

Two Reports presented by the Committee recently—viz., 5th and 9th Reports—cover all cases of delay from the first to eighth Sessions. The number of cases of delay pointed out in these Reports is 345. It would be relevant to point out that all the 'Orders' relating to the Ministry of Labour, which were the subject of criticism in the House on the 15th and 22nd November, 1973 have been adversely commented upon in the Ninth Report of the Committee *vide* paras 5—18.

I would take this opportunity to point out that the scrutiny of the Committee has not been confined to the 'Orders' laid on the Table. The Committee have also been examining whether there were any 'Orders' which were required to be laid on the Table but had not actually been laid. In their Ninth Report, the Committee have drawn attention to 47 such 'Orders'. It may not be out of place to mention here that the dealing Ministries, Labour, Commerce, Home Affairs, Shipping and Transport, Deptt. of Personnel & Administrative Reforms, had initiated action to lay these 'Orders' on the Table only after the matter had been taken up by the Committee with them.

MR. SPEAKER: He need not be worried about some of the observations made by some hon. Members. They were corrected later on. As you know, on that day I complimented you and your Committee on the vigilance that you have maintained. Anyway I am very happy that you made the position clear.

SHRI S. M. BANERJEE (Kanpur): Sir, before you pass on to the next item I want to point out that the Minister of Parliamentary Affairs has not said anything by way of reply to our observations.

MR. SPEAKER: I will see to it that he conveys these suggestions to the Ministries concerned.

SHRI S. M. BANERJEE: It is a defence matter and 11,000 men are losing their jobs. Are we not entitled to a discussion or a statement from the Minister?

THE MINISTER OF PARLIAMENTARY AFFAIRS (SHRI K. RAGHU RAMAIAH): Regarding the various suggestions made, I am glad that Shri Vajpayee and others appreciate my position. Some of them call for action and some call for non-action. I will convey them to the Ministers concerned.

श्री मधु सिन्घे (बाका) : प्राज सभी मुझों के बारे में पांच बजे वह स्टेटमेंट कर दें कंप्लूट वाली बहस के पहले ।
 (ध्वजबान) क्या स्थिति है वह तो बताएं ।

MR. SPEAKER: I will see that he conveys it to the proper Ministries for action or statement or adjustment of time.

SHRI S. M. BANERJEE: You are always doing it. We have no complaints against you. The Deputy Minister made a statement here in reply to a question that 8,000 people will not be retrenched. Now, 11,000 defence employees are going to lose their jobs. Is that the Government's policy?

12.54 hrs.

STATEMENT BY MEMBER RE-
 INDIAN AIRLINES SERVICE

श्री अमृत बिहारी बाजपेयी (गवालियर) : अध्यक्ष महोदय, दिनांक 14 नवम्बर, 1973 को एक ध्यानाकर्षण प्रस्ताव द्वारा मैंने पर्यटन और नागर विमानन मंत्री का ध्यान इंडियन एयर लाइन्स के कर्मचारियों द्वारा नई शिफ्ट प्रणाली का विरोध किये जाने के कारण इण्डियन एयर लाइन्स की सेवाओं के अस्त व्यस्त होने के समाचार की ओर दिलाया था ।

उसके उत्तर में संचार तथा नागर विमानन मंत्री ने जो बयान दिया उस में कहा था :

"The shifts in Indian Airlines prior to the 12th November were mostly on the "balanced" pattern, so that equal numbers of workers were employed in the morning, afternoon, and night shifts, though the work-load involved varied from shift to shift. This cre-

[श्री अटल बिहारी वाजपेयी]
 aled artificial shortages when "the work-load was high and left numbers of workers with little work at other times."

मंत्री महोदय के उपर्युक्त कथन से संसद में तथा बाहर भी यह धारणा पैदा हुई थी कि वर्तमान शिफ्ट प्रणाली के अन्तर्गत इण्डियन एयर लाइन्स में 'लीन' समय में भी उतने ही कर्मचारी रहते हैं जितने की 'पीक' समय में रहते हैं और नई शिफ्ट प्रणाली को लागू करने का मुख्य उद्देश्य इस असंतुलन को समाप्त करना है ।

किंतु, खोजबीन करने पर जो तथ्य मुझे मिले हैं वे न केवल मंत्री महोदय के कथन को झूठलाते हैं अपितु उन पर यह आरोप भी प्रामाणिक करते हैं कि उन्होंने सदन को इस मामले में गुमराह किया है । वे तथ्य इस प्रकार हैं :—

दिल्ली रीजन के बारे में इण्डियन एयर लाइन्स के कामशियल मैनेजर तथा ए० सी० ई० के जनरल सेक्रेटरी के बीच 7 अगस्त, 1973 को जो समझौता हुआ था उसके अनुसार :

प्रातः कालीन पारी			
Morning Shift	(105000/1000 hours)	Grade 3/4 staff	51
		Grade 1/2 staff	86
अपराह्न कालीन पारी			
After noon shift	(1300/1720 hours)	Grade 3/9 staff	33
		Grade 1/2 staff	55
अपराह्न कालीन पारी			
After noon shift	(1720/2130 hours)	Grade 3/9 staff	30
		Grade 1/2 staff	47
सन्ध्या कालीन पारी			
Late Evening shift	(2130/2345 hours)	Grade 3/9 staff	22
		Grade 1/2 staff	50
रात्री पारी			
Night Shift	(2345/0500 hours)	Grade 3/9 staff	6
		Grade 1/2 staff	12

इन आंकड़ों से यह स्पष्ट है कि हर शिफ्ट में कर्मचारियों की संख्या ग्रेड 3/9 में 6 से 51 और ग्रेड 1/2 में 12 से 86 तक घटती बढ़ती रही है ।

जब यह तथ्य लोक सभा सचिवालय के माध्यम से नागर विमानन मंत्रालय के ध्यान में लाये गये तो उन्हें यह स्वीकार करना पड़ा कि दिल्ली तथा कलकत्ता के कामशियल डिपार्टमेंट में शिफ्ट प्रणाली में 'असंतुलन' है, अनबैलेन्सड है, किन्तु मद्रास या बम्बई में ऐसा कोई 'असंतुलन' नहीं है ।

बम्बई के बारे में जो आंकड़े मैंने एकत्र किये हैं उन से पता लगता है कि यद्यपि वहाँ रोस्टर में प्रति पारी में 23 कर्मचारी रखने की व्यवस्था थी, किंतु व्यवहार में अलग

अलग पारियों में अलग-अलग कर्मचारी संख्या रहती थी। मेरी जानकारी के अनुसार कर्मचारी संख्या इस प्रकार रहा करती दी

Morning shift	30
Afternoon shift	36
Night shift	23

मैं चाहूंगा कि मंत्री महोदय मद्रास के बारे में भी सही आंकड़े सदन के सामने रखें । वे बतायें कि रोस्टर के अनुसार प्रति पारी में कर्मचारी संख्या क्या थी और वास्तविकता में वह क्या रहा करती थी ।

वस्तुतः यह बड़े आश्चर्य की बात है कि नई शिफ्ट प्रणाली लागू करने के बाद भी पालम इंजीनियरिंग डिपार्टमेंट क संख्या बल में कोई परिवर्तन नहीं हुआ है 12-11-75 के पूर्व इंजीनियरी को जितनी संख्या में युप ए

बी० सी० तथा डी० में तैनात किया जा रहा है उतनी ही संख्या में हर ग्रुप में नईशिफ्ट प्रणाली लागू करने के बाद भी किया जाता रहा है।

मैंने जो कुछ ऊपर कहा है उससे यह भली भाँति स्पष्ट है कि नई शिफ्ट प्रणाली को लागू करने के कारण यह नहीं है कि कम काम के समय अधिक कर्मचारी और अधिक काम के समय कम कर्मचारी रहा करते थे, बल्कि उसका कारण यह है कि सरकार कर्मचारियों के प्रति सप्ताह काम के घंटों बढ़ाना
Increase in weekly hours

एक वर्ष में साप्ताहिक छुट्टी घटाना
Reduction in weekly off in a year
रत पाली में काम के घंटों तथा उड़ानों में वृद्धि करना

Increase in hours and number of night flights

और स्त्रे ओवर-समय का विस्तार करना चाहती थी। यदि ऐसा था, तो उसे छदन के सामने पूरी तस्वीर रखनी चाहिये थी जिससे सदस्य समझ सकते थे कि सरकार केवल शिफ्ट प्रणाली में परिवर्तन नहीं कर रही, बल्कि कर्मचारियों के काम के घंटों में वृद्धि तथा सुविधाओं में कमी करने जा रही है।

THE MINISTER OF COMMUNICATIONS AND TOURISM AND CIVIL AVIATION (SHRI RAJ BAHADUR):
Sir, with your permission I beg to submit that in my statement in this honourable House on the 14th November, 1973, I stated and I quote:

"The shifts in Indian Airlines prior to the 12th November were mostly on the 'balanced pattern' so that equal numbers of workers were employed in the morning, afternoon and night shifts, though the workload involved varied from shift to shift. This created artificial shortages when the workload was high and left numbers of workers with little work at other times. The retention of workers from the lightly loaded to the more heavily loaded shifts thus became inevitable."

I very much regret that Shri Atal Bihari Vajpayee seems to have misunderstood my statement and feels that I have mis-

led the House. I am sure that had Shri Vajpayee examined my statement carefully, he would not have accused me of such a serious lapse.

I would like to reiterate that in describing the shift patterns, I intentionally used the word 'mostly' so as to make it clear that there were some exceptions to the so-called balanced or equi-strength pattern. (Interruptions) Mostly means that it does not mean absolutely or totally.

SHRI S. M. BANERJEE: Both the Minister and the Chairman have misled the House.

SHRI RAJ BAHADUR: Mostly does not mean 'entirely'. It is ordinary common dictionary meaning. It does not mean entirely and I have been repeating that all through I had in mind the shift pattern in the Commercial Department in the Delhi and Calcutta regions which were not equi-strength. In all there are 12 categories of shifts involved for three services. Four of the bases concerned are Calcutta, Bombay, Madras and Delhi. Out of the 12, in 10 shifts there is equi-strength, and in two, it is not. Therefore, I said 'mostly'.

According to my information which I have had verified again from Indian Airlines, the shift patterns in the Engineering (Maintenance) Sections Gr. I to Gr. 9 and the Stores (Engineering Maintenance) Sections Gr. 1 to 9 were equi-strength in all the four regions of Delhi, Calcutta, Bombay and Madras. They were also equal in the Commercial Departments Gr. 1 to 9 in Bombay and Madras Airports.

I lay a statement on the Table of the House which will show the position as it existed immediately before the 12th November 1973. [Placed in Library. See No. LT-5931A/73]. Only in Calcutta and Madras the variations were as I have already said. This shows clearly that I have made a correct statement and I have made the statement based on facts which could not really mislead the House. In fact, if I had said something else which Mr. Vajpayee perhaps wanted me to do, that would have been misleading. The figures shown in the statement were of the rostered strength.

SHRI ATAL BIHARI VAJPAYEE:
What about the actual figures?

SHRI RAJ BAHADUR: I am just giving them. The figures shown in the statement were of the rostered strength. It will thus be seen that the shifts were equi-strength in spite of the accepted fact that the workload varied greatly from shift to shift. To meet the variation in workload, it became essential to detain workmen from the previous shifts to subsequent shifts. The actual number of workmen working in various shifts thus had not much relevance left to the rostered strength. It is this practice that led to such a heavy overtime bill and other wasteful practices. It was precisely to remedy this situation that the management introduced new shift patterns with effect from 12th November, based on the actual requirements of the workload in each shift.

In fixing the new shift pattern, the management has made sure that the agreements with the unions are not infringed and that no individual workman is made to work more than the permissible limit.

The House will thus see that I have at no stage misled it. On the contrary, my original statement of the 14th November states the facts correctly.

MR. SPEAKER: Now, we pass on to the next item. Shri S. M. Banerjee has to move the resolution under item No. 10. Items Nos. 10 and 11 will be taken together.

श्री मधु लिमये (बांका): अध्यक्ष महोदय, मेरा व्यवस्था का प्रश्न है। मेरी एक व्यवस्था है। जो आप के सामने रखना चाहता हूँ...

MR. SPEAKER: It is not yet moved. It will be taken up after lunch. Shri S. M. Banerjee may move it after lunch. After Shri S. M. Banerjee, the Finance Minister will speak and will reply to the point of order.

13.06 hrs.

The Lok Sabha adjourned for Lunch till Fourteen of the Clock.

The Lok Sabha reassembled after Lunch at four minutes past Fourteen of the Clock.

[MR. DEPUTY-SPEAKER in the Chair]

STATUTORY RESOLUTION re DIS-APPROVAL OF CENTRAL EXCISES AND SALT (AMENDMENT) ORDINANCE, 1973

MR. DEPUTY-SPEAKER: Statutory Resolution relating to the Central Excises and Salt (Amendment) Ordinance, 1973 (Ordinance No. 3 of 1973). Shri S. M. Banerjee.

SHRI S. M. BANERJEE (Kanpur): May I take it that I can speak on both the Ordinance and the Bill because we are discussing both?

MR. DEPUTY-SPEAKER: Yes, you can.

SHRI S. M. BANERJEE: I beg to move the following Resolution:

"This House disapproves of the Central Excises and Salt (Amendment) Ordinance, 1973 (Ordinance No. 3 of 1973) promulgated by the President on the 2nd November 1973...

I would add with your permission—

"on the advice of the Council of Ministers".

श्री मधु लिमये (बांका): उपाध्यक्ष महोदय, मेरा प्वाइन्ट ऑफ ऑर्डर है। मैं इसलिए इन्तजार कर रहा था कि मैं चाहता था कि यह बाकायदा रेजोल्यूशन आपके सामने आये।

पहले जो मेरे दस मुद्दे हैं उन को मैं आपके सामने रखूंगा और उस के बाद एक डेफ़िनिट भाषण करूंगा।

MR. DEPUTY-SPEAKER: Only on a point of order.

SHRI MADHU LIMAYE: Yes.

लिखकर दिया है कल ही।