

(b) The loss position of Central Inland Water Transport Corporation during the current year and also in each of the last two years is as under:—

(Rs. in lakhs)

(i) Current year i.e. upto Dec. 80 (Estimated)	.. 348.06
(ii) 1979-80 (Audited)	.. 852.17
(iii) 1978-79 (Audited)	.. 647.84

(c) In view of the continuing losses in lighterage operations and stevedoring with no hope to make the operations viable, the Board of Directors of Corporation which includes Government Directors, have decided to discontinue this activity of Corporation. Besides, as one of the main reasons for losses of Corporation has been the operation of over aged vessels some of them being more than 30 years old, the Government have sanctioned investment proposals amounting to Rs. 34.20 crores for acquisition of tugs, self-propelled barges and dumb barges, for carrying out capital repairs to its existing vessels, for infrastructure facilities, etc. for enabling Corporation to improve its performance.

A number of steps have also been taken by the Corporation to streamline its operations and improve its administration.

#### **Recruitment of unemployed workers of Tuticorin Old Port**

2191. SHRI V. GOPALSAMY:

SHRI K. CHATHUNNI  
MASTER:

Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government are aware of the fact that some workers who had been employed in sailing vessels in Tuticorin old port, have been thrown out of employment; and

(b) whether Government propose to re-employ these workers against permanent posts?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEEREN-

DRA PATIL): (a) According to the information collected by Tuticorin Port Trust from local sources, some workers employed by private owners of sailing vessels were rendered out of employment consequent upon sale of about five sailing vessels owned by individuals to boat owners in Maharashtra and Gujarat. After transfer of ownership, new boat owners have taken some of the skilled and experienced workers as their boatmen in the sailing vessels and remaining workers are reported to have found employment opportunities in the fishing industry/lighterage operations in the old port, boat building activities etc.

(b) As workers in question were employees of private owners of sailing vessels and have never been in the employment of Government/Port Trust, there is no proposal to employ them against permanent posts.

#### **Labour Attache in Embassies**

2192. SHRI ARVIND GANESH  
KULKARNI:

SHRI SHRIDHAR WASUDEO  
DHABE:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether there is any post of Labour Attache in Embassies in Gulf countries, the U.K., the U.S.A. and the U.S.S.R.; and

(b) what is the machinery at present in the Embassies for redressing the grievances of Indian workers working abroad?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHIV SHANKAR): (a) In most of our Missions and Posts abroad we did not have the system of designating Labour Attaches. Consular work in our Missions also covers the aspects of looking after the interests of Indian workers, and labour welfare. However, recently in some of our Missions, e.g. Abu Dhabi and Jeddah, taking into account the local requirements and acceptability, some