

tance and achievement of substantial economies thereby.

(b) Presumably, the Hon'ble Member is having in mind the five State Roads declared as National Highways in February, 1989 in various States. Out of these, four roads were identified by the National Transport Policy Committee for declaration as National Highway.

(c) National Transport Policy Committee recommended three State roads which serve Gujarat State, for declaration as National Highways. One of these roads namely the Beawar-Sirohi-Radhan-pur Road, part of which falls in the Gujarat State, has already been included in the National Highway grid. Other two roads identified by the aforesaid committee could not be declared as National Highways on account of constraint of resources and other priority considerations.

Length of National Highways in Gujarat

2342. SHRI VITHALBHAI M. PATEL: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) what is the total length of National Highways in Gujarat;

(b) whether it is a fact that total length as well as proportionate length of National Highways in Gujarat is less in comparison with other States; and

(c) if so, whether Government have taken any steps to augment the length of National Highways in Gujarat?

THE MINISTER OF SURFACE TRANSPORT (SHRI K. P. UNNIKRISHNAN): (a) and (b) The total length of National Highways in Gujarat is 1631 Km. The total length as well as propor-

tionate length of NHs in Gujarat is more compared to some States and less compared to some other States.

(c) In February 1989, the Beawar-Pali-Sirohi-Abu-Road-Palan-pur-Radhanpur road was included in the National Highway grid, which covers about 140 Kms. in Gujarat State. Further additions in the National Highway grid would depend on the availability of resources in the Eighth Five Year Plan, which is yet to be finalised.

Role of Delhi Traffic Police in Parking of Public Transport Buses

2343. SHRI SHAMIM HASHMI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that so far traffic police in Delhi has failed to control or ensure proper parking of public transport buses even on one traffic stop in the city conti-nously even for one full day; and

(b) whether service of Bombay or Madras Traffic Police would be sought to train Delhi Police who may also be sent on long trainin to Bombay/Madras and other citier, in the country?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SUBODH KANT SAHAY): (a) No, Sir.

(b) There is no such proposal under consideration.

Demands of Port Workers

2344. SHRI PRAVAT KUMAR SAMANTARAY : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether it is a fact that important demands like enhancement

of limitation of productivity linked bonus, promotion policy, extension of liberalisation of pensions and benefits thereunder as recommended by Fourth Pay Commission and decasualisation of cargo loading workers of Paradip Port Trust, New Mangalore Port Trust, Tuticorin Port Trust and Haldia Dock Complex have been agreed to be settled as per wage settlement dated 15th May, 1989, effective from 1st January, 1988 ; and

(b) if so, by when Government propose to finalise these agreed issues ?

' THE MINISTER OF SURFACE TRANSPORT (SHRI K.P. UNNIKRISHNAN) : (a) The current Wage Settlement dated 12th June, 1989 (not 15th May, 1989 as mentioned in the Question), does not cover these demands. However, these outstanding demands were raised during the discussions which preceded the above settlement as well during the subsequent discussions held on 30-3-1990 and 10-4-1990.

(b) The demands regarding enhancement of eligibility limit for Productivity Linked Bonus, improvement in promotional opportunities, extension of liberalisation of pension and pensionary benefits recommended by the 4th Pay Commission, with suitable modifications, are under consideration of Government. As regards the demand for decasualisation of cargo handling workers at Paradip, New Mangalore, Tuticorin and Haldia Dock Complex, cargo handling workers at New Mangalore have been decasualised under the scheme known as New Mangalore Port Cargo Handling Workers (Regulation of Employment) Scheme, 1990 which came into effect from 15-3-90. At Haldia, the Government has agreed to a proposal for a study by an expert body (Indian Institute of Management, Calcutta) to assess the optimum requirement of workers. The Supreme Court has set up a High Power

Committee with Mr. Justice H. R. Khanna as the Chairman to decide the question of listing the unlisted workers in Paradip. As regards the demand for de-casualisation of cargo handling workers at Tuticorin, in the meeting held with the Port Chairman and labour federations at New Delhi on 30-3-90, the representatives of Labour Federations and other parties, including the Port Chairman was advised to discuss the issue among themselves and come up with appropriate proposals as may be necessary.

Identity Cards to Citizens Living in Border Areas of Tripura

2345. SHRI NARAYAN KAR : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether it is a fact that Government are contemplating a scheme of issuing Identity Cards to the Indian Citizens residing in the border areas of Tripura; and

(b) if so, the details of the scheme ?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SUBODH KANT SAHAY) : (a) and (b) The Govt. of Tripura have sent a proposal to the Central Govt. for the introduction of Identity Cards in Tripura within 3 kms. of International border to check the infiltration of foreigners.

Pilot scheme of issue of identity cards is under execution in some bordering Districts of Rajasthan and Gujarat. The objective of the Scheme is to register residents and issue identity cards to them, to monitor the flow of nationals of other countries and to facilitate their ready identification. Cards are issued to permanent residents who are above the age of 16 years.