

If so, may I know when this report was given and why it has not been presented to Parliament?

**Shri Annasaheb Shinde:** We usually consult the Agricultural Prices Commission when we have to determine sugarcane prices and the prices of other agricultural commodities. So far it has not been the system to present the reports of that Commission to Parliament.

**Shrimati Sharda Mankerjee:** This concerns the price of sugarcane. This is very important. Why has it not been presented to Parliament?

**Shri Annasaheb Shinde:** If the hon. Member wants I can supply her a copy of that report.

**Shri S. K. Tapuria:** Will the hon. Minister inform us what is the incidence of excise duty and other governmental cess in the price of sugar?

**Shri Annasaheb Shinde:** The incidence of excise duty is about 28.6 per cent while that of cane purchase tax is 4.1. If the hon. Member wants further explanation about the various other components of the sugar price, 43.8 per cent constitutes the cost of cane, 2 per cent additional cost on cane and 21.5 per cent manufacturing expenses.

**श्री सुखवीरसिंह बाबूबा:** यहाँ महानगर ने कहा कि शुगरकेन ड्रॉट से कमी हुई है लेकिन मे बचाना बाहना है कि शुगरकेन कम नहीं है, शुगरकेन ज्यादा है और उका यह बचाने है, खडमारी बचाने है बका बचाने के कारणानो को शुगरकेन कम सिपाया है उसको बचाने यह है कि शुगरकेन का कंस्ट कम देने है इन्डिया दूसरी जगह पर जाकर यह गड घोर खडमारी प्रादि बचाने है घोर बजार में बचाने है । ना इनको देख कर सरकार यह बिचार क्यों नहीं करती कि शुगरकेन का दाम बढ़ाने जिससे फौकड़ी बनता रहे और नांग बकार न रहे तथा ज्यादा से ज्यादा जनर पदा हो ?

**Shri Annasaheb Shinde:** This question has been partly replied to I have

already stated that there has been a steep rise in the prices of gur and khandasari and so a considerable part of the sugarcane is diverted to gur and khandasari. Would it be proper to relate it to the prices which were prevailing in a particular year? Also, it would result in a very steep increase in the price of sugar which would jeopardise the interests of the consumers. So, we have to take a balanced view.

**Shri G. Viswanathan:** Though there is scarcity of sugar in fairprice shops and co-operative societies, it is freely available in the blackmarket. What serious steps have the Government taken to prevent the sugar from going to the blackmarket?

**Shri Annasaheb Shinde:** We have written to the State Government that they should take strict action so that pilferage does not take place.

**Mr. Speaker:** The question hour is over. We will now take up the Short Notice Question.

**Shri M. L. Sondhi:** Sir, would you consider the question of the House standing up for two minutes to pay our respects to the memory of the five Indian soldiers who were killed at Gaza?

**Mr. Speaker:** That is not the practice. The Prime Minister will make a statement. Now, the short notice question.

#### SHORT NOTICE QUESTIONS

##### Employees of R. S. N. Co.

- S.N.Q. 7, **Shri Dhireswar Kalita:**  
**Shri Chandra Shekhar Singh:**  
**Shri C. Janardhanan:**  
**Shri K. M. Madhukar:**  
**Shri Indrajit Gupta:**  
**Shri J. M. Biswas:**  
**Shri P. C. Adichan:**

Will the Minister of Transport and Shipping be pleased to state:

(a) whether as a result of sponsoring a new Company by the Central

Government, nearly three thousand employees of the River Steam Navigation Company Ltd. are going to be retrenched; and

(b) if so, the measures which Government propose to take for providing them alternative employment?

The Minister of Transport and Shipping (Dr. V. K. R. V. Rao): (a) and (b). A statement is laid on the Table the House.

#### Statement

The Management of the Rivers Steam Navigation Company closed down its business on the 3rd May, 1967. The Company had filed an application on the 13th December, 1966, before the Calcutta High Court under Sections 391 and 394 of the Companies Act for the approval of a scheme of arrangement between the Company and its creditors and share-holders. Under one of the provisions of the scheme of arrangement approved by the High Court on the 3rd May, 1967, it was provided that the Company would close down its business.

The Central Inland Water Transport Corporation Ltd., which was set up by the Government of India on the 22nd February, 1967, will employ such of the employees of the Rivers Steam Navigation Company as are considered suitable and necessary for its business on appropriate terms and conditions. The Corporation has commenced operations both in Assam and in the Calcutta area. Out of about 7500 employees of the R.S.N. Company, it is expected that about 5000 will be provided employment by the Central Inland Water Transport Corporation and only 2500 or so will be surplus to the requirements. The employees who are found surplus to the requirements of the new Company will be paid compensation and their other dues.

In order to further mitigate the hardship to those whose services are not found suitable and necessary for employment in the new Company a Committee has been set up under the Chairmanship of the Deputy Chair-

man, Calcutta Port Commissioners and with representatives of the Ministry of Labour, Employment and Rehabilitation, the Calcutta Port Commissioners and the Government of West Bengal, to examine and suggest possible measures which can be implemented immediately for increasing employment opportunities including the Rajabagan Dockyard and the Calcutta Port. The Committee will also examine the ways and means of suitably relaxing the educational qualifications of employees rendered surplus with a view to their absorption in the various public sector undertakings and will also formulate retraining programmes to assist in the absorption of surplus employees in allied or other occupations in public sector undertakings requiring the services of such persons.

In view of the closure of the river route through Pakistan and the fact that some vessels of the R.S.N. Company were impounded during the Indo-Pakistan hostilities, the operations of the Corporation will necessarily have to be on a limited scale with consequent loss of employment opportunities. Some retrenchment is therefore unavoidable in these circumstances.

Shri Dhireswar Kalita: May I know why the Government arbitrarily fixed the number of people to be employed in the newly sponsored company at 5,000 rendering 2,500 surplus without making any job analysis?

Dr. V. K. R. V. Rao: The new company, which was to take over the RSN Company, was actually registered in February this year and it has been going into very great detail as to what would be the total number of people that it could employ out of 7,500 people who were previously employed by the RSN Company. I think the hon. Member knows that because of the closing of the river route to Assam by Pakistan and the seizure of a number of vessels by Pakistan, the amount of work which is available for the new company is very much less. At the same time, the new company.....

**Shri Dhireswar Kalita:** I wanted to know whether he has made any job analysis or not. He is giving some other information.

**Dr. V. K. R. V. Rao:** I am afraid, I do not know what the hon. Member precisely means by saying job analysis in this matter.

**Shri Swall:** I think there are a number of hon. Members who can give a definition of job analysis for the benefit of the treasury benches. But we presume the Minister is supposed to know whether the jobs in that particular company are categorized and whether he has gone into the question.

**Shri Dhireswar Kalita:** Will the Government consider *de novo* employing all the 7,500 employees in view of the fact that the traffic possibilities have increased in Assam and there will be lighterage services and warehousing in addition to the ship-building and ship-repairing in Rajabag in Calcutta area?

**Dr. V. K. R. V. Rao:** All these questions would have been considered. The judgement of the board of Directors of the Company is that, for the time being, it is not possible to give immediate employment to more than 5000 people to whom letter of employment have already been sent. Regarding the rest, we shall try to find out what can be done.

**Shri Indrajit Gupta:** Is it not a fact that the initial assessment of so-called surplus employees was not made by the new Company at all and that it was made by the Chairman of the old Company, Mr. Ghosh, and that it was he who prepared the estimate of surplus staff and it is on that basis that the Government have taken certain decisions regarding the number of people who can be absorbed and those who have to be retrenched? When the statement says that the new Company will employ such of the employees as are considered suitable and necessary—the new Company has just come into operation only the

other day; all the services were at a standstill—why is a new assessment not being made by the new Company? Why are they relying on the arbitrary assessment of the Chairman of the old Company?

**Dr. V. K. R. V. Rao:** I think, the hon. Member is aware that, while formally it is true that the new Company has just started operating—the new Company was actually registered in February, 1967—the Managing Director of the new Company is the same person who was the Managing Director of the old Company and the Chairman of the new Company is the same person who was the Chairman of the old Company. It is in order not to prolong the period of unemployment of those whose services were terminated as a result of the closure of the old Company that new Company had to take early action. I can assure the House that we are making every possible effort to see that maximum possible employment is given to those who, unfortunately, had to be discharged because of the closure of the R.S.N. Company.

One of my friends here referred to the job analysis. When I mentioned about job analysis, I was thinking in technical terms of job analysis. As far as this is concerned, we know what the work is and it is a question of what can be done in the dock-yard, what can be done by way of ferry work, what can be done by river transport service in Assam itself, what is the amount of cargo that is available, etc. etc. We have been making all the attempts to increase the availability of work in the Rajabagan dock-yard and also the work for warehousing and so on. When I found out that there will be something like 2500 persons who will not be given employment, I suggested that a committee headed by the Deputy Chairman of the Port Trust, Calcutta, and consisting of a representative of the West Bengal Government, the Chief Engineer of the Port Trust, Calcutta, and a representative of the Ministry of Labour and Employment, should exa-

mine the whole thing and find out what can be done in the matter of giving re-employment, relaxing educational qualifications, giving re-training opportunities and so on. I think, in this particular instance, Government have done whatever is possible.

**Shri Hem Barua:** This British-owned Company, called R.S.N. Company Ltd., 80 per cent shares of which Government were owned by the Government, was allowed to play ducks and drakes with the finances. It has now gone into liquidation. They have transferred all their assets to London where the Company is operating. Is it not a fact that a delegation or, rather, a deputation of the workers of this Company came to New Delhi under the leadership of their President and met the Prime Minister, the Planning Minister and also other Ministers concerned, who gave them an assurance that the workers will not be thrown out in the streets and that they would be taken in by the new Company which is now in-charge of the whole of the Brahmaputra delta?

**Dr. V. K. R. V. Rao:** I am not aware of any such conclusions or assurances.

**Shri Hem Barua:** May I remind the Minister that this happened in November, 1966; a delegation came and met some of the Ministers.

**Shri Swell:** The reason why these 2,500 workers will be retrenched, as given by the Minister, is the termination of transport through Pakistan. May I know whether his attention has been drawn to newspaper reports that Pakistan has made a proposal for joint utilisation of the rivers of eastern India with India and that it is expected that sooner or later these river routes through Pakistan will be reopened. In that context, I would like to ask why the Government is so much in a hurry to retrench these workers and does not wait for some time until the routes are reopened.

**Dr. V. K. R. V. Rao:** I am not aware of any such proposal which has

been made by Pakistan. If the hon. Member wants, I shall certainly make enquiries and let him know what the position is.

**Shri S. M. Banerjee (Kanpur):**  
From the statement I find:

"In order to mitigate the hardship to those whose services are not found suitable and necessary for employment in the new Company, a Committee has been set up under the Chairmanship of the Deputy Chairman, Calcutta Port Commissioners and with representatives of the Ministry of Labour, Employment and Rehabilitation, the Calcutta Port Commissioners and the Government of West Bengal . . ."

I would like to know whether the Committee has at all functioned and if so why no representative of the workers' union has been associated with that and whether the Minister is considering that.

**Dr. V. K. R. V. Rao:** The Committee has been functioning. I am told the Managing Director of the new Company has given details of the staff who will be surplus, their qualifications, etc. to the Committee. We are also thinking of either adding on this Committee or having a separate arrangement, so that the Assam Government is also brought into the picture in regard to the question of finding out what should be done for these employees because more than a thousand out of these 2,500 workers belong to Assam.

**Shri Hem Barua:** You have thrown the workers in the streets. They may create some trouble in Assam.

**Shri S. M. Banerjee:** I had raised a specific point.

**Mr. Speaker:** Before he could answer that specific point came this interruption.

Dr. V. K. R. V. Rao: I shall look into this question: the hon. Member wants to know whether a workers' representative would be put on this particular committee.

Shri S. S. Kothari: Would the hon. Minister kindly inform also what is the compensation that has been given by the Company to the employees who have been discharged and whether the Government proposes to see that an equitable compensation is given to those employees by the company?

Dr. V. K. R. V. Rao: Certainly; the compensation is being paid by the new company according to rules.

Shri S. S. Kothari: To what extent?

Dr. V. K. R. V. Rao: Under the Industrial Disputes Act, there is I think, 15 days' salary for every one year of service or something of that kind.

Shri Hem Barua: What will they do after 15 days? You are throwing them in the streets.

#### WRITTEN ANSWERS TO QUESTIONS

बंदई के गोदी कर्मचारियों द्वारा हड़ताल

308. श्री हुफ्तम चन्व कस्तुबाब :
- श्री राम सिंह आयरवाल :
  - श्री रामेन सेन :
  - श्री बीरेस्वर कलिता :
  - श्री मधु सिन्धे :
  - श्री ल० गो० बनर्जी :
  - श्री जार्ज करनैसीन :
  - श्री इन्द्रजीत गुप्ता :
  - श्री० राव मनोहर मोहिया :

यदि परिबहन तथा नौबहन मंत्री यह बातों की कृपा करेंगे कि :

(क) क्या यह सच है कि 11 अप्रैल, 1967 को बंदई पोर्टट्रस्ट के गोदी कर्मचारियों

ने अपनी मांगें मनवाने के लिये सांकेतिक हड़ताल की थी;

(ख) यदि हाँ, तो उनकी मांगें क्या हैं; और

(ग) इन बारे में सरकार ने क्या कार्यवाही की है ?

परिबहन तथा नौबहन मंत्री (श्री० बी० के० आर० जी० राव) :

(क) में (ग). गोदी विभाग के लगभग 3000 कर्मचारी जिनमें मुख्यतः जेट और गोदाम में कार्यरत किराती और अधोशक कर्मचारी थे पहरा और नियरानी तथा गोदी के सफाई अनुभवों के लगभग 150 कर्मचारी और बंदई पोर्टट्रस्ट के श्रम विभाग द्वारा चलाये जाने वाले विभागीय कान्टीनों के लगभग 250 कर्मचारियों ने 11 अप्रैल, 1967 को 60.30 बजे से 24.00 बजे तक एक दिन की सांकेतिक हड़ताल करदी थी। उनकी शिकायत यह थी कि 1965 में संघ द्वारा वेज किये गये प्रपल में शामिल की गई उनकी कुछ मांगें प्रक्रियान्वित तथा अनिर्णीत रह गई थी। ये मांगें मुख्यतः जेट कर्मचारियों के लिये पदोन्नति के अवसरार्थ विभिन्न वर्गों में उच्चतर स्थानों का सूजन, कुछ रिक्त स्थानों का भरने केनन नियत करने में प्रयत्नियों का ठीक करने, जेट और गोदामों में मजदूर फरनीचर को बदलने कान्टीन में कर्मचारियों का रॉटेशन करने, घन को घरा उठाई में जोखिम भन के दिये जाने, वर्दी व्यवस्था इत्यादि में संशुद्ध हो। इन मांगों के बारे में संशुद्ध संघ तथा पोर्ट अधिकारियों के बीच विचार विमर्श हो चुका है और कई मांगों के बारे में समझौता हो गया है। जो मांगों के बारे में विचार विमर्श हो रहा है। समय समय पर इन प्रकार की मांगों के बारे में विचार विमर्श करने के लिये एक विभागीय कार्य-सचिती भी स्वीकृत कर ली गई है।