

that as far as the agricultural labour is concerned, the Government is contemplating to bring forward a Bill in that respect.

श्री रीतलाल प्रसाद वर्मा : मैं जानना चाहता हूँ कि जो अन-आर्गेनाइज्ड सैक्टर में 4 करोड़ के लगभग खेतिहर मजदूर हैं, जिन्हें कोई भी नियोजक एम्पलाय करते हैं और तुरन्त 15, 20 दिन के बाद बाहर कर देते हैं, उसकी सेवा शर्तें कुछ नहीं हैं, मजदूरी भी कुछ नहीं है, प्राविडेंड फंड का भी कोई प्रावजन नहीं है, उन्हें कहीं तरह की और कठिनाइयां होती हैं, उनकी बहुत बदतर स्थिति है, तो क्या मंत्री महोदय इस दिशा में कोई ठोस कानून या अधिनियम बनाना चाहते हैं, जिससे उन लोगों को लाभ मिल सके ?

SHRI J. B. PATNAIK: There is already an Act viz., Contract Labour Act. As far as the unorganised labour in the rural sector is concerned, I have already promised the House that we shall come forward with a Bill for that purpose.

SHRI K. RAMAMURTHY: I would like to know from the hon. Minister whether he is aware of the fact that the previous Janata Government had appointed a Committee for formulating the legislation for agricultural labour. What is the composition of that Committee?

I would also like to know whether they held sittings and whether they have finalised their report and whether the Report has been received by the Minister and if so, what action is going to be taken by the Government over that Report.

SHRI J. B. PATNAIK: There was a Central Standing Committee on Rural unorganised labour under the Chairmanship of the Minister of Labour. The Committee held its first meeting in January 1979 and it decided to set up three Sub-Committee and the sub-committees have met and they have recommended to the Government to bring forward a Bill for

emanicipation, rehabilitation of bonded labour and to recommend measures for improvement thereon and for education and organisation of rural workers. These recommendations are being taken care of.

SHRI A. K. ROY: In the Contract Labour (Abolition and Regulation) Act, zones have been identified to prohibit the contract system. But nothing has been made clear regarding the fate of the workers who are working under contractors. Mostly they are being retrenched, though the spirit of the Act was to departmentalise them. Will the Minister enlighten us on this particular issue?

SHRI J. B. PATNAIK: I have said that there are certain defects which are found out at the time of working of many of the Acts and some Acts are really not adequate. So, we are noting the inadequacies and we are trying to amend the Act to remove them.

WRITTEN ANSWERS TO QUESTIONS

छपरा-वाराणसी रेल लाइन को बड़ी लाइन में बदलना

*224. **श्री. सत्य देव सिंह :** क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पूर्वोत्तर रेलवे की छपरा-वाराणसी लाइन को बड़ी लाइन में बदलने की कोई योजना सरकार के विचाराधीन है ;

(ख) यदि हां; तो इस संबंध में अब तक क्या कार्यवाही की गई है ; और

(ग) यदि नहीं ; तो उसके क्या कारण हैं ?

रेल मंत्रालय में राज्य मंत्री (श्री सी. के. जाफर शरीफ) (क) से (ग). 174 किलोमीटर लम्बी वाराणसी-छपरा मीटर लाइन को बड़ी लाइन में बदलाव की परिचालनात्मक आवश्यकताओं का पता लगाने के लिए सर्वेक्षण

किया जा रहा है। इसकी रिपोर्ट एक-दो महीनों में तैयार हो जाने की संभावना है और इसके बाद ही कोई निर्णय लिया जायेगा।

Shipping Tonnage

231. SHRI BALASAHEB VIKHE PATIL: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) what is the total shipping tonnage available with the country;

(b) whether it is sufficient to meet the requirements of the country for the foreign traffic and the coastal traffic; and

(c) if not, what steps have been taken or are proposed to be taken to increase the shipping tonnage to make the country self-sufficient?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI A. P. SHARMA): (a) Total shipping tonnage available with the country as on 1 March 1980 is 377 ships of 55.97 lakh GRT.

(b) and (c). National tonnage is adequate for coastal traffic. It is also broadly adequate for foreign traffic. However, commercial considerations in international shipping do not always make it possible to keep the national tonnage tied up to national trade only. Vessels are often deployed, apart from national trade, in cross trades, on time charter and are also chartered to individual parties.

संगणक द्वारा आरक्षण किया जाना

*232. श्री बया राम शाक्य : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रेलवे में संगणक द्वारा आरक्षण प्रणाली शुरू करने के विचार से रेलवे बोर्ड ने प्रक्रिया का अध्ययन करने हेतु एक दल विदेशों को भेजा है, और

(ख) यदि हां, तो इस दल द्वारा कौन-कौन से देशों का दौरा किया गया है तथा दल

में सदस्यों की संख्या कितनी है, सदस्यों के वर्तमान पदनाम क्या हैं, और इस अध्ययन पर कुल कितनी राशि खर्च की जायेगी ?

रेल मंत्रालय में राज्य मंत्री (श्री सी. के. जाफर शरीफ) (क) और (ख). इस दल ने संयुक्त राज्य अमेरिका, कनाडा और इंग्लैंड का दौरा किया था। इस दल में रेलवे बोर्ड के वित्त सलाहकार, संयुक्त निदेशक, वित्त (समन्वयन संगणक लेखा), संयुक्त निदेशक सतकर्ता (यातायात), संयुक्त निदेशक, रेल योजना 2 तथा दक्षिण मध्य रेलवे के उप मुख्य लेखा अधिकारी (यातायात), उप मुख्य सिगनल एवं दूर संचार इंजीनियर और दक्षिण रेलवे के उप मुख्य यांत्रिक इंजीनियर शामिल थे। इस दौरे पर लगभग 3.32 लाख रुपये खर्च हुए।

Attachment of Milk Wagon from Dhule to Bombay

*233. SHRI VIJAY N. PATIL: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government of Maharashtra has requested for attachment of 4th Milk Wagon for carrying Milk from Dhule to Bombay by railway; and

(b) if so, by what time, this demand will be complied with?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) & (b). A request was received in June, 1978 by the Divisional authorities at Bhusaval on Central Railway for running one more milk tanker between Dhule and Byculla in addition to three milk tankers which are already running between Dhule and Byculla. A reply was sent by the Divisional authorities of Bhusaval regretting inability to run the fourth milk tanker due to difficulties of room on the trains from Dhule to Chalisgaon and from Chalisgaon to Byculla as well as inadequate decanting facilities at Byculla where already 6