

1971-72, 105 locomotives and in 1973-74 the production has come down to 87; possibly it may go up to 100, because the figures are not up-to-date.... the main reasons are labour indiscipline..

SHRI KRISHNA CHANDRA HALDER: Question.

SHRI MOHD. SHAFI QURESHI: The main reasons are labour indiscipline, power cut and the non-availability of some spares and components which we have had to import from outside.

SHRI JYOTIRMOY BOSU: And terrific corruption.

श्री मुहम्मद जमीलुर्रहमान: मैं जानना चाहता हूँ कि डी० एल० डब्लू० बाराणसी की इंजन बनाने की कितनी कैपेसटी है और कितना माल इन तीन सालों में सप्लाई हुआ ? यह सवाल मैं इस लिए पूछ रहा हूँ कि साल ब साल प्रोडक्शन में कमी हो रही है। क्या यह बात सही है कि 1972-73 में वहां दंगे हुए और कुछ वर्कस मारे गये जिस की वजह से प्रोडक्शन हैम्पर हुआ और दूसरा कारण यह कि स्ट्राफ में प्रोमोशन के बारे में जो ब्रेजैनी है उन के प्रोमोशन का केस बहुत दिनों से पेंडिंग है इस वजह से भी प्रोडक्शन गिरा है ?

श्री मुहम्मद शफी कुरेशी: मंने जवाब दे दिया कि इंस्टाल्ड कैपेसिटी 150 डीजल इंजन की है और जो प्रोडक्शन है यह मीटर गेज और ब्रोड गुज दोनोंका है। 1971-72 में 105 इंजन बने, 1972-73 में 95 इंजन बने और 1973-4 में 100 इंजन तक प्रोडक्शन पहुंच जायगा। यह बात सही है कि लेबर अनरेस्ट की वजह से प्रोडक्शन पर काफी असर पड़ा है। इस के अलावा पावर की कटौती हुई और कुछ इन्फ्रैस्ट्रक्चर स्वेयर्स जो बाहर से मंगाने थे वह वक्त पर न आने की वजह से यह कमी पैदा हुई।

Non-Payment on one day's pay to Employees of Cochin Refinery

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*695. **SHRI VAYALAR RAVI:**

SHRI RAMACHANDRAN KADANNAPPALLI:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the pay of the Employees of the Cochin Refinery was deducted for one day for their participation in the Kerala Bandh;

(b) whether the Cochin Refineries Employees' Union expressed its willingness to work and asked for adequate production and transport facilities from the management; and

(c) if so, what are the reasons for deducting their wages for one day?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BOROOAH): (a) to (c). During the Kerala Bandh on 21st December 1973, out of 339 workmen in the Cochin Refinery, 69 were absent from duty without leave. Subsequent to the Bandh, the management of the Refinery permitted those employees who were absent on the day to adjust the absence against their casual leave. Out of the 69 absentees, 26 adjusted leave and did not suffer a wage cut. The remaining 43 employees did not wish to avail of leave adjustment and, therefore suffered a wage cut for the day.

For fear of untoward incidents, Company's transport was not operated on the day of the Bandh. The Employees' Union was advised of this prior to the Bandh. The Union had not insisted on provision of transport facilities by the management as precondition for attending to work. In spite of the Company's transport not being made available, majority of the

workers attended to their work and those who did not attend were given the facility of adjustment of leave.

SHRI VAYALAR RAVI: It is "usual for us to hear evasive answers from the Ministry of Petroleum and Chemicals. The only difference now is that it has shifted from Shri Shah-nawaz Khan to Shri D. K. Borooah.

MR. DEPUTY-SPEAKER: His question has been upgraded.

SHRI VAYALAR RAVI: My question was very specific. The union had requested the management in writing. I want to know whether it is a fact or not, that the union had told the management in writing that they were prepared to work and they would come and the management should run the buses. The hon. Minister has said that the management had advised the workers. I would like to know whether the management had informed workers in writing that it was not possible to run the buses. When the workers were willing to work, what was the justification for the pay cut?

SHRI D. K. BOROOAH: The hon. Members knows about the conditions in Kerala better than I do. But certainly on the eve of the bandh they thought perhaps that it would be unsafe to allow the buses to operate on the street, because any untoward incident during the bandh might result in loss of property.

SHRI VAYALAR RAVI: Why did they not inform the union in writing that they were not able to run the buses? When the union had taken the stand that the workers were willing to come and work if the buses were run, how was this pay cut imposed? It was not the mistake of the union.

SHRI D. K. BOROOAH: I have just now replied that for fear of untoward incidents, the company's trans-

port was not operated on the day of the bandh and the employees' union was advised of this prior to the bandh. 'Advised' means informed.

SHRI VAYALAR RAVI: Advice can be interpreted in many ways. Did you give it in writing?

SHRI D. K. BOROOAH: 'Advised' means informed.

SHRI VAYALAR RAVI: No. Did you put it on the Notice Board? That is the way of doing it.

SHRI D. K. BOROOAH: I have no real acquaintance with the procedure by which the Labour Union is informed by the management. Certainly they must have followed the usual procedure. I will find out and let the hon. Member know.

SHRI VAYALAR RAVI: On the basis will the hon. Minister ask the management or the Ministry to reconsider the whole matter?

MR. DEPUTY-SPEAKER: It is a suggestion for action.

SHRI VAYALAR RAVI: It is a specific question; will be ask the management to reopen the whole issue?

SHRI D. K. BOROOAH: I think it is a good suggestion. Labour problems should be sorted out by discussions between labour and management.

SHRI RAMACHANDRAN KADANNAPPALLI: Will Government restore the pay cut considering the fact that the employees are not at fault?

SHRI D. K. BOROOAH: As I said, certainly the suggestion made by Shri Ravi is a good suggestion. This should be negotiated between the Union and the management.