

(India) Limited was closed on 18th January, 1971. Government appointed a Committee under section 15 of the Industries (Development and Regulation) Act, 1951, to investigate into the circumstances of the closure. The Committee came to the conclusion that the closure of the factory was largely due to the failure of management. After considering the Report of the Committee, Government authorised the take over of the management of the Company by a Board of Management appointed by them with effect from 6th March, 1971. After protracted negotiations between the new Management and the representatives of the labour, an agreement has been reached in regard to re-opening of the closed factory. In accordance with this agreement, the Clive works factory has re-opened yesterday.

**DR. RANEN SEN :** After the reopening of the factory, may I know whether any amount of money is being granted to the workers for the forced idleness because of the mismanagement of the Company or anything like that ?

**SHRI MOINUL HAQUE CHOU-DHURY :** With your permission, Sir, I would read the terms of the Agreement, that is, re-opening on 29-3-71 with full complement on day and night shift basis instead of existing three shift basis without effecting continuity of service to its employees...

**MR. SPEAKER :** You read only pertaining to labour.

**SHRI MOINUL HAQUE CHOU-DHURY :** Payment of *ad hoc* sum of Rs. 150/- agreed for each workman and staff for the period of closure.

**DR. RANEN SEN :** May I know whether this sum of Rs. 150 is a sort of payment for the period of closure of the Company or any *ad hoc* payment to be deducted later on ? What is it ? It is the Company which closed the factory. Now, the workers are entitled to full compensation. How is this amount of Rs. 150/- accounted for ?

**SHRI MOINUL HAQUE CHOU-DHURY :** I want notice for that.

**SHRI INDRAJIT GUPTA :** Now that

the Government has taken over this Company and it has gone into production again, I want to know what arrangements have been made to ensure that at any time in the near future the production of this factory may not again be affected by the alleged short supply of steel. The main reason for which the previous management had declared a closure was that adequate supply of steel had not been forthcoming although this Company is known to have on their order books something like Rs. 15 crores worth of orders including some very vital export orders. I would like to know from the hon. Minister, now that the responsibility is that of the Government for the management of this concern, what steps they have taken to ensure that top priority for allotment of steel will be given on a continuing basis so that the factory may not be affected again.

**SHRI MOINUL HAQUE CHOU-DHURY :** It is not only the shortage of steel that was responsible for the closure. There was also mismanagement. In any case, this is also a very important point that adequate supply of steel should be there. We will see that it gets the raw material.

#### Price of Steel

\*28. **SHRI S. L. SAKSENA :** Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether there has been a steep rise of over 50 per cent in the price of steel during the last two months ;

(b) if so, the reasons therefor ; and

(c) the steps proposed to be taken to restore the price of steel to the old level ?

**THE MINISTER OF STEEL AND HEAVY ENGINEERING (SHRI S. MOHAN KUMARAMANGALAM) :** (a) No, Sir.

(b) and (c). Do not arise.

**SHRI S. L. SAKSENA :** Is it not a fact that there has been a rise in price of steel since the last 2 months from about Rs. 100-150 ?

**SHRI S. MOHAN KUMARAMANGALAM :** There has been a rise in this price of steel but not as you have stated in the last two months...*(Interruptions)* You

have asked about the rise in price of steel in the last two months. I said there has been no rise. In fact, so far as the open market price is concerned, there has been a slight decrease. So far as the JPC prices are concerned, they have remained the same.

**SHRI SURENDRA MOHANTY :** We understand from the answer of the hon. Minister that there has not been a rise of the order of 50%. May we know as to what is the extent of the rise ?

**SHRI S. MOHAN KUMARAMANGALAM :** As I said, there has been no rise at all, that is to say, between January 1971 and the end of February 1971. In the open market there has been a slight fall in the price of steel.

So far as the JPC and the stock-yard prices are concerned, they are almost the same.

#### Loss to Railway due to Curtailment of Trains

\*31. **SHRI P. K. DEO :** Will the Minister of RAILWAYS be pleased to state :

(a) whether Government recently curtailed several passenger trains ;

(b) if so, the reasons therefore ; and

(c) the extent to which Railways suffered loss as a result thereof ?

**THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA) :** (a) Yes, Sir.

(b) Shortage of coal as a sequel to a strike by a section of the staff in Dhanbaj Division of Eastern Railway seriously affecting the loading and movement of coal.

(c) The loss is about the order of Rs. 78 lakhs approximately.

**SHRI P. K. DEO :** Sir, it is very disheartening that the tax-payers' money has been lost to the tune of Rs. 78 lakhs. We do not feel satisfied with the stock reply of the hon. Minister. May I know on whose shoulders this responsibility could be squarely placed for the loss of this Rs. 78 lakhs of poor tax-payers' money ?

**SHRI K. HANUMANTHAIYA :** Here is the Government as represented by the

Railway Administration and there are Labour Unions. I do not know where to place the blame.

**SHRI P. K. DEO :** My second question is : when all those passenger trains be revived ?

**SHRI K. HANUMANTHAIYA :** They will be revived very soon. The number of passenger trains cancelled...

**SHRI P. K. DEO :** Sir, I want a time limit by which time they will be resumed. The Minister cannot reply to this simple question.

**SHRI K. HANUMANTHAIYA :** It is not possible to reply straight away definitely because of the conditions. We will make utmost efforts to start these trains to bring satisfaction to the persons concerned.

**SHRI P. K. DEO :** It is the most unsatisfactory reply.

**श्री विभूति मिश्र :** मन्त्री महोदय ने कहा है कि उनका कसूर नहीं है और न ही यूनियन का कसूर है। कोल की तंगी की वजह से गाड़िया बन्द हो जाती हैं और मुसाफिरों को आने जाने में कठिनाई का सामना करना पड़ता है। अभी बरौरी में हड़ताल के कारण उषर छोटी लाइन की गाड़ियां बन्द हो गई हैं। मैं जानना चाहता हूँ कि सरकार कौन से स्थायी इंतजाम कर रही है। न सरकार का कसूर है और न रेलवे यूनियन का। तो मैं जानना चाहता हूँ कि कसूर किस का है ?

**SHRI K. HANUMANTHAIYA :** I was saying that between these two agencies the apportionment of blame is very difficult and I do not want to complicate the issues.

**SHRI KALYANASUNDARAM :** The Minister was saying that it was all due to some strikes. May I know the number of strikes that took place in the recent period, the number of workers involved in the strikes and the cause of the strike ?

**SHRI K. HANUMANTHAIYA :** Notice,