

sence of a group of cancer-causing agents called polynuclear aromatic hydrocarbons (PAHS) was also reported to have been discovered in the waste impounded area.

This report was assessed by the National Environmental Engineering Research Institute (NEERI), Nagpur on a request from the Madhya Pradesh Pradushan Niwaran Mandal, Bhopal. According to the findings of NEERI after analysing samples from 10 wells situated within a 5 km. periphery of Solar Evaporation Ponds (SEP), of Union Carbide Plant no toxicity was detected in the water from these wells. NEERI also tested the presence of dichlorobenzene in the water of six tube wells and found the concentration within the safe limit of 10ppb. (parts per billion)

(c) There was an emission of toxic gases from the Union Carbide pesticides plant at Bhopal, M.P. on the night of the 2nd-3rd December, 1984. The number of persons whose death has been attributed to this gas leak, as reported by the Government of Madhya Pradesh, is 3828 persons as on 22-11-90. 6,39,793 persons have also made claims for compensation for personal injury of which 3,58,713 claims have been categorised according to degree of injury by the Government of Madhya Pradesh

(d) and (e) The following action has been taken by the Government to avert chances of recurrence of similar incidents in future —

(i) Environment (Protection) Act, was enacted in 1986. It provides for management of hazardous substances and for laying down procedures and safeguards in this regard.

The following Rules have been notified under the Act

1. Manufacture, Storage and import of Hazardous Chemicals Rules, 1989.

2. Hazardous Wastes (Management and Handling) Rules, 1989.

3. Rules for the manufacture, use, import, export and storage of hazardous micro-organisms/genetically engineered organisms or cells, 1989.

(ii) A crisis management plan has been prepared to deal with emergencies arising due to hazardous chemicals. It has a three-tier set up namely, a Central Crisis Group, State level Crisis Group or Co-ordination Committee and District Level Crisis Group.

(iii) The Central Crisis Group has already been constituted. Most states and Union Territories have set up state level and district level crisis groups

(iv) Most states and Union Territories have identified hazardous chemical industries within their jurisdiction.

(v) 'On-site' and 'off-site' emergency plans in respect of a large number of the hazardous units have been prepared.

(vi) State Pollution Control Boards are provided with financial assistances under a centrally-sponsored scheme to equip them with facilities required for the management of hazardous substances.

(vii) An effective communication system has been set up for coordinated action in case of a major chemical disaster, with a Control Room working in the Ministry of Environment and Forests.

(viii) The people living around hazardous units are being sensitised by information and training so that they are in a position to meet an emergency or accident

Strike of telecommunications employees

696 DR. BAPU KALDATE:

SHRI M. VINCENT:

Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the telecommunications employees recently went on strike;

(b) if so, what is the period for which the employees remained on strike;

(c) what are the reasons for their going on strike,

(d) what is the estimated loss suffered by Government as a result thereof; and

(e) what are the steps taken by Government to redress their grievances and prevent such strikes in future?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI JAI PARKASH) (a) Yes, Sir

(b) From 3rd November, 1990 to 22nd November, 1990

(c) Demand of Rs. 100/- p.m. as and advance to Group 'C' and 'D' employees on the pattern of the employees of MTNL.

(d) No assessment has been made about the loss suffered as a result of strike. However the statistics of loss are being worked out by different field Units.

(e) The Government has constituted of a High Level Committee for reorganisation of the Telecom. Department to recommend suitable administrative/operational structure for management of Telecom. services in the country.

Cochin Shipyard Limited

697 DR BAPU KALDATE

SHRI M S GURUPADASWAMY:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that the losses of Cochin Shipyard Limited, have been steadily mounting and presently stand at Rs 145 crore and that the shipyard is heading towards large scale retrenchment and there is the possibility of its closure;

(b) if so, what are the main causes of the continuous losses being suffered by the Cochin Shipyard Limited;

(c) what is the number of employees likely to be retrenched as a consequence thereof, and

(d) what measures have been taken or are proposed to be taken by Government to improve the situation and for alterna-

tive employment to the affected employees?

THE MINISTER OF WATER RESOURCES WITH ADDITIONAL CHARGE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI MANUBHAI KOTADIA): (a) It is true that CSL has incurred losses to the tune of Rs. 145 crores upto 31-3-1990, but there is no proposal for retrenchment of the employees or closure of the Shipyard.

(b) The main reasons for the losses are

(i) The difference between price of indigenously built ships and the actual cost of production, as the present pricing formula is related to international parity price and not related to the actual cost of production

(ii) Heavy interest burden on the loan portion of the capital structure of the company and working capital loans from the banks.

(iii) Higher cost of indigenous inputs

(iv) Longer delivery time due to long lead time required for procurement of indigenous inputs; and

(v) Low productivity

(c) At present there is no proposal for retrenching any employee

(d) In order to find a long term solution to the problems of the yard, Government had set up a High Level Committee in 1987. Government had also asked in September, 1986 the Bureau of Industrial Costs and Prices to recommend a suitable pricing formula for vessels built in indigenous public sector Shipyards. Some of the measures recommended by the High Level Committee like vessel-wise detailed planning and scheduling, close monitoring of production targets, streamlining of material procurement, introduction of latest production technology, quality control system, augmentation of shiprepair division etc have already been introduced by the Cochin Shipyard. They have also made other recommendations like enhancement of subsidy to the Shipyards from the present 30 per cent to 40 per cent, duty free import under OGL to the extent of 50 per cent of the realisable price of