

to the teachers. But there are States which have not even today implemented it. For example, the State of Kerala. I would like to know what the Central Government is going to do in this regard.

SHRI P. V. NARASIMHA RAO: This has been going on for a long time. The States have expressed certain difficulties. We have said, in the present instance, that we will give them only 80 per cent and 80 per cent is a large percentage. Now, they have not come up with 20 per cent. Not all of them. Some have said that they are going to come up. But not all of them have said even that. It is a matter which we are dealing with, which we are discussing with the State Governments. We do hope that in the near future, they will see their way to find their 20 per cent. I understand their difficulty. I know that in the Mid-Plan, it will not be easy for them to find 20 per cent. But some of them are making brave attempts. I am sure they will succeed.

Loss Suffered by DTC due to Strike

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*756. SHRI S. B. SIDNAL:
SHRIMATI BASAVARAJESWARI:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the Delhi Transport Corporation has recruited new employees during the strike period;

(b) if so, the details thereof;

(c) whether Government have assessed the loss suffered by the DTC due to the strike;

(d) if so, the estimated loss incurred by the DTC as a result thereof; and

(e) the estimated expenditure which the DTC had to incur in case the demands of the employees would have been accepted?

THE DEPUTY MINISTER IN THE MINISTRY OF SURFACE TRANSPORT (SHRI P. NAMGYAL): (a) Yes, Sir.

(b) The category-wise details are as under:

Drivers	:	305
Asstt. Fitter	:	205

(c) and (d). Estimated loss for a month following 17th March, 1988 onwards is approximately Rs. 1.24 crores.

(e) Additional amount of approximately Rs. 13 crores per annum on basic wages.

SHRI S.B. SIDNAL: I would like to know that when the recommendations of the pay commission have been accepted, what prevented the Union Minister from implementing them to this category of the Central Government employees. At this juncture it was the students and the families of the employees who suffered. May I know what was the cause for not implementing the pay commission's recommendations?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT: (SHRI RAJESH PILOT): When the 4th Pay Commission recommendations were to be implemented, there was a guideline that so and so category of workers will come under the 4th Pay Commission and so and so category will come under a different category. DTC being a public sector did not come in the category where the 4th Pay Commission recommendations could be implemented. That is why it remained with those 72 public sectors which were referred to Misra Commission.

Regarding the strike period, the Government tried its best to provide facilities to Delhi commuters. As I had been informing the House very often during the strike period, the Government was aware that full facilities were not available during the strike period. But whatever best could be done under those circumstances was done.

SHRI S.B. SIDNAL: I would like to

know what were the main demands of the employees submitted to the Government of India; why they were not considered by the Ministry; when they gave notice of strike; what was the gap between the strike notice and the actual strike.

The Hon. Minister has appointed some new drivers and some other staff. I would like to know whether they are going to be regularised. If so, when?

SHRI RAJESH PILOT: As far as the demands are concerned, there is a big list; they have given a list of demands; but the main demand which they were insisting every time was about the 4th Pay Commission recommendations. During the discussion when they were demanding the implementation of the 4th Pay Commission recommendations, some of the Unions had gone to the court and the court had given its ruling to the Unions. The Government was bound to follow the decision given by the Supreme Court about the DTC not following the guidelines of the 4th Pay Commission.

As for the period, they gave a proper notice - about 15 or 20 days, whatever was supposed to be given - and they said that from 17th March onwards they will be on an indefinite strike.

Regarding the recruitment of the new people, as it has been said in the earlier answer, we recruited 305 drivers and 205 assistant fitters. This is a regular process in this organisation. Even before the strike we were short of drivers and the recruitment process was on. We did recruit the drivers before strike; during strike also some of the drivers were recruited. As for the conductors and other categories, there is a waiting list of the conductors. When we wanted some conductors to come on duty during the strike period, we called from that list - round about 575 joined the duty. Regarding the regularisation, there is a particular system in the DTC and we follow those guidelines.

PROF. MADHU DANAVATE: The Minister in giving reply to Parts (c) and (d) of the question has said that the estimated

loss for a month following 17th March, 1988 is approximately Rs. 1.24 crores from the figures that were released during the strike by the Government, it appeared as if the strike was a failure. But judged from the loss that he has indicated, that Rs. 1.24 crores were lost as a result of the strike, it appears that the strike was a success. If the strike was a success expressed the support of the workers to the demands that they had already put forward, will the hon. Minister say - in part (b) he said the category-wise details of the persons appointed as drivers 305 and assistant fitters 205 - that these were appointed as a result of those who were already working as drivers and assistant fitters, because they participated in the strike, they were dismissed or suspended?

What exactly is the position as far as the assurance that was given to the workers, regarding the reviewing of the demands and trying to settle them amicably, is concerned?

SHRI RAJESH PILOT: As far as the success of the strike is concerned, yes, financial figures are one of the factors. But they are not the total factor because when we say that the strike has failed, it was that we could give the services to the commuters. The main aim of the strikers was that the transport facility should not be available to the commuters. That was the call. When we deployed the buses from various parts - the Government had to call the buses from Kashmir - we had to pay them for the petrol expenditure and other requirements. They drove from such a far distance. So, financial figures cannot really be attributed to the success or failure of the strike.

As I have said earlier, they threatened the private operators that they shall not allow them to ply the buses. They threatened the Government that DTC buses will not be allowed to ply.

PROF. MADHU DANAVATE: This loss of Rs. 1.24 crores would mean that if the commuters had travelled by the DTC buses as usual, then, the normal revenues and receipts would have been there. But because there was a strike, you have suffered

this loss. This is not supposed to be the loss that you incurred because you brought someone from outside and paid them wages. You got some other buses. That is not at all covered by this loss. This is the loss that is covered due to strike alone. Therefore, that is the proper index of the success of the strike.

SHRI RAJESH PILOT: As I have mentioned earlier that initially when the DTC went on strike on 17th, we could not take out the DTC buses to that number. We could take out very few buses. During the first two days, we did not take out the DTC buses because of various reasons of administrative requirements.

As far as the losses are concerned, now when they joined duty, we paid them for that day. It means, there is an expenditure that day. But income is not there. That's why this figure is going high.

In addition, whatever supplementary efforts we put, we also paid them. During those days, DTC also run the buses on Rs. 2 flat rate or somewhere even lesser than what flat rate was being charged. At that time, we did not consider finance as one of the factors that, yes, we must charge the correct fare. The idea was to provide transport facility to the commuters under these circumstances when they were trying to burn the buses, when they were trying to take out the driver from his seat, when they were trying the people not to ply their buses. That challenge was faced by the Government.

As far as the terms and conditions are concerned, Government has very clearly said that they do not come under the Fourth Pay Commission category. And discussions are on. They have met us. Some of them have already given a notice that they withdraw their strike. Unions are no more on strike. Some of them are saying that they are on strike. We really do not know who is following the guidelines, with which unions the workers are. Some of them have already come and met us. They say, "we will continue working; there is no strike."

PROF. MADHU DANDAVATE: You have not referred to dismissals. The new drivers are taken. Is it that old have been dismissed and in place, they are taken? *(Interruptions)*

PROF. P. J. KURIEN: You have asked three supplementaries.

PROF. MADHU DANDAVATE: He does not listen to me. What is to be done? That was a part of my original question.

SHRI RAJESH PILOT: May be that he is also keen to ask a supplementary. As far as the enrolment of drivers is concerned, this was done for the requirement. I have mentioned that before strike also, we were short of thousand drivers as per the normal requirement for the buses. So, this is as per the requirement of the vacancies. The people, who have been dismissed - I have already mentioned the figure - are of various categories. It is driver, it is conductor, it is fitter, etc. That category is different.

DR. CHANDRA SHEKHAR TRIPATHI: The hon. Minister has stated in his reply that 305 drivers and 205 assistant fitters have been recruited during the DTC strike. May I know from the hon. Minister whether this recruitment was made in addition to the existing strength of drivers and assistant fitters or it was made effective because of terminating the services of the existing drivers and assistant fitters? If so, then, what was the basic idea or criterion of dismissing only 305 drivers whereas the number of drivers working in the DTC is quite higher.

SHRI RAJESH PILOT: I do not know how the Member is saying that we have dismissed only 305 drivers. I don't think that it is a correct figure. But as I have mentioned, this enrolment is not only to fill those vacancies which were there. This is a routine recruitment in the DTC. To start with, during the period when there was no strike...

SHRI BASUDEB ACHARIA: How many were dismissed?

SHRI RAJESH PILOT: I will give you the

figure. Drivers - 1325, conductors - 1020, workshop technicians - 602, traffic - 20, other categories - 158 and the total is 3125.

SHRI SURESH KURUP: Sometime back, the Government gave a specific assurance to one of the DTC unions that the Fourth Pay Commission's recommendations will be implemented in DTC. Because the Government went back on that assurance, the workers were forced to go on strike. I would like to know as to what prompted the Government to go back on specific assurance given to the workers.

SHRI RAJESH PILOT: It is a wrong information with the hon. Member. If the hon. Member recollects, I had replied on the Call Attention Motion. He had asked this question on the Call Attention Motion. I replied that Government never gave...

SHRI SURESH KURUP: You did not reply to that question.

SHRI RAJESH PILOT: You may not have been satisfied. That is different. You will be satisfied only when you get an answer of your taste. I have clearly said that Government never gave assurance that they will go by Fourth Pay Commission in the matter of pay scales to DTC.

[*Translation*]

SHRI JAI PRAKASH AGARWAL: I would like to submit the hon. Minister that if the strike was suppressed by force, than it can not be accepted as the failure of the strike. Secondly, when are you going to implement the assurance given to the DTC union for implementing the recommendations of Fourth Pay Commission in DTC or provide them with equal scales?

SHRI RAJESH PILOT: Mr. Speaker, Sir, first of all, I would like to submit clearly in the House that this information of suppressing strike by force is totally incorrect. The steps taken by the Government are according to the expectations of the people because the people expect certain things from the Government that they have

elected. This House should fully support the steps taken by the Government as these are good for the people. The information given by the hon. Member that the strike has been suppressed by force is totally incorrect.

SHRI BASUDEB ACHARIA: It is true.

SHRI RAJESH PILOT: We worked according to the Government's policy and we also tried our best to safeguard their interest. The hon. Member has said that they have been given assurance. I have always said in the House and it is on record and I have told them in the meetings that they should give some time to the Government for consideration so that it can find a way to help them. On the one hand, they want that their demands should be met and on the other, they obtain rulings from the court. Government wants some more time. It is under consideration and we shall do our best to find some way to help them. This assurance was given to the workers in writing and this is on record in the House. The Government has never given an assurance of implementing recommendations of Fourth Pay Commission.

SHRI JAI PRAKASH AGARWAL: They are poor. If you give them, they will praise you.

SHRI RAJESH PILOT: It is upto the House. If the House accepts their demands today, we will give them tomorrow.

[*English*]

SHRI HAROOBHAI MEHTA: Despite the forensic capability of the hon. Minister, he has not been able to conceal one thing that during the strike, black-legged employees were recruited. By recruiting the private employees, do we call it a black-legged recruitment?

When the Government does it, it is not different culture. When the Government instead of acting as an ideal employer utilises power of leviathan and recruits buses from other states and recruits black-

legged employees and then tries to stage strike, is it consistent with the culture of our Government to encourage trade union activity?

SHRI RAJESH PILOT: I have said very clearly in this House that this recruitment is not in place of dismissed drivers. This is a routine recruitment. Before the strike was called...

SHRI SURESH KURUP: How can it be a routine recruitment? (*Interruptions*)**

MR. SPEAKER: Not allowed. You cannot interrupt like this.

SHRI RAJESH PILOT: I have said, even before the strike notice was given, there were 1000 vacancies of drivers in the DTC and the recruitment was going on.

SHRI SURESH KURUP: You advertised in papers when the strike was going on.

SHRI RAJESH PILOT: The recruitment was on. A recruitment team was sent to Carhwal to recruit some ex-drivers. So, this was a routine thing which was going on.

SHRI DINESH GOSWAMI: Sir, the Hon. Minister has said that this was a routine recruitment which means that you are going to recruit people in addition 3000 workers whom you have dismissed. May I know whether you are going to recruit the additional 3000 workers whom you have dismissed? Or in the changed climate are you going to take them back? Because if you do not take them back there will be a feeling of uncertainty and discontentment in the DTC staff.

SHRI RAJESH PILOT: There is a particular scale, so much of drivers and so much of conductors per bus and we have to maintain that at all time. According to that scale we fill up our vacancies.

SHRI BASUDEB ACHARIA: His question was about the dismissed workers. You have not replied that.

SHRI DINESH GOSWAMI: I will repeat my question. If you are thinking of routine recruitment, that means you are thinking of recruiting new people in addition to the 3000 workers whom you are dismissed in that case, there are still vacancies of 3000 people. If there are still vacancies, you kindly take back these employees whom you have dismissed. After the changed climate why do you leave the feeling of uncertainty and discontentment among the DTC staff?

SHRI RAJESH PILOT: These people who have been dismissed, they have been dismissed under some circumstances, and under some guidelines of the Government policy. As far as recruitment is concerned, I have mentioned that there is a particular scale. We have to maintain it. If there is a shortage as per that scale, we will recruit the people.

Airlink for Tribal Areas

*762. SHRI RAM BHAGAT PASWAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there is any proposal to provide airlink to any tribal area during 1988-89;

(b) if so, the names of places proposed to be air-linked; and

(c) if not, the reasons thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE AND MINISTER OF CIVIL AVIATION (SHRI MOTILAL VORA): (a) to (c). In addition to Agatti, which has already been airlinked, Vayudoot has plans, subject to availability of aircraft capacity, development of infrastructure and economic viability of operations, to airlink Jharsuguda (Orissa), Chandrapur (Maharashtra) and Rupsi (Assam) during the year 1988-89.

[*Translation*]

SHRI RAM BHAGAT PASWAN: Mr. Speaker, Sir, the hon. Minister mentioned