

(b) how much amount has been distributed to each State during the Fourth Five Year Plan period ?

THE MINISTER OF PARLIAMENTARY AFFAIRS, AND SHIPPING AND TRANSPORT (SHRI RAJ BAHADUR) : (a) The Central Road Fund derives its revenue out of the proceeds from customs and excise duty at 2½ annas per gallon (or 3 5 paise per litre) on non-aviation motor spirit. A sum equal to 20% of this levy is retained by the Central Government and credited to the Central Road Fund (Ordinary) Reserve. The balance of 80% of the annual revenue is distributed to States /Administrations of Union Territories by way of allocations on the basis of the quantum of non-aviation motor spirit consumed in each State/Union Territory.

A part of the Central Road Fund (Ordinary) Reserve is allocated as special grants-in-aid-connected with roads as the Central Government may approve. In approving the schemes, the following principles are borne in mind :—

(i) Priority will be given to schemes for bridging, metalling and general improvement of roads intended to open up new country or otherwise having development value ; and

(ii) Special consideration will be given to schemes which will benefit more than one State e. g. bridging a river forming the boundary between two States or construction of a road of inter-State importance.

(b) Grants to the extent of Rs. 400 lakhs were distributed to various States/Administrations of Union Territories for road development works during the Fourth Five-Year Plan period as set out below :—

Sl. No.	Name of State/ Administration	Amount (Rs. in lakhs)
1	2	3
1.	Andaman and Nicobar	5
2.	Andhra Pradesh	25
3.	Assam	25
4.	Bihar	20
5.	Delhi	20
6.	Gujarat	20
7.	Haryana	10
8.	Himachal Pradesh	15
9.	Jammu and Kashmir	20

1	2	3
10.	Kerala	20
11.	Madhya Pradesh	30
12.	Maharashtra	20
13.	Manipur	10
14.	Mysore	25
15.	Orissa	20
16.	Punjab	10
17.	Rajasthan	20
18.	Tamil Nadu	20
19.	Tripura	10
20.	Uttar Pradesh	30
21.	West Bengal	25
Total:		400

#### Employment of Casual Labour for loading and unloading of Coal at Loco Sheds

\*121. SHRI MOHAMMAD ISMAIL: Will the Minister of RAILWAYS be pleased to state :

(a) whether the work of loading and unloading of coal at Loco Sheds, removal of coal ash, loading and unloading of parcels and goods at Railway Stations and goods sheds is of a permanent nature and if so, the reasons why contract or casual labour are being employed in violation of Section 10 of Contract Labour (Regulation and Abolition) Act, 1970 ; and

(b) whether any representation has been received for abolishing contract labour or casual labour for these jobs and if so, the decision taken thereon ?

THE MINISTER OF RAILWAYS (SHRI T. A. PAI) : (a) Under Section 10 of the Contract Labour (Regulation and Abolition) Act, 1970, the appropriate Government, viz. the Central Government in so far as the Central Government undertakings including the Railways are concerned, may, after consultation with the Central Advisory Contract Labour Board, prohibit the employment of contract labour in any process, operation or other work in any establishment, having regard to the conditions of work and benefits provided for the contract labour in that establishment and other relevant factors as laid down in this Section. Where the contract system is not abolished, the employment of contract labour is to be

regulated under the other provisions of this Act and the Rules framed by the Central Government in this connection. Since no such notification in respect of the Railway establishments as required under Section 10 of the Act, has been issued by the Ministry of Labour, so far, the question of abolition of contract system in these operations on Railways does not arise at this stage.

Casual labour is engaged by the Railways on works of a casual nature and the employment of such labour has not been prohibited under any statute.

The receipt of coal traffic at all the Loco Sheds depends on its demand and availability and is not regular on all the days but intermittent and spasmodic. Removal of coal ash also is done occasionally at smaller sheds and somewhat more frequently at bigger sheds. While the work of loading and unloading of parcels at *big* Railway stations and *big* goods sheds is more or less of a regular nature, the quantum of traffic fluctuates considerably from day to day at each station or goods shed. Thus, although the nature of work is not wholly intermittent the quantum fluctuates considerably.

(b) Some representations have been received for abolition of contract system or against the employment of casual labour on such works at certain Loco Sheds, stations and goods sheds. Pending Government's decision in consultation with and after examination by the Statutory, Advisory Board and issue of necessary notification under Section 10 of the Act by the Ministry of Labour specifying the particular areas/installations/locations in which contract system should be actually eliminated, a directive was issued to the Railways in July 1968 advising them not to change over to contract working any items which had been traditionally handled departmentally on Railways. At many places the handling contracts have been awarded to Labour Cooperative Societies also.

#### **Demand of Rs. 50 Lakhs by Mysore for Flood Relief In Tunkur District**

\*125. SHRI PAMPAN GOWDA : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether Government of Mysore have approached the Central Government for grant of Rs. 50 lakh provisionally for the relief of these affected by the recent floods in Tunkur District and also for repairs of essential communications and irrigation works ; and

(b) if so, the reaction of the Central Government thereto ?

THE MINISTER OF IRRIGATION AND POWER (DR. K. L. RAO) : (a) Yes, Sir.

(b) The request of the State Government was examined and it was found that the relief amount required was only Rs. 22 lakhs and this is within the expenditure of Rs. 44 lakhs provided by the Finance Commission which the State must incur before asking for Central assistance. For repairs of damaged works, the State Government is to send a separate request. The State Government have been informed of this position.

#### **लाइसेंस-प्राप्त ठेकेदारों को माल डिब्बों की सप्लाई**

\*128. श्री नाथूराम अहिरवार : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रेलवे विभाग केवल उन्हीं नमक के ठेकेदारों को माल डिब्बे सप्लाई करता है जिनके पास सरकारी लाइसेंस है ;

(ख) क्या रेलवे विभाग उन लोगों को नमक के परिवहन के लिये माल डिब्बे सप्लाई नहीं करता जो अपनी निजी मूमि पर नमक का उत्पादन करते हैं ; और

(ग) क्या सरकारी तथा गैरसरकारी दोनों प्रकार के नमक व्यापारियों को रेल के माल डिब्बे उपलब्ध कराये जायेंगे ?

रेल मंत्री (श्री टी० ए० पाई) (क) जी नहीं ।

(ख) जी नहीं ।

(ग) जी हाँ । सभी मांगकर्ताओं को प्राथमिकता के अनुसार और रजिस्ट्रेशन के क्रम से माल डिब्बों की सप्लाई पहले से ही की जा रही है ।

#### **Nationalisation of Export Trade of Coir**

\*131. SHRI P. K. DEO  
SHRI SHRIKISHAN MODI :

Will the Minister of FOREIGN TRADE be pleased to state :

(a) whether Government have decided to take over export of coir products ; and