

during 1975-76 will depend on the State Government's final requirements to be received in February/Early March, 1976 on the basis of actual progress of works. The allocation to Maharashtra for development of National Highways upto December 1975 was, however, Rs. 584.00 lakhs.

(b) With the comparative smaller allocations resulting from the current financial stringency, the implementation of the programme for the development of National Highways in almost all the States including Maharashtra has no doubt slowed down to some extent.

(c) The Central Government is fully alive to the requirements of National Highways in Maharashtra and are trying to provide as much funds as possible. With this end in view it has already been decided to enhance the allocation of Maharashtra from Rs. 584 lakhs to Rs. 628 lakhs during 1975-76.

**SHRI SHANKERRAO SAVANT:** The reply to part (a) of the Question is incomplete. May I know what was the demand of the State Government for 1975-76?

**SHRI DALBIR SINGH:** Regarding the year 1975-76, I do not think specifically this arises out of it;....

**MR. SPEAKER:** Have you got information with regard to the demand of Maharashtra for the year 1975-76?

**THE MINISTER OF SHIPPING AND TRANSPORT (DR. G. S. DEHLON):** Though it is a specific question, in January 1975, Maharashtra Government forwarded an estimate of Rs. 134.07 lakhs for the development of West coast. It was scrutinised and sanctioned for Rs. 117.27 lakhs and by this time already Rs. 50 lakhs have been released for the repair and development of the West coast which passes through Colaba district.

**SHRI SHANKERRAO SAVANT:** The projected increase in the allotment of 628 lakhs during 1975-76 clearly shows that the allotment for the year will be less than the allotment for the last year. In view of the windfall on the receipt side due to increase in income-tax earnings, will the Government think of increasing this projected allotment further to keep up the tempo of work in the State?

**SHRI DALBIR SINGH:** Due to the financial constraints, it will not be possible during this year to increase the amount.

#### Increase in Industrial and Occupational Diseases

\*234. **SHRI DHAMANKAR:** Will the Minister of LABOUR be pleased to state:

(a) whether incidence of industrial and occupational diseases is significantly increasing in the country over the past three years; and

(b) if so, what preventive, protective and curative measures have been taken?

**THE MINISTER OF LABOUR (SHRI RAGHUNATHA REDDY):** (a) The number of cases of poisoning and diseases notified under section 89 of the Factories Act was 14, 19 and 17 in 1971, 1972 and 1973 respectively.

(b) Safety, Health and Welfare of factory workers is regulated by the provisions of Factories Act, 1948 and State Rules framed thereunder. State Governments administer the Factories Act and the rules framed thereunder. The Central Labour Institute and the Regional Labour Institutes extend professional assistance in the study and solution of industrial health problems.

**SHRI DHAMANKAR:** In his reply, the Minister has said that there were only 14, 19, and 17 cases of poisoning

and diseases notified under Section 89 of the Factories Act in 1971, 1972 and 1973 respectively. But for the last two years, the expansion of chemical industries has been causing great damage to the respiratory organs and digestive system not only of the labour working there, but also of the people staying around those factories. There are small units which are not covered by the Factories Act but still they can do enough damage to the labour and the people staying around. In that context, I would like to know, whether any survey or study for proper assessment of the incidence of industrial and occupational diseases in selected industries to the labour and people in the adjoining areas has been made during the recent years and if so what are the main findings of the study industry-wise, particularly with respect to important industries such as chemical industries and whether the Government has seriously considered the observations of the study group and taken appropriate measures to check effectively occupational hazards and diseases to the labour working there and the people staying around the factories.

**SHRI RAGHUNATHA REDDY:** The Factories Act is administered by the State Governments and the State Governments collect information and whenever it is necessary, the Central Labour Institute and the Regional Labour Institutes extend assistance in this matter for the purpose of dealing with this matter. The figure which I have given had been obtained from various State Governments and compiled. Other information will have to be collected. The suggestion made by the hon. Member with respect to the study of hazards in the chemical industries would certainly be considered and taken up and I will ask the Labour Institute to study this problem and come forward with suggestions.

**SHRI DHAMANKAR:** I have followed the answer of the Hon. Minister. What about the people who live

round about these industries and suffer? For instance, in Chembur at Bombay, the fertiliser factories and other factories are causing damage to the respiratory organs and digestive system of the people living there. What steps do the Government propose to take in that respect?

**MR. SPEAKER:** That he has answered, that he will ask that matter to be studied.

**SHRI K. LAKKAPPA:** The problem of environmental diseases in areas where these large-scale factories are functioning has assumed a large proportion and an alarming situation has developed in various States, and mainly, it is due to air pollution and water pollution. There are committees which have been formed, even in this House, to tackle this menace. In that connection, I would like to know whether this Ministry has taken up any investigation in accordance with the Air and Water Pollution Committee's recommendations in order to assess the situation and to take necessary remedial measures, and also what steps have been taken in order to relieve the difficulties of the labour?

**SHRI RAGHUNATHA REDDY:** The question put by the hon. Member falls within the realm of physiology and environmental pollution study and I am only dealing with factory law. So, I am not in a position to answer this general question.

**SHRI DINEN BHATTACHARYYA:** May I put a specific question?

Most of the rayon factories in the country are mainly under the management of the big business houses like the Birlas and so many complaints were lodged by the people both with the State Government, as well as with the Central Government and a mass petition by thousands of workers has already been filed here in the Lok Sabha, that no step has yet been taken

as to the minimum measures which could protect the health of the rayon workers who are always dealing with these chemical products. May I know what the Minister has uptill now done with regard to these complaints?

**SHRI RAGHUNATHA REDDY:** The question put by the hon. Member is a general question. If the hon. Member puts a specific question....

**SHRI DINEN BHATTACHARYYA:** This has arisen out of your reply.

**SHRI RAGHUNATHA REDDY:** If the hon. Member can put a specific question, I will find out.

**SHRI DINEN BHATTACHARYYA:** I have already put it.

He is a Labour Minister in charge of labour. He must know.

**MR. SPEAKER:** He wants notice.

**SHRI DINEN BHATTACHARYYA:** You kindly follow the answer he has given now and then judge whether I can put this question. All that he has claimed is that he does not know and he occupies the chair of Labour Minister here.

**MR. SPEAKER:** Let us pass on to the next question.

**SHRI M. RAM GOPAL REDDY:** He has wasted the time of the House.

**MR. SPEAKER** Shri B R. Shukla —not here.

**AN HON. MEMBER:** He has authorised me to put the question.

**SHRI BHAGWAT JHA AZAD:** That is not permissible at this stage.

**MR. SPEAKER:** Chaudhary Nitiraj Singh.

#### Average Number of Waiting Days per Ship

\*236. **SHRI NITIRAJ SINGH CHAUDHARY:** Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the average number of waiting days per ship have increased in India during the last three years;

(b) if so, reasons therefor; and

(c) whether the above average is more than world average?

**THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI H. M. TRIVEDI):** (a) Yes, Sir.

(b) The average is arrived at taking the number of waiting days of Food & Fertilizer vessels along with other vessels. The increase is mainly explained by the waiting days of Food & Fertilizer vessels. The reasons are

(i) Increase in import of food-grains, fertilizers and its raw materials.

(ii) Limitations of clearance by FCI and supply of railway wagons by Railway for movement of foodgrains and fertilizers.

(iii) At some of the ports, bunching of food and fertilizer vessel arrivals contributing to rise in pre-berthing detention.

(c) It is difficult to make comparison between ports in one country and another since the conditions vary from port to port; ports in developing countries are generally with labour intensive set ups and those in developed countries are equipped with highly modern mechanised handling facilities. In many ports in the world like Persian Gulf Ports, the waiting periods are sometimes as high as three months per vessel whereas in developed countries where fully