آپ ایک طرح سے انعام دے رہے ہیں لیکن وہ آرگنائزیشنز جو فائدہ آپ کو دے رہی ہیں ان کے ورکرز کی جائز مانگوں کو ماننے کے لئے بھی آپ تیار نہیں ہیں۔ خطا کسی کی ہے۔ ۳۱ دسمبر ۱۹۸۳ء کو آپ کا اور ان کا بھوتہ ختم ہو رہا تھا۔ بہتر ہوتا اس سے پہلے آپ ان سے کوئی سٹبلنٹ کر لیتے تو یہ فوبت نہ آئی۔ لیکن آپ تو دس پینٹ سے شروع کرتے ہیں پھر سیندرہ پر پہنچتے ہیں۔ پھر آپ میں پہنچتے ہیں۔ یہ آپ کا کارڈ ہے پھلا۔ پہلے آپ کہیں گے کہ غیر قانونی کام یہ کہہ رہے ہیں پھر کہیں گے کہ آئیے بات چیت کے لئے اور پھر کہیں گے کہ ۲۰-۲۱ دیں گے یا تیس دیں گے۔ اس طرح سے جب اسٹراک ہو جاتی ہے تو نقصان تو دیکھیں گا ہی ہوتا ہے۔ میں بات آپ نے یہاں بھی کی ہے آپ نے کہہ دیا کہ اسٹراک ہے۔ پھر کہا کہ آپ بات چیت کے لئے جائیں۔ میں آپ دیں گے تو تیس پینٹ ہی اس میں کوئی شک والی بات نہیں ہے۔ ابھی ہمت صاحب بتا رہے تھے کہ ۸۰ کروڑ کے حساب سے روزانہ نقصان ہو رہا ہے۔ اور جس میں ۱۰۰۰۰ ڈالر روزانہ نقصان ہوتا رہے گا۔ میں ٹریڈ یونین سے منبذ نہیں رکھتا ہوں۔ لیکن عام آدمی کی حیثیت سے حسیب س کرتا ہوں کہ ہمارا نقصان ہو رہا ہے لیکن اس کی ذمہ داری کس پر ڈالی جائے۔ آپ ورکرز

لوگوں کی حکومت تھی یا فیوں کو بھی جب انہوں نے گرفتار کیا تو باقاعدہ مقدمہ چلا کر ان کو سزا دی گئی۔ لیکن پارلرپ کے معاملے میں جو ہوا ہے اس میں ۱۹۵۷ء کے مقابلے میں میں آپ نے یہ کیا کر اپنی ہی حکومت لپنے ہی درگزر اپنی ہی فونج سرکاریں۔ اے۔ سی۔ پولس اور سی۔ آر۔ پی۔ ایف انہوں نے اپنے ملک کے لوگوں کے ہی جا کر کے جن جن کر کے ان کی جھونپڑیوں کو جلا دیا ہے یہ دیکھنے بغیر کہ اسکے اندر عورتیں مرد اور بچے موجود ہیں کہ نہیں۔ ہر ہی طرح سے ان کی مار پیٹ کی ہے کیا دوبتھی کا ٹریڈنگ ڈر کر س سے پولیس کا جھگڑا کھڑا کرنے کی۔ اس کو ایوانڈ کیا جانا چاہیے تھا میری گزارش ہے کہ آپ اس کو پریسیج ایسٹونہ نہیں اور ایک ٹیبل پر بیٹھیں ہو سکتا ہے کہ کہیں آپ کے سوچنے میں غلطی ہو۔ یا ان کے سوچنے میں غلطی ہو۔ لیکن جب ایک ٹیبل پر بیٹھیں گے اور بات چیت کریں گے تو ایک حل مزدور نکلے گا۔ جب یہ ڈر کر س آپ کو ۱۲ کروڑ روپیہ سال کا منافع دے رہے ہیں۔ اپورٹس سے تو ۶۹ کروڑ دینے میں آپ کو کوئی پریشانی نہیں ہونی چاہیے جب کہ گھانٹے میں چل رہی ہے پبلک انڈر ٹیکنگ ڈر کر س کو آپ ۹۱ کروڑ دے سکتے ہیں۔ ایسی صورت میں پلٹ اور ڈاک ڈر کر س کو آپ کو ۶۹ کروڑ روپیہ ضرور دینا چاہئے۔

**SHRI BRAJAMOHAN MOHANTY**  
(Puri) : No doubt the anxiety about the strike is there and everyone wants that there should be a compromise and settlement of all the issues, of all the controversial issues between the Union and the Government said that normal work should be restored in the ports.

Since the strike certain features, certain silver lining features should not be lost sight of. (1) All the important major trade unions irrespective of their Party affiliation and irrespective of their commitment to ideology have joined together to project the demands of the port and dock workers. Not only that, they want that some humane treatment should be

given to the workers irrespective of their Party affiliations. They are committed to one charter of demands. That is something one should be happy about. It is a very good feature and that should not be forgotten. Secondly, since the strike started, not a single incident of violence has been reported. The strike is peaceful and even when the Paradip incident took place, the demonstration by the workers was going on peaceful and police was just looking after that peaceful demonstration on that side. So absolutely the strike has nothing to do with the violent incident that has taken place. That third silver lining is that the Government and the hon. Minister have a sympathetic attitude and his mind is open for negotiation and settlement. If somebody feels that out of Rs. 120 crores, given them Rs. 60 or 70 crores and settle it, that is not the approach, because it is only one sector of the public sector enterprise and its impact on the total public sector should not be forgotten. I think they are sympathetic to the demands of the workers. Who can deny the workers' demands that they shall be treated equally with the steel workers? But all the same we have to look into the other aspects of it, namely, most of the major ports are running in the red. Bombay is earning profits and very high profits. But most of them are in the red. So far as Pardip is concerned, since years it is running in the red. That has to be taken into consideration and the total impact it will have on the entire public sector. The whole difficulty is that we have not been able to evolve a uniform wage structure in all our public sector undertakings. That is our problem. Even if you take the LIC and the banking sector, there is the difference. Then at the State headquarters between what a State Government employee gets and what a Central Government employees gets, there is much difference as also in the case of a teacher in a State Government school and a teacher in the Central school. That generates discontent. So far we have not been able to introduce a uniform wage structure. That is the problem. However, I would urge upon the hon. Minister—he has an open mind and a sympathetic attitude—that he should very

seriously attempt for a negotiated settlement, and the sooner it is done, the better it will be. My submission would be that perhaps an early attempt could be quite beneficial to us.

Another aspect about the Paradip is this. There the tragedy of the situation is that the management and a section of the trader unions wanted to recruit from the unlisted workers and convert them as listed workers. My submission would be that the rule of law is applicable there. As a matter of fact, I am the President of the Paradip Port and Dock Workers' Union and twice I tried to meet the Chairman of the Port Trust Board but it was not possible. You will be surprised to know that a number of employees have been dismissed and there is no rule of law. If somebody abuses someone, he is dismissed from service. No other major punishment had been inflicted. The unfortunate part of it is that there is no Dock Labour Board there which has to control the supply of dock workers. As a matter of fact, it is some anti-social elements that are creating troubles and it is the management and the section officers there who are cent per cent responsible for this. So, my question is: Will the hon. Minister make an enquiry—may be a department enquiry—to know under which circumstances the unlisted workers were converted into the listed workers? Is it time now? Is it the situation there? I would like that enquiry to be comprehensive enough. I would submit that a number of workers have been dismissed. I do not know whether this is true or not. There are allegations and, if all these allegations are proved, it will result in a large scale dismissal of the workers. That is my point. You imagine the difficulty of the workers also running from Rourkela and Paradeep to Delhi for filing appeals in the High Court. The workers are harassed like anything.

Therefore, I would urge upon the hon. Minister that he should enquire into the matter to find out the circumstances under which this had been done. The people there have lost all their hopes.

There are workers in the Paradeep Port — dock workers. They must be given some compensation. The State Government has also declared some compensation for the workers. Not only that. Even the Chief Minister visited the area and he had talked to the workers; He has ascertained the facts from them. As Mr. Patnaik said, he was instrumental for the creation of Paradeep when he was the Congress Chief Minister in Orissa. He had the special blessings of Pandit Jawaharlal Nehru. But, what has been the result? The Congress Party there was routed out as there was a lot of allegation of corruption there. In the election held then our strength had been reduced to thirty. Sir, I was a Member of the Assembly then. My submission is that let him not make it more serious in this busy time. Some attempt should be made to help them. Let him not make an attempt to make it more difficult while speaking, the Leader of the Opposition has not uttered a single word of sympathy for the police officers and those who have sacrificed their lives in maintaining peace there. There was not a word of sympathy coming from him. There was a tussle between a group of workers. The police rushed there to maintain peace. They were brutally attacked and not a word of sympathy came from them. The police deserves compliments, that is, these who sacrificed their lives for the case of peace and maintenance of law and order. With these works, I thank you very much.

**MR. DEPUTY - SPEAKER :** Shri R.L.P. Verma. Please stick to the subject because the Minister's reply is very important in this discussion. This I place before you for your kind information. The point here is that when the Minister replies the Members are not present. If you want, we can ask Mr. Indrajit Gupta to speak as the last speaker and then the Minister can reply. I have no objection. It is left to you. But, then, you will start by saying that everybody was not given a chance to speak.

**SHRI INDRAJIT GUPTA (Basirhat):** I have sent a note to the Chairman asking

[Shri Indrajit Gupta]

him to distribute the time equitably from the beginning. I know you will start doing this.

MR. DEPUTY-SPEAKER : I am not restricting the time.

SHRI INDRAJIT GUPTA : We are also taking the trouble of sitting here.

MR. DEPUTY-SPEAKER : I am not restricting the time now. I say that the Minister's reply is very important.

SHRI INDRAJIT GUPTA : We do not deny that.

SHRI K. VIJAYA BHASKARA REDDY : It is in your hands.

SHRI INDRAJIT GUPTA : We will here his reply.

श्री रीतलाल प्रसाद वर्मा (कोडरमा) : उपाध्यक्ष महोदय, यह जो पोर्ट ऐंड डॉक वर्कर्स की राष्ट्र व्यापी हड़ताल है यह दूर-दक्षिणा के अभाव हैं हमारे सामने समस्या बनी है। बढ़ती हुई मंहगाई को देखते हुए और जो दूसरी समस्याएं शहरों में हैं उनको देखते हुए सरकारी उपक्रमों के कर्मचारियों के वेतनमान जो बढ़ाए गए हैं यदि उसी अनुपात में समानता के आधार पर इन वर्कर्स के मामले में भी विचार किया गया होता तो आज यह परिस्थिति उत्पन्न नहीं होती आपने कोयला उद्योग तथा इस्पात उद्योग में 22 से 25 प्रतिशत कर्मचारियों के

वेतनमानों एवं अन्य सुविधाओं में बढ़ोतरी की है। दूसरी जगह यदि आप दोहरी नीति अपनायेंगे तो निश्चय ही उससे श्रमिकों के मन में असंतोष की भावना पैदा होगी। माननीय मंत्री जी ने पिछले फरवरी के महीने में भी 4 यूनियनों के महासंघों से बातचीत की थी और उसमें बहुत सी बातें तय हुई थीं। मजदूरों ने जो मांग की है उसके अनुसार 69 करोड़ की रकम बनती है जोकि अधिक नहीं है। आपने दूसरे उप-क्रमों में 22 से 25 प्रतिशत तक दे दिया है—कोयला और इस्पात उद्योगों में तो यह जो मजदूर हैं इनके लिए भी मंहगाई उनके समान ही है। इन्होंने जो 25 से 30 परसेंट की मांग की है वह ज्यादा नहीं है और उस पर विचार किया जाना न्यायसंगत है। देश में जितने भी पत्तन हैं, जितने भी बंदरगाह हैं वहां 129 करोड़ का लाभ कूटा जाता है उसमें से 69 करोड़ दे देते हैं तो वह अधिक नहीं है। जबकि आज वहां पर प्रति दिन 80 करोड़ का घाटा हो रहा है और पता नहीं यह हड़ताल कब तक चलेगी और इस का परिणाम देश की अर्थ-व्यवस्था के लिए घातक हो सकता है। अधिक दिनों तक यदि आप इन कर्मचारियों को आन्दोलन चलाने देते हैं तो दिन प्रति दिन नए संकट पैदा होंगे। जिस तरह से पारादीप में सात व्यक्तियों की जानें गई और दो पुलिस वालों की जानें गई, इस तरह से हो सकता है कि दूसरे पोर्ट पर भी घटनायें घटीं। इस उद्वेलन में आदमी क्या कर सकता है यह नहीं कहा जा सकता है; कोई प्लान्ड-बे नहीं होता है। ऐसी परिस्थिति में मंत्री जी जो 12-13 मार्च को उन लोगों के साथ डिसीजन लिए गए हैं, उस दृष्टिकोण को न्यायोचित नहीं कहा जा सकता है। ऐसी परिस्थिति



में मंत्री जी को पुनर्बिचार करना चाहिए और मजदूरों को अधिक दिनों तक आन्दोलन में हिस्सा लेने का अवसर नहीं देना चाहिए। हड़ताल खत्म कराने का उपाय यह है कि उन्हें कम से कम दूसरी जगहों पर दिया जा रहा है, यदि इन मजदूरों को दे दिया जाए तो उनकी समस्याएँ दूर हो जायेंगी। जब कलकत्ता पोर्ट पर लाखों रुपयों की चोरी को आप नहीं रोक पा रहे हैं और वहां पर लूट चल रही है। ये गरीब मजदूर जो तीन लाख की संख्या में हैं, यदि एक परिवार 5 लाख या 10 सदस्यों का मान लिया जाए तो उनकी मांगे मानने पर 25-30 लाख लोगों का कल्याण है। जब हमारे देश की व्यवस्था समाजवादी, लोकतान्त्रिक और प्रजातांत्रिक ढंग की है तो हमें अधिक लाभ की उम्मीद करके श्रमिक अशांति को दूर करने के लिए उन की समस्याओं का तुरन्त निदान करना चाहिए।

मैं आपसे निवेदन करना चाहता हूँ कि हड़ताल को आप बहुत शांतिपूर्वक हल करें। प्रतिदिन जो 80 करोड़ रुपए का घाटा हो रहा है, उसको बचा कर देश का हित करें। नहीं तो यह घाटा बाद में जनता से टैक्स के रूप में वसूल किया जाएगा। जब आपने कोयला, इस्पात में आपने कर्मचारियों को वेतनमान 550 रु० तक बढ़ाया है और उनको 325 रु० मिल रहा है, जो कि आज कल की स्थिति को देखते हुए, मंहगाई को देखते हुए बहुत कम है। तकरीबन सारे बंदरगाह बड़ी-बड़ी सिटी में ही है और उन नगरों की मंहगाई के अनुकूल ही उनको वेतनमान मिलना चाहिए इस दृष्टिकोण से यदि आप विचार करें तो देश हित में होगा और श्रमिकों के हित में होगा।

**SHRI INDRAJIT GUPTA (Basirhat):**  
Sir, I think this debate will have a positive effect, beneficial effect on the settlement of this strike. Most of the Members, almost all the Members who have spoken here, have sympathised with the cause of the workers, the demands of the workers. Nobody has said that the workers are putting forward unjustified demands.

Now, unfortunately, some issues have been brought in which have created some amount of confusion. Even in the Statement of the Minister, which he had made here, on the floor of the House and in the other House, for example, I must clear those one or two points.

First, it was stated here that the strike was illegal. Though there were some confusions in the press, we read that they said that we had not declared it illegal, but it becomes automatically illegal. It becomes automatically illegal because conciliation proceedings were pending and therefore they went on strike and it was illegal. I just want to correct the record a bit. Under the Industrial Disputes Act, notice has to be given of strike. It has enjoined upon the employees of the public utility concern to serve notice before they go on strike. They have served notice on 24th of February. This was done by all the four Federations including the Congress led INTUC Federation. It is the responsibility of the Unions that they have to serve due notice. Under Section 22 of the Industrial Disputes Act, once a notice of strike is received, it is the responsibility of the Government immediately to start conciliation proceedings, and the Act says that the conciliation proceedings have to be conducted by a conciliation officer. In the present case, no conciliation officer appeared on the scene for the simple reason that the negotiations were being conducted at the highest level between the Minister himself and the leaders of the four Federations. The question of conciliation officer coming along and holding conciliation proceedings does not arise in this case. It is not relevant because the negotiations were going on at the top

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level. Now to say that conciliation was pending, therefore, the strike is automatically illegal, I do not know why they are making so much out of it, except to try to confuse the public that we have done something illegal.

It is said in the statement of the Minister that essential services like water supply, fire fighting, hospitals, electricity etc. have been exempted by the Federations from the purview of the strike. It is quite correct; we always do that. We have also exempted all defence cargo; Any vessels carrying defence cargo will be handled in spite of the strike by us. Passenger vessels will be handled; Any ships which are in distress will, of course, be normally treated as they should be. And whatever work has done during the last five-six days in respect of these matters is being done free by the workers without taking any wages. Don't say that our attitude is an irresponsible attitude. It is not.

I only want to wish to add my voice to what the other hon. Members have said for the use of the navy. It is an irony that only two hours back, we were debating on the Demands of Grants for the Defence Ministry and we were talking of the role of Navy in repelling back the external aggression, and here the Navy is being used to break the strike of the workers. This is very sad. I would tell the Government that this is not the proper way to deal with such matters. Such strikes have taken place in many countries. This has not happened for the first time. Many times railways, dock and port workers have gone on strike, longshore men in America have gone on strike so many times. These are democratic countries like ours with a parliamentary Government; the army and navy have never been brought in to break the strike. This should not be done; it will have unhealthy consequences. Many hon. Members have already emphasised this point. I do not want to go into the details of it.

The question now is, how is it that

wage revision agreements running into crores of rupees were successfully negotiating in the other public sector undertakings. Nowhere it was necessary for the workers to go on strike, neither in coal, nor in steel, petroleum, BHEL, or any of the major public sector undertakings, where new wage agreements were signed in the course of last one and one and a half years. How is it that only in the case of port and dock workers, things have come to such a pass where a strike has taken place, and it is going to complete one week. We do not want the strike to go on, we want a settlement. If the Government wants to test the unity or determination of the workers, well, I think, one week is ample to demonstrate them, and it is not necessary to prolong that. We have made it clear. The Four Federations have also said that, You have read that in the newspapers this morning. We are also waiting that there should be resumption of negotiations and the Minister should take initiative for that.

In the other public sector undertakings, I do not know whether in those cases also, it was the respective Ministers, the Minister of Energy, or Steel and so on, who really were responsible for negotiating the terms. But those Ministers appeared at the last moment, when practically the whole agreement had been drafted and finalized. Then the Minister appeared and gave his blessings. Here, we find that the Minister was actually discussing the terms of the possible agreement; and the whole thing broke down, and the strike has taken place.

I would like to tell the Minister that this is not the way to negotiate. You tell me: 'I am going to give you a piece of cloth. You take the cloth and get your shirt or your dhoti made out of it. I cannot give you a bigger piece of cloth. This is the total piece of cloth which I can give you. You go and do what you like with it. If you find that out of that, the dhoti which you make will come only above your knees, or that the shirt that you sew out of it will have only one

sleeve; there is not enough cloth for another sleeve, or there will be the front, but no back, I cannot help it. I can only give you this piece of cloth; you go and do what you like with it."

This is a peculiar way in which negotiations took place in the ports and docks. You said: "We can give you Rs. 32 crores. You take this, and do what you want." What about all the specific demands of the workers; and how they are related to the people in the other public sector undertakings?

Somebody has said that there cannot be uniformity in wages. I beg to differ from him. In each industry at least, we have been striving for so many years, you know that, that there must be some uniformity of wages. A crane-driver or a winch-man in Calcutta or Bombay or Madras or Paradip or Marmugao or Kandla—is he doing the same kind of work or not? There have been committees which have gone into the classification and categorization of work in ports and docks. Wages are the price paid for a particular job done. If I am a crane-driver or a winch-man or a worker in any other category in the ports and docks, I do not expect that in ten ports, there will be ten different wage rates for the same work done. This is not the way that any scientific wage structure is built.

We have asked for a certain wage according to the skill, the worth of the worker, his training, experience etc. You cannot get round this by saying: 'I cannot give more than Rs. 32 crores'. Why Rs. 32 crores? Why not Rs. 33 crores; why not Rs. 31 crores? Where does this figure come from? We do not know anything about it. Arbitrarily we are told: "This is the amount. This is all what we can give you. Take it and, do what you like." This is why the negotiations could not be properly finalized.

I request the Minister, because I believe he is also very eager for a settlement; I

suppose some talks will take place again to-day, tomorrow or the day after tomorrow; whenever he chooses; negotiations can be resumed. I would request him not to go about it in this way. There are different items, different components of the wage packet, as he knows; and those must be taken up one by one, and properly discussed; and a fair and equitable, just solution for each of these must be found. Then you can add up the whole thing, and see how much it comes to. If it comes to some figure which is...

PROF. N.G. RANGA : It is done.

SHRI INDRAJIT GUPTA : No; it is not being done. They have said: "Rs. 32 crores" What is the meaning of Rs. 32 crores—I do not know. You have given Rs. 200 crores just now to the coal miners; and that rise in coal price has been justified here in this House by saying: 'Oh, by Rs. 200 crores the wage bill of the coal miners has gone up. So, we had to increase the price of coal.' By increasing the price of coal, they have netted Rs. 500 crores, and made the workers the scapegoat for it.

You know what is happening in coal mines. The Energy Minister is always crying about the conditions in the coal mines. You know what is happening in steel plants. 1-1/2 million tonnes of manufactured steel was lying unsold with the SAIL. They are not getting rid of it. They are importing steel from outside. This is not the condition in ports and docks. They were handling cargo tonnage, in all our ports together—from 75 millions tonnes, their handling has gone upto 100 million tonnes. And workers are being reduced in number. They say there are too many surplus workers. Those workers are being slowly weeded out, either through voluntary retirement or through compulsory retirement or retrenchment, or whatever it is. So, then, we must proceed on the basis of some logic, some principle. You cannot simply, arbitrarily decide some round amount and say, take this amount and do whatever you like. That way negotiations

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will not succeed. I know the Minister will say that if we go beyond certain figures, then it will raise expenses of the port, port charges and all that and that ship owners and the shipping lines will not be able to bear the burden; and the result of that will be that they will not carry cargo. But let us go into it,

There was a major ports commission set up by the government some years ago. That major ports commission was of the opinion that port dues and charges which were being levied and rates which were low should be raised. But they have not implemented that recommendation of the major ports commission. Some of us had some time served on the port trusts as members/trustees of the Boards. We know how much money is being siphoned away, wasted away; how crores of rupees of demurrage, customs charges and other charges are being lost which could be potential income of the ports; and so much corruption is going on; so much theft is going on. Only to make the workers scape-goat of the whole thing we cannot tolerate this. Somebody was saying that workers do not have national feelings; they do not understand the country's interest. Of course, in this House, I do not expect to hear anything different from that side. I never heard all these people when lock-outs and closures were going on, when big business houses and monopolists kept their factories closed for months and months together. I do not hear all these indignations from that lady who spoke and these are the people here, nobody uttered a single sound from that side at that time. Factories producing cement, cloth and so many essential commodities were lying closed in different parts of the country for months together, closed by the employees, not by the workers. Nobody said that you are anti-national; you are destroying so much production of the country.

PROF. N. G. RANGA : They are being taken over by the Government.

SHRI INDRAJIT GUPTA : Nothing is being taken over by the Government. What is taken over by the Government ? You have taken over a textile mill of Tatas in Bombay. You cannot open it now; it is remaining closed.

PROF. N. G. RANGA : They are losing.

SHRI INDRAJIT GUPTA : I know this prejudice and bias against the workers whenever they go on strike,

PROF. N.G. RANGA : No, no.

SHRI INDRAJIT GUPTA : Yes, What about those people who are merrily evading crores and crores of rupees of taxes ? Rs. 7000/- crores of tax cannot be collected by Mr. Pranab Mukherjee and the whole blame is put on other people. I think you know what is the rise in the cost of living. You know under what conditions they live. I do not know if you have ever seen those dark areas in Bombay and Calcutta where the dock workers live; they are not fit for human habitation. They are living in the filthiest/slums.

MR. DEPUTY-SPEAKER : Madras Harbour is in my constituency.

SHRI INDRAJIT GUPTA : 15-20 workers are living in one hired room and according to shifts by which they work, they use that room for sleeping. One lot is sleeping and the other lot is at work. When one lot is working, the other lot gets a chance to sleep. There are the conditions under which they are living and working. Have they been provided with housing ? Now, if we ask for house rent allowance at a certain level, they say, we cannot pay; we cannot give you. If you think that these workers are really doing a major job for the country by handling all this traffic at the ports without which the country cannot survive, you should have a different attitude towards them.

I do not want to go into any further detail. I do not agree with the figure here about the total wage bill also. I have got my own figure. I find that it is an inflated figure of the existing wage bill of the port and dock workers; it is not that much; it is less than that. As other friends here had said, the gap which is there between what they had offered and what the federations are demanding, has to be bridged; and I believe it can be bridged if there is a correct approach. You should not stick rigidly to this figure, that you cannot possibly give more than Rs. 32 crores. What is the logic behind it? We do not know. So, I simply say that there is no possibility of this strike fizzling out. If anybody is living in an illusion that the strike will fizzle out, or the workers' unity will be disrupted, or that the Navy will be able to break this strike, I think it is better they do not go in for that kind of an orientation because it is not only the Port and Dock workers but lakhs and lakhs of other workers in this country who will come to the rescue of the Port and Dock workers. We will give a call for solidarity behind the striking workers if an attempt is made to break their strike by repressive methods of other methods. And then this trouble will spread to the other places. The other workers will join. These are all important cities and towns where the ports are located. We have asked for parity, that the principle of parity in the public sector should be observed. What is wrong with it? I do not understand. Let the Minister tell us that this principle of parity is wrong. If it is something absurd we should not ask for it, we will not. Just now somebody said 'at the minimum level.' For the lowest paid worker, at the minimum level, should there be a parity, or should there not be a parity? Why should one fellow get a minimum wage which is high and another a minimum wage which is low? And, he has the same cost of living and the same problems, housing problems, same family requirements and everything. We are trying to bring about a standardised minimum payable pay packet in the major industries and occupations in the country. Does the Government have any policy regarding this? They

should tell us.

And in Paradeep, the Paradeep Port was constructed in order to enable iron ore from Keonjhar and Barbil and other places to be exported, for which contracts have been made to sell iron ore to Japan. We cannot sell it to our steel plants. Our steel plants are not able to consume, unfortunately, all the iron ore what we get from them. Now because of the technological developments and big vessels being employed, bulk carriers for carrying this iron ore it is found that these bulk carriers cannot operate in Paradeep Port. It is not constructed to handle such big ships. So, those people who want iron ore imports do not want to send their vessels to get iron ore from Paradeep because the vessels cannot enter the port. So, Paradeep Port is facing difficulties, iron miners in Orissa are facing difficulties they are threatened with closure, or retrenchment and all that. Is it the fault of the workers? Is it the fault, of the workers that at Calcutta the traffic has gone down very much? The main exports from Calcutta traditionally were tea and jute. These are the two biggest items of export, value-wise. If there is some recession in the jute export market and in the tea market and these people do not export so much as they were doing previously, traffic goes down and then the work at the ports is reduced. You say you have got surplus workers. Are we to blame them for that? If the workers do not have work there, then close down the ports if you can. Close down Calcutta port or Paradeep port. You will not do it. I know. So, that is not the way to set about. We want more traffic. You see the position at Haldia. So much of money was spent for those conveyor systems, bulk handling systems of various types, of bulk cargo. Now cargo is not coming. Some cargo is being diverted from West Bengal and the Eastern Zone to other areas.

PROF. N.G. RANGA : Why ?

SHRI INDRAJIT GUPTA : I do not know why. It is your Government. You tell us, why all this conveyor systems and

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bulk handling machinery which has been installed in many cases is not able to work up to its capacity because there is no cargo. And then you will say that "the Port is loosing; therefore, the workers cannot be given wages." And, it is a strange argument. I do not understand it. Anyway, these are the problems, I think the Government should take a deeper look at it and have a more broad and sympathetic attitude towards the workers' demands and let the Minister tell us what he proposes to do now to resume the negotiations so that an early settlement can be reached on the basis of the principle of parity with the public sector in general. There is no reason why the Port and Dock workers should accept less than what is being given in the recent—'months' in the other industries, especially the steel workers and coal workers, steel workers particularly, through their establishments of SAIL which are there in all the port towns. In the very town where the ports are situated, the workers are employed and there are steel workers belonging to SAIL. They are getting something which has recently been given to them. But we are asked not to ask for it, especially the HRA and CCA. Why not? They are living in the same city and the same town. There should be some principle in it. Otherwise, tell us that the Government does not accept this principle at all. He should tell us whether they are prepared to implement this principle and that they are not going to stick to this figure of Rs. 32 crores. I want a piece of cloth with which I can clothe myself properly, I do not want a piece of cloth which will make me look like a clown afterwards with one hand and one arm and no back and all that. I must be properly dressed.

So, please consider that and let us all try together to settle this thing to the satisfaction of the workers so that the work is resumed as soon as possible.

MR. DEPUTY-SPEAKER : Now, let

us get the reply from the Minister. The time allotted for this was two hours. Now we are sitting upto 6.30.

*(Interruptions)\*\**

MR. DEPUTY-SPEAKER : I am not going to allow anybody. Do not record anything. There is a limit for anything.

SHRI SATISH AGARWAL (Jaipur) : My humble submission to you is that at this point of hour we will not press for quorum according to our traditions, though the Members on the opposition side are five times more than those on the Treasury Benches. Five or ten minutes more do not matter. If one or two Members want to speak you allow them.

MR. DEPUTY-SPEAKER : All right, there should be some rationale...

*(Interruptions)*

Mr. Rasheed Masood has already spoken on behalf of his party. He is insisting now. I can understand Soz's asking for his speaking, Chitta Basu has not spoken.

SHRI SATISH AGARWAL : All right, permit him, Sir. We are not adamant like the Government to strike a balance. Out of the two you permit at least one.

MR. DEPUTY-SPEAKER : Now Mr. Soz and Chitta Basu will put some questions and ask for some clarifications.

PROF. SAIFUDDIN SOZ (Bara-mulla) : Mr. Deputy Speaker, Sir, it was unfair with me that you wanted me to wait. Anyway I wanted to have the privilege of speaking before Mr. Indrajit Gupta. Stalwarts like Mr. Indrajit Gupta have spoken, what can I do now? But I

have a definite point of view. You earlier said that Kashmir had no port but from Kashmir in ten ports the strike has been organised. I represent my party and I have lot of sympathy with the workers who have gone on strike—not for the strike but for the cause. The cause is noble. They want bread, they want wage and even after the hon. Minister makes up his mind to sanction Rs. 69 crores, there will be no parity between them and other workers in public sector undertakings. As a student of economics, I know a little about industry. So far as the shipping industry is concerned, I will never repeat what others have said but on a particular point the stress will be absolutely mine and original and not bookish. The point is that in shipping industry, I know there is a saying that unless they organise a strike and wage, the officers there, the administrators there never listen to them. So, this saying is correct and all the ten ports must weep continuously for months, then they will rise for the occasion. I have a point to ask from the Minister why did they not negotiate before 31st December? They must know it is not only the shipping industry, they are generating a very adverse demonstration effect throughout the services because if this thing trickles down to all the industries that when you organise a strike then only the Government responds and will increase the wages, that will have a very adverse effect.

This time I feel the port workers have a just demand before the Government but there could be workers who have no just demands but they may raise demands just because of their negligence, because of their policy of drift. They have exhibited the policy of drift in politics, they have exhibited the policy of drift in economy. Because of this policy, adverse demonstration effect will trouble all the industries and the workers will feel that whenever they organise a strike, they will get an increase in their wages. This is a thing which the hon. Minister should take into consideration.

The Minister is standing on prestige. I have point that even after he grants

Rs. 69 crores, no parity will be established. They have not gone deeper and found what kind of corruption is going on in all the ports and who is involved there. Mr. Mohanty was making a point that there is terrible indiscipline in the shipping industry. This industry has been allowed to remain backward and now the Minister should rise to the occasion. I want to say one thing. Tomorrow or the day after the Government will come forward for a compromise. Mr. Indrajit Gupta deserves all praise and congratulations that he has told them that if the Government adopt undemocratic methods, he will organise other workers also. They will rise to the occasion and the Government will not be allowed to adopt undemocratic methods. The Minister therefore should not stand on prestige, he should get in touch with the colleague the Labour Minister and solve this issue. You have to solve this but you will waste more time and make other workers also come to the scene and then you will resolve this. This is a policy of drift and I condemn this policy of drift. I express sentiments of sympathy with the workers not because of strike but because the Government has forced them to go on strike.

SHRI CHITTA BASU (Barasat) : I will make only one point and I hope the hon. Minister will reply to it. I think the hon. Minister has taken note of the spirit of the House. The spirit of the House is that the Government should take the initiative, immediately resume negotiations and arrive at a settlement to the dispute. While doing so, the hon. Minister has to revise his earlier point of view in regard to the negotiation that has already taken place, because he has earlier stated that the demands of the workers are unrealistic and unreasonable.

Here I would like to quote from the *Business Standard* and not from any left party or trade union journal. According to the editorial of *Business Standard* of 17th March :

“The port workers all over the world enjoy a higher wage level than the other public sector workers.”

[Shri Chitta Basu]

So, this has been concerned even by *Business Standard* that port workers enjoy a higher level of wages than the workers in other public sector units.

As already explained, here the demand is very simple, parity with the workers in the steel industry. Calcutta is a port city and also a steel city. The lowest paid steel worker gets Rs. 145 more than the lowest paid port worker. What is the rationale of it? Can you justify it? So, do not accuse the workers by stating that they are not patriotic or that they want to hold the nation to ransom. You have to justify your position when you make this remark.

**MR. DEPUTY-SPEAKER :** What is the total emolument of a coal worker at the lowest level? Also, what is the lowest total emolument of a Government servant?

**SHRI CHITTA BASU :** In Calcutta the lowest paid worker in the steel industry is getting Rs. 145 more than a port worker; of course, this is excluding certain items. The Minister should take note of it and explain it.

Secondly, there has been increase in productivity. There is a decline in the number of workers. My point is that whatever might have been the attitude of the Government up till now, allow me to say that it has not been quite healthy. I presume that it is not his mind; I presume that it is the Finance Minister who forced him to take the attitude.

**MR. DEPUTY - SPEAKER :** Why are you putting one against the other?

**SHRI CHITTA BASU :** What is the reason of logic for Rs. 32 crores and not Rs. 31 crores or Rs. 33 crores? Therefore, the specific suggestion which emanates is this: accept the principle of wage parity, accept the importance of the port workers and try to win the confidence of the port workers. Don't unnecessarily

rub them. And in this case, I want to say with the deployment of the Navy—I don't throw a challenge; yes Army is very strong; yes our Navy is very strong and it may be that you can crush the port workers' strike—you don't know to what situation you are leading the country to. That will weaken the defence of the country. That will disturb the entire social fabric. As a matter of fact, the Army should not be deployed against any section of the population. This is a very disastrous step the Government has taken. I think even at this late stage the Government should withdraw the Navy; otherwise the situation may take a worst turn.

Lastly, I don't want to rub the whole thing, since I feel that the immediate settlement is to be arrived at on the basis of a logic, of a principle, having regard to the genuine demand of not only the port workers, but the entire working class itself. I say this because the working class of our country have become more conscious of the disparity and the gap which has been created. Of course it is not the creation of the workers. It is not their fault. If there is any fault of the workers, it is that they were not so much organised and conscious of their rights five or ten years ago. It is because of this that the artificial gap and a lopsided wage-structure, has been created. Of course, he is not the person to rationalise the whole wage structure. I don't accuse him. But the whole thing is that he should have some sympathy and that he should have some logic and some principle to abide by.

**SHRI M. RAM GOPAL REDDY :** Very good, Sir.

**MR. DEPUTY-SPEAKER :** It would not affect your industry.

**SHRI CHITTA BASU :** Neither does he require your assistance nor mine.

**MR. DEPUTY-SPEAKER :** Mr. Chitta Basu, while you are speaking about the national wage structure, he thought that



it would apply to the sugar industry also.

**SHRI CHITTA BASU :** Don't get apprehended.

Therefore, my appeal to the Minister is that he should really become Vijaya Bhaskara i.e. his victory should shine like the Sun, if I have understood correctly the meaning of it. So, he should attain the victory by winning the hearts of the port workers by replying on certain scientific principle of wage structure and not by being misled by certain bureaucrats or some quarters particularly in view of the fact that the business community wants immediately the end of the strike. It is not only we, but the people, who finance this Business Standard and other economic papers and who also want the immediate end of the strike, because it will have a disastrous effect not only of the economy, but on the whole of the country.

**MR. DEPUTY - SPEAKER :** Now, Hon. Minister will speak.

**SHRI SATISH AGARWAL :** We hope you will be generous as the Government has been to the public sector.

**THE MINISTER OF SHIPPING AND TRANSPORT (SHRI K. VIJAYA BHASKARA REDDY) :** You judge whether I am generous or not after I speak.

Sir, I am happy that nearly ten or twelve Hon. Members have taken part in the Debate and some of the stalwarts in the Labour movement have given their opinions.

Sir, there are some developments since yesterday. After the Calling Attention Motion was admitted and the discussions took place in the Rajya Sabha, I made an appeal again to the Labour leaders of the four Federations to come back to the negotiating table. There was a response

from that side. Yesterday I received a letter from important leaders who are here in Delhi saying that they are ready to take part in the negotiations. I have that letter. I had discussions this morning with some of the important M.Ps. We will follow that up by fixing a date and by talking to the labour leaders. That apart, I would like to clear some of the points which have been raised by some of the hon. Members. Shri Indrajit Gupta, one of the stalwarts here has said something. He has not understood about the sum of Rs. 32 crores which I have offered. He was often repeating that this is the amount I was giving, nothing more, nothing less and whether it was enough for the shirt or not. I would throw it on their face and ask them to accept it. That has not been my approach. I have made it very clear in the Rajya Sabha and I have made it very clear in my negotiations. Shri Lawrence who is a party to this negotiations knows it. That was a beginning. This Rs. 32 crores according to me is a beginning and is also a reasonable piece of cloth to cover a good worker. But if they want serge or other imported cloth, I am not able to provide that. I will definitely provide enough reasonably good cloth and that was my view when I offered it.

15% wage increase is not an unreasonable thing. According to me the wage Bill is 216. According to your calculation it is 187. If it is 187, then it is 17½%. If you take the last wage agreement of 1980, it was 17.7%. So, I started, even according to your figure which I do not accept, with 17%, which I am sure you know is reasonable. I said it is not a final thing. It can be negotiated, and it can be improved.

**SHRI INDRAJIT GUPTA :** It is an interim offer ?

**SHRI K. VIJAYA BHASKARA REDDY :** No, it is not an interim offer. It is a starting point for discussion.

**SHRI CHITTA BASU :** Starting point for discussion.

**SHRI K. VIJAYA BHASKARA REDDY :** Yes, That has been reported.....

**SHRI CHITTA BASU :** If this 17% of yours is not a second thought ?

**SHRI K. VIJAYA BHASKARA REDDY :** I do not want to go to this or that. It will be on the negotiation table. We can work out. But, unfortunately, this strike is thrust on us and the nation.

In 1980 there was an agreement. The negotiations started and went on for five or six months. They gave strike notice thrice and every time they withdrew and there was no strike. Ultimately, they signed an agreement.

Here is a point of appeal by me and by my colleague Shri Veerendra Patil. In the first notice they said we were going on strike. I said and I am going to repeat that this time I do not want to go into the reasons. They have decided to go on strike. That is why the negotiations could not further move. Otherwise, according to me they could have reached at something. Even taking for granted that the negotiations for this agreement could have been there, I started quite early i.e. in August. In August, bipartite discussions took place between the IPA and Port Federations. They could not reach an agreement. Later on, at the Secretary's level discussions took place. The negotiations failed, at that stage with 14%. That they did not accept. Then I interfered. It is peculiar to this Department. I am not interested in getting involved in these things. If at all I get involved, this is only to help the agreement. It is as per the practice with this Ministry, since all the three agreements were signed accordingly. The same pattern we have followed. This pattern is peculiar to this Ministry. We are following the same thing. The strike could have been avoided by them.

Another revealing factor is, which one of the very important trade unionists of

this Dock and Port workers told us and it is a fact, that strike never took place in March. Even if there was strike in 1978 or earlier, it was in the rainy season. March is a very good season for loading and unloading and they had been avoiding that season. I do not know why they have chosen this ? The last agreement was signed in January. We started negotiations in August. The negotiations even could have continued for some more time. This good period and a heavy loss to the nation could have been avoided. We appealed to them to withdraw the strike. But it did not go through. The other thing is, whether the strike is illegal or not, it is an immaterial thin. But according to the law, whatever Mr. Indrajit Gupta has said, when the conciliatory procedure is on, when I as the Minister intervened...

**SHRI CHITTA BASU :** You cannot be the conciliatory officer.

**SHRI K. VIJAYA BHASKARA REDDY :** For three hours, I have heard all the hon. Members even the hon. Members behind you very patiently. You know at the regional level, once the negotiation starts, the conciliation also starts.

**SHRI CHITTA BASU :** That is not the law.

*(Interruptions).*

**SHRI K. VIJAYA BHASKARA REDDY :** Naturally the conciliation automatically starts and if somebody declares strike, it becomes automatically illegal. That is the point. *(Interruptions).*

**SHRI K. VIJAYA BHASKARA REDDY :** Sir, even now, one question which everybody has been saying is about the parity with the steel workers and the coal workers.

**SHRI SATISH AGARWAL :** Mr. Reddy, why they decide to go on strike in the month of March is because there

was a photograph of Parliament which is to be dissolved after the Budget session. According to you, which is correct ?

**SHRI K. VIJAYA BHASKARA REDDY :** I do not want to say. But you must ask the labour unions why they chose the month of March.

**MR. DEPUTY SPEAKER :** Mr. Agarwal, there is no photograph of Lok Sabha. I am putting the record straight.

**SHRI K. VIJAYA BHASKARA REDDY :** The parity question is the thing which the ports cannot at this stage bear. The port workers, according to the earlier agreement—not this 1980 agreement—but earlier agreement, felt that the gap was widening. To bridge the gap, it is not possible at this stage since the port position is not favourable and it is more critical. Except Bombay port, no other port is earning profit. Mr. Biju Patnaik has said that the turnover is so much and the wage rate is not even one per cent of the business handling. Wages are not calculated on that basis.

**PROF. AJIT KUMAR MEHTA :** Is the total profit less than Rs. 120 crores ?

**SHRI K. VIJAYA BHASKARA REDDY :** The aggregate profit is but not the turnover.

**SHRI CHITTA BASU :** There is an aggregate profit if all ports are put together.

**SHRI K. VIJAYA BHASKARA REDDY :** That is not thousands of crores.

**SHRI CHITTA BASU :** I did not say that.

**SHRI K. VIJAYA BHASKARA REDDY :** Mr. Biju Patnaik mentioned in other way.

**MR. DEPUTY SPEAKER :** Mr. Chitta Basu, you are making Parliament the negotiating table and putting questions and replying and all that. Let him reply. You take your own decision.

**SHRI CHITTA BASU :** We are not going to sign the agreement here.

**SHRI K. VIJAYA BHASKARA REDDY :** At least, it is my opinion that the demands of the Ports Federation which have been presented are not realistic. I hope they will think in a realistic way and try to come to some agreement which will be entered into for 4 years. In the last agreement, there is lot of gap between these workers and the steel workers. We will try to reduce it. I am not sticking on to Rs. 32 crores. We can negotiate. But just with the cost of Rs. 163 crores, can we imagine 32% wage rise every 4-years ? Is it practical or realistic or the financial position of the ports can bear this increase ? Mr. Lawrence or Mr. Indrajit Gupta and all of you are experts and you can advise. We are all discussing all these aspects.

On the other hand, on the question of parity, that is a bigger issue. All the public sector undertakings, political leaders and then the Government are thinking about it and I do not know whether it is time to evolve certain formula where every time the negotiation need not be there. Once, like the DA formula, if you come to some agreement, automatically the wage structure is revised. That may be in future, and that is good. But as on today, it is not possible to think of parity. Why are you thinking only for steel ? Why don't you ask for coal ? According to you, you have given Rs. 200 crores. Why don't you ask for coal ? You feel yourself that it is not realistic.

**SHRI M.M. LAWRENCE :** The gap was created by the Government.

**SHRI K. VIJAYA BHASKARA REDDY :** Don't throw everything on the Government. What were you leaders

[Shri K. Vijaya Bhaskara Reddy]

doing? You were the people who signed the agreement there. Don't throw everything on the Government. Somewhere they have slipped. The slip is not because of the Government. It was an agreement reached between the Government and the labour leaders. The same four federations have been entering into an agreement with the Government for the last nearly 20 years. The whole thing must now take a right turn and we must try to come to some agreement.

The loss to the nation should not be allowed and, particularly, the flow of essential commodities should not be disturbed. Some of the friends here have been saying that the Navy should not be put in confrontation with the labour. That is not a correct approach to the problem. Some of the members said and it is also a fact that the prices of edible oil will go up. It is a scarce commodity. When the flow is not uniform and steady, the business people will try to take advantage of it. It is the responsibility of the Government to take care of that. It is not to break the strike. We have not attempted that way. That has not been our approach at all. But it is the responsibility of the Government to see that the essential commodities flow in a continuous and steady way; that the refineries do not stop, that the Super Thermal Power Station at Madras runs; that the kerosene is supplied; that the edible oil is supplied and so on. It is with this purpose in view that we have asked the Navy to help us.

MR. DEPUTY SPEAKER: The trade unions also have informed you that the flow of essential commodities will not be disturbed.

SHRI K. VIJAYA BHASKARA REDDY: The trade unions have informed us about the handling of defence cargo and about the essential services, like, electricity, power and water, that

type of things, not these things. In regard to edible oil, they have not offered; in regard to POL for the refineries, they have not offered; in regard to kerosene, they have not offered...

SHRI INDRAJIT GUPTA: If they offer you everything, what is left out?

SHRI K. VIJAYA BHASKARA REDDY: Is it not the responsibility of the Government to see that the prices do not go up? The Government cannot shirk that responsibility. Please do not take it as a confrontation; that we are putting the Navy in confrontation with the workers.

SHRI INDRAJIT GUPTA: When are we meeting? When are you calling us?

SHRI K. VIJAYA BHASKARA REDDY: I hope there will be a realistic response this time from the labour leaders. In response to my appeal, they have responded. We are likely to meet soon and, I hope, everything will go through well. About the parity issue, I appeal to the leaders of the federations...

MR. DEPUTY SPEAKER: You can discuss the details with them.

SHRI K. VIJAYA BHASKARA REDDY: The various items have been discussed at various levels. So many details have been discussed. Everybody knows what it is. This was one of the methods that I adopted and worked out the details accordingly. If that does not satisfy you, we can go into details and take up every item and discuss it. That is not a big problem. The problem is that the approach should be realistic and that you should think of only a good decent shirt, not of a luxurious suit. I think, in an

atmosphere like this, when there is a good response, I should not say more but sit together and try to solve the problem as early as possible. I request the cooperation of the hon. members in this respect.

MR. DEPUTY SPEAKER : My only appeal to both the sides is that nobody shall take it as a trade union struggle and negotiation and thus make

it a prestige issue. Both sides must come together and solve this problem.

19.01 hrs.

*The Lok Sabha then adjourned till Eleven  
of the Clock on Friday, March 23,  
1984/Chaitra 3, 1906 (Saka).*