

(b) if so, the amount sanctioned for widening of that portion of the above national highway ; and

(c) the expected time of beginning and completion of the aforesaid widening work ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z.R. ANSARI) : (a) to (c). The widening work on N.H. 5 between Cuttack and Bhubaneswar is proposed to be taken up in phases. One estimate amounting to Rs. 91.42 lakhs has been sanctioned recently ; the construction work of which will be taken up within this calendar year and is expected to be completed by 1987.

SHRIMATI JAYANTI PATNAIK : From the answer it is not clear whether the entire work on the National Highway between Cuttack and Bhubaneswar will be taken up. He has said that only the widening work is proposed to be taken up in phases. It seems that it takes such a long time for the completion of the National Highway between Cuttack and Bhubaneswar because it naturally involves road portion, bridge portion, cross drainage and land acquisition. But I would like to know from the hon. Minister whether the Government of India will provide funds to complete all the bridge work by the end of the Seventh Plan period where land acquisition is not involved.

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI K. VIJAYA BHASKARA REDDY) : I cannot assure that the whole thing will be completed before the end of the Seventh Plan. It depends upon the availability of funds. As far as this 16 km stretch of road is concerned, we are trying to do it before 1987. Details are given earlier.

SHRIMATI JAYANTI PATNAIK : It is understood that the project has to be implemented phasewise and in a number of stretches. The Minister may compare this National Highway with other National Highways. This is a very busy National Highway, I must say, involving so many accidents also. So, in view of the heavy

traffic in the entire road between Cuttack and Bhubaneswar, will the Government consider sanctioning of the entire estimate and providing funds over and above the normal allocation under National Highways for the State specially keeping in view the strategic importance of this road connecting the largest city of the State and the State capital ?

SHRI K. VIJAYA BHASKARA REDDY : Sir, importance of this is recognised by the Ministry and that is why it has taken up converting it from two lanes to four lanes. Sir, funds are very important and that is why we are going by stages. It will cost about Rs. 30 crores and we hope to do it in five to six years. We have made a provision of Rs. 3 crores in the Sixth Plan. This years we have sanctioned Rs. 91 lakhs and we are likely to sanction another Rs. 60 lakhs and we hope to spend Rs. 27 lakhs. That is the financial position and that is why execution is slow. The importance is recognised and whenever funds are available we will provide more.

SHRI CHINTAMANI JENA : May I know whether it is a fact that vehicular traffic census of the portion of this road is the highest in the country ? If so, has government has taken any action for land acquisition of the project ? If so, what is the development on this issue and what is the progress ? May I know whether allotment has been made for giving compensation to the land owners.

SHRI K. VIJAYA BHASKARA REDDY : Sir, this is one of the congested road sectors in the country but it is not the highest. As it is one of the important sectors, the Ministry has taken decision to convert it from two lanes to four lanes. We have taken up a stretch of 16 miles immediately and land acquisition has been made but I cannot say whether land compensation has been paid. If it has not been done I will look into it.

Loss due to Strike at Cochin Shipyard

***178. DR. SUBRAMANIAM SWAMY :** Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether it is a fact that employees of Cochin Shipyard are on strike for quite sometime ;

(b) if so, since when the strike is going on ;

(c) whether it is also a fact that this strike has resulted in a loss of about 7 crores of rupees ; and

(d) the amount of additional financial provision which Government was required to make in case the demands of the employees had been accepted initially ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z.R. ANSARI) : (a) to (d). A statement is laid on the Table of the Lok Sabha.

Statement

(a) and (b). A section of the employees of Cochin Shipyard had resorted to various forms of agitation like boycott of over-time work, token strike, acts of indiscipline, etc. on numerous occasions during November 1983 to June 1984. The Cochin Shipyard Employees' Union resorted to stay-in-strike from the afternoon of 31.5.1984, consequent to which the management had to declare a partial lock out of about 800 such workers who had participated in the illegal strike. The Union launched an indefinite strike from 2.6.84. A settlement was arrived at on 23.6.84, and the strike was called off from 25.6.84.

(c) Due to the above agitation 53,428 mandays were lost. Production loss exclusively attributable to lost manhours is 8040 DWT equivalent of Rs. 3.2 crores approx. However, the disturbed atmosphere affected production and productivity and the actual performance during Nov. 1983 to June 1984 was 22875 DWT against 48420 DWT scheduled. The yard could also not take any major ship repair work for some time in view of prevailing uncertain conditions and constant strike threats of the Union.

(d) Most of the demands of the employees being of administrative and managerial

nature, which had indirect long term financial implication, it is difficult to estimate the financial impact of these demands.

DR. SUBRAMANIAM SWAMY : Sir, from the answer given it appears that from November 1983 to June 1984 the government was unable to settle the strike. I would like to know whether the government has evolved any machinery for collective bargaining by which these disputes can be speedily settled. The loss to the government amounted to the tune of Rs. 3.2 crores whereas financially accounting their demands would not have exceeded a few lakhs. Then, Sir, the demands were marginal in character. I would like to know whether government has any proposal to work out an effective collective bargaining machinery ?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI K. VIJAYA BHASKARA REDDY) : Sir, now the dispute is settled and it is unfortunate that it went on for seven months. It is not for the first time that it happened in the Cochin Shipyard although it is one of the best shipyards. Unfortunately, the labour problem recurs often. Although it did not involve much yet I do not know the reasons as to why they went on strike. The State Government took a lot of interest. Labour Minister personally convened a meeting. They came but the negotiations failed. Sir, we had to take a stand so that it does not happen again and, I hope, the shipyard will function well hereafter. The agreement is a good one and it will not allow them to go on strike again.

DR. SUBRAMANIAM SWAMY : I would like to know whether the Government after drawing the lesson from this Cochin Shipyard, they have any proposal to work out a single bargaining agent by bringing secret ballot or some other method.

SHRI K. VIJAYA BHASKARA REDDY : No, Sir. The Labour Ministry deals with it.

SHRI E. BALANANDAN : Sir, industrial peace is a very important thing. Today, for every small thing, it has to be consulted with Centre here which results in delay and

a lot of loss is incurred. Therefore, a speedy machinery should be set up on the spot to settle industrial disputes to ensure industrial peace.

SHRI K. VIJAYA BHASKARA REDDY: Sir, in spite of repeated telegrams—a large number of telegrams I had received from the Unions—we did not interfere with it. I allowed the State Government and the local management to reach a settlement. It is the State Government, the Labour Ministry and the Management to sit together and solve the problem.

SHRI XAVIER ARAKAL: Sir, from the very inception, the Cochin Shipyard has been in difficulty. The Central Government and the State Government both have taken a very strong step to settle this matter in an amicable manner. Nevertheless I have been asking the Government to look into the various Committees reports submitted on the ship-building project in Cochin. In one of my letters to the hon. Minister, I have very categorically stated that inefficient management, indifferent supervisory staff, non-committed Labour Boards, etc. all contribute towards its tardy growth, and so, we cannot be proud of the growth of Cochin Shipyard. I have specially requested the Government to send a team to study the causes for the tardy growth of this shipyard, labour unrest, indiscipline, etc. I also made a request to the hon. Minister in that letter to ask his Expert Committee to suggest some solutions and the hon. Minister has said that it is under examination.

Now, my question in this context is: Will the Government send a Central Team as I requested in my letter so that this public sector unit which is a pride of this nation, with an investment of Rs. 150 crores, is run smoothly and the production goes up? Will the Minister take a positive action in this direction?

SHRI K. VIJAYA BHASKARA REDDY: Sir, the hon. Member has mentioned some of the reasons for the less production by this public sector unit and he has also said that the Government has taken suitable steps which will not allow the future interference by the workers in the smooth

Ministry is thinking of is that we are going to get into the administration matters and other issues involved. There are so many technical expert committees that have gone into this and given so many reports. But if the Government feels the necessity of having another committee, we will look into it. But the Ministry is seriously thinking of doing some more changes there so that production goes up.

State Education Secretaries' Conference

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*179. **SHRI NAWAL KISHORE SHARMA:**

SHRI AMARSINH RATHAWA:

Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether a Conference of Education Ministers/Secretaries of States and the Union Territories was held recently in New Delhi;

(b) if so, the details of the problems of education discussed;

(c) what suggestions were made to eradicate the illiteracy from the country and particularly from the backward and Adivasi areas of the country and expansion of vocationalisation in plus two stage; and

(d) the steps taken by Government to solve the problem?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL): (a) to (d). A Statement is laid on the Table of the House.

Statement

A Conference of State Education Secretaries and Ministers was held on 23rd and 24th May, 1984 respectively. The Conference reviewed certain priority programmes in the field of education and discussed wide ranging issues relating to the following subjects:—