

प्रश्नकर्ता महोदय : अगर यह सवाल पपीता के बारे में होता तो मैं इगको रिलेक्ट करार दे देता, लेकिन यह सवाल तो टिम्बर के बारे में है।

**Supply of Muriate of Potash Fertiliser by Canada**

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\*542. SHRIMATI ILA  
PALCHOUDHURI :  
SHRI MANIBHAI J. PATEL :  
SHRI P. M. SAYEED :

Will the Minister of FOOD AND AGRICULTURE be pleased to state :

(a) whether Government of India have requested the Government of Canada to supply 40,000 tonnes of muriate of Potash Fertiliser against that Government's development loans to India ;

(b) if so, the total cost involved and the arrangement's made for shipments to India ;

(c) whether Government have requested any other foreign Government for the supply of this kind of Fertiliser ; and

(d) if so, their names, the quantity ordered, the cost involved and the arrangements made for shipment to India ?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD, AGRICULTURE, COMMUNITY DEVELOPMENT AND COOPERATION (SHRI ANNASAHIB SHINDE) : (a) to (d) : A statement is placed on the Table of the Sabha.

*Statement*

(a) The Government have purchased 40,000 tonnes of Muriate of Potash from Canada against Canadian Development loan to this country.

(b) The cost of 40,000 tonnes of muriate of potash (F.A.S.) comes to Rs. 63.69 lakhs. The material will be shipped @ Rs. 10,000 tonnes per month from September to December, 1969 and the Chief Controller of Chartering in the Ministry of Transport will arrange ships for carriage of the above material. The ships have not been chartered yet and so the freight expenditure cannot be indicated.

(c) and (d). Muriate of Potash is also being imported from G.D.R. and U.S.S.R. under the Trade agreements. The quantity ordered in the current year and cost thereof are as under :—

Name of country	Quantity ordered tonnes	Total cost C. & F. Rs.	Shipping schedule		
G. D. R.	60,000	202.7 lakhs	August-Nov'69	40,000	tonnes
	(bagged)	(round)	December'69	20,000	„
U. S. S. R.	30,000	84.04 lakhs	Dec'69-Jan'70	10,000	„
	(bulk)	(round)	Feb-March'70	10,000	„
			March-April'70	10,000	„

These are C.&F. contracts and shipping arrangements are to be made by the suppliers.

SHRIMATI ILA PALCHOUDHURI : From the statement I find that the Transport Ministry has been asked to arrange for the transport of Muriate of Potash. We do not know what the results are. Are we able to supply any of our Indian ships for the transport ?

Secondly, the contract with GDR and USSR is a C. & F. contract. Have we made any attempt to mobilise our Indian ships for the transport of this material because on freight we will lose a lot if we cannot transport it by our own ships ?

Thirdly I would like to know since we have to import such a large amount of

muriate of potash we need for our fertilisers, are we able to manufacture any portion of this in India ? Have we made any attempt to produce it ?

SHRI ANNASAHIB SHINDE : As far as the chartering of ships is concerned, it is done by the Controller of Chartering in the Ministry of Transport and I think the policy is to give preference to Indian ships, broadly. As far as the manufacture of potash in India is concerned, unfortunately there is no raw material available in the country for undertaking manufacture of potash. Though the Salt Research Institute at Bhavanagar is making an attempt to salvage potash from salt petres, the potential availability of this material is not much and we will have to

continue to depend mainly on imports as far as potash is concerned.

MR. SPEAKER : Her question was about the availability of Indian cargo ships.

SHRIMATI ILA PALCHOUDHURI : That question has not been answered.

SHRI ANNASAHIB SHINDE : I have submitted that chartering of ships is done by the Controller of Chartering in the Ministry of Transport. If any further information is required by the hon. Member, the question will have to be put to that Ministry.

श्री एस० एम्० जोशी : यहां बार-बार देखा गया है कि मन्त्री महोदय कह दिया करते हैं कि इसका दूसरी मिनिस्ट्री से सम्बन्ध है। अभी जहाज के बारे में यहाँ पूछा गया। मन्त्री महोदय का यह कहना कहां तक सही है कि इसका संबंध दूसरी मिनिस्ट्री से है ?

श्री रवि राय : मन्त्रिमंडल तो एक है। यह कहना सही नहीं है।

MR. SPEAKER : They have given it in the written reply. If you have gone through it, it is mentioned that they have approached the Ministry of Transport. Because of that he is perfectly justified in referring the question to the Ministry of Transport.

श्री मणिमाई जे० पटेल : मन्त्री महोदय ने जो स्टेटमेंट दिया है उसमें बतलाया है अगस्त-नवम्बर, 1968 की कास्ट 202.73 लाख रु० आयेगी और दिसम्बर-जनवरी, 1969 में 83.04 लाख रु० आयेगी। जब इतनी बड़ी लागत लग रही है तब क्या सरकार को यहां यहां पर ही कोई खाद कारखाना खोलने का विचार है ? अगर है तो हम कितनी मात्रा में उसमें मैन्युफैक्चर कर सकेंगे ? अगर हम कोलंबोरेशन करें तो कितना रुपया लगेगा ? आजकल कितना माल आता है उसके लिये कितना रुपया दिया गया है और अगर हम ऋण लें तो लौटाने में कितना समय लगेगा और रेट आफ इंटरिस्ट क्या होगा ?

SHRI ANNASAHIB SHINDE : As far as the manufacturing programme is concerned, the hon. Member will have to put the question to the Ministry of Petroleum and Chemicals. As far as purchase rate of potash is concerned...

MR. SPEAKER : He has put a multiple question. The Minister has to be very vigilant about this.

SHRI ANNASAHIB SHINDE : I quite appreciate your suggestion, Sir...

MR. SPEAKER : I say, the question is multiple. You can now divide it according to the Ministry, as it may suit you. That is all right. This question is full of a number of other questions, but it is equal to one from his side.

SHRI ANNASAHIB SHINDE : As far as the purchase rate is concerned, it is Rs. 159.28 per metric tonne for Canada. That is, free across ship. For G.D.R. it is Rs. 337.88 per metric tonne C. & F. For U.S.R. it is Rs. 280 per metric tonne C. & F. These prices are on the basis of the deals actually concluded. I am making allowance for the difference between bagged and unbagged material, and between free across ship and CIF quotations. The prices are generally at par.

MR. SPEAKER : But have you not laid this reply already on the Table ?

SHRI ANNASAHIB SHINDE : No, Sir.

श्री मणिमाई जे० पटेल : मैंने पूछा था कि कुल कितने रुपये का माल बाहर से आता है क्योंकि हम में बतलाया गया है कि कुल लागत 202.73 और 84.04 लाख रु० आती है, यानी कुल मिला कर 300 लाख रु० के करीब आती है। मैं जानना चाहता हूँ कि सरकार यहां पर कोई कारखाना बना सकती है या नहीं, अगर बना सकती है तो कितने रुपये की जरूरत होगी ?

SHRI ANNASAHIB SHINDE : I have already replied to that point.

**SHRI P. M. SAYEED :** May I know from Government whether any assessment was made as to what is the extra quantity required in the country per year and when is the Government taking decision to fulfil these quantities to be produced in our own country? In the statement furnished they show C & F rates. Is there any clause in the agreement itself that if we engage our own vessels, that would be permitted? What is the agreement? If we engage our own ships to that extent the foreign exchange would have been saved. Is there any agreement that we should engage their own vessels?

**SHRI ANNASAHIB SHINDE :** As far as current year's requirements are concerned we have import programme of potash to the tune of 1 lakh 8 thousand tons and my difficulty would be again this. As far as the chartering of the ship is concerned, that is done by the Ministry of Transport and all the points concerning our national interest are taken into consideration by that Ministry.

**SHRI P. M. SAYEED :** I wanted to know whether in the agreement itself they have included this transport cost also and that their vessels should be engaged for transporting.

**MR. SPEAKER :** The reply has already been given that it will be done by us through the Ministry of Transport.

**SHRI LOBO PRABHU :** From the written statement it is evident it is evident that the cost of this article imported from Canada works out to 2 lakhs per thousand tonnes. That imported from the G.D.R. works out to 3.2 lakhs, and that imported from U.S.S.R. works out to 2.33 lakhs per thousand tonnes. I would like to ask from the Minister whether the Communist countries are going to make our poor cultivator pay fifty per cent more in the interest of socialism. And, secondly, I want to know whether he enquired from Canada whether a further supply would be available, and if that was available, whether Government could not find even this foreign exchange of 2 or 3 crores.

**SHRI ANNASAHIB SHINDE :** I am sorry the hon. Member who is very

intelligent did not attend to my previous reply and that is why he has put this question. If we take into account the prices, the C & F values, bulk transport and bagged material, the prices are practically on a par with each other and there is no difference between the prices; the prices of potash obtained from the Communist countries and from Canada are practically on a par.

**SHRI LOBO PRABHU :** Does he mean to say that the transport cost works out to 50 per cent?

**SHRI ANNASAHIB SHINDE :** Yes.

**SHRI LOBO PRABHU :** We are surprised.

**SHRI PILOO MODY :** They must be the Government of India's ships.

**SHRI S. C. SAMANTA :** May I seek one clarification from the hon. Minister? In the statement we find that :

"...the Chief Controller of Chartering in the Ministry of Transport will arrange ships for carriage of the above material."

Again, we find in the statement :

"...shipping arrangements are to be made by the suppliers."

Will the hon. Minister clarify the position, because these are two contradictory things?

**SHRI ANNASAHIB SHINDE :** There is no contradiction whatsoever. At the moment, we have ample stocks in the country.

We have to import this quantity between September and December. So, it is no use chartering the ships earlier than required.

**SHRI PILOO MODY :** Is it true that Israel has offered to supply this material to us at prices much lower than we have been able to get from any of these countries, and if so, what are the reasons for turning down their offer?

**SHRI ANNASAHIB SHINDE :** I am not aware of any offer from Israel, but if the hon. Member brings it to my notice, I shall look into it.

**SHRI PILOO MODY :** I shall send him

an offer, if that is the only reason that has been stopping him.

**Increase in the Wages of the Engineering Workers**

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\*543. SHRI INDRAJIT GUPTA :  
SHRI J. M. BISWAS :  
SHRI S. M. BANERJEE :

Will the Minister of LABOUR AND REHABILITATION be pleased to state :

(a) whether it is a fact that negotiations took place between the representatives of the two lakh Engineering Workers and the representatives of the Indian Engineering Association and the Engineering Association of India regarding the increase in the wages of the workers according to the recommendations of the Wage Board ; and

(b) if so, the outcome of these negotiations ?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR, EMPLOYMENT AND REHABILITATION (SHRI BHAGWAT JHA AZAD) : (a) and (b). The negotiations held between the representatives of employers and workers in the engineering industry in West Bengal, are reported to have been inconclusive so far.

SHRI INDRAJIT GUPTA : Has the hon. Minister's attention been drawn to the press statement issued yesterday by the union of engineering workers, which is affiliated to the INTUC, in which the president of the union, Shri Kali Mukerjee has said that in view of these infructuous negotiations and in view of the refusal of the engineering employers to agree to the workers' demand and in view of the wide gap that exists between the wages in the engineering industry in West Bengal and that in Maharashtra, there is no way left now for the engineering workers except to prepare for a continuous strike, as the jute mill workers had recently done. Has he seen this statement, and if so, what is the hon. Minister's reaction to it ?

SHRI BHAGWAT JHA AZAD : We have seen the statement. A bipartite committee was set up at the instance of the West Bengal Labour Minister. This Committee met twice and in the last meeting they could not agree ; there were certain

proposals made by the employers but the workers' representatives did not agree to this, and, therefore, now they have agreed to refer the matter to the West Bengal Labour Minister.

SHRI INDRAJIT GUPTA : I asked him for his reaction. I do not want a description of what has happened.

SHRI BHAGWAT JHA AZAD : We shall await the reply of the West Bengal Labour Minister.

SHRI INDRAJIT GUPTA : Exactly the same procedure and the same attitude was adopted by the Central Labour Ministry in the case of the jute mill dispute, and they said that they would wait and see what the State Labour Minister was able to do when there were barely eight to ten hours for the strike to commence, the Central Government though it fit to depute a Minister to go to Calcutta and bring about a settlement which he failed to do. May I know whether in this case also they want to practise this brinkmanship ?

MR. SPEAKER : That is rather hypothetical. I am sorry the hon. Member is asking for his reaction again. I do not think that reaction can be asked for by way of answer to a supplementary question.

SHRI INDRAJIT GUPTA : That was my first question. Now, I am on my second question. May I know whether the Central Labour Ministry has any intention of intervening in this dispute before it is too late, or whether as in the case of the jute mill dispute, they want to allow it to linger on until a big strike takes place which is inevitable ?

MR. SPEAKER : That is quite an acceptable question.

SHRI BHAGWAT JHA AZAD : As is known, the moment the report was received by the Government of India, we called a meeting of the three parties, a tripartite committee in which the State Government's representative said that this should be left to be handled by the State Governments. According to the decision of the committee where the labour, employees and the State Governments were represented, we have