

on 11th June 1977. Eight estimates aggregating Rs. 289.89 lakhs have been sanctioned for the improvement of this road since its inclusion in the National Highway system. Rs. 36.65 lakhs have been actually spent for the purpose upto September, 1980. The allocation for maintenance and repairs of this road during the period June, 1977—March 1980 was of the order of Rs. 70.33 lakhs. An allotment of Rs. 19.77 lakhs has been made to the Jammu & Kashmir Government during current financial year (1980-81) mainly for the maintenance of this road.

(c) There is no proposal with the Central Government for handing over this National Highway to the Border Roads Organisation. Prior to the inclusion of Batot-Kishtwar road in the National Highway system, it was being developed by the State Government and the same arrangement is continuing even after its inclusion in the National Highway system.

Wage Revision of Dock Workers

1602. SHRI NARSINGH NARAIN PANDEY: Will the Minister of SHIPPING AND TRANSPORT be pleased to state;

(a) whether Government are considering to scrap the negotiating Machinery for effecting the wage revision to avert dock workers' strike, if so, the details in this regard;

"(b) whether non-inclusion of certain unions on negotiating table is the main cause of delay in wage revision which expired on 31st December, 1979; and

(c) what alternatives are being explored for early settlement of disputes there?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) Yes, Sir. Negotiations in the Bipartite Wage Negotiating Machinery comprising representative;

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ox labour Federations and Port Managements set up in May, 1980 " got stalled as the demands of the Federations were found unacceptable to the Management side.

(b) No, Sir. It took some time to settle the compensation of labour side on the said Machinery in view of their conflicting claims. The terms of reference of the Machinery were finalised only on 2-4-1980 in meeting held with the Federations. As mentioned in reply to part (a) above, the negotiations in the Machinery got stalled on 8-10-1980 as demands of the Federations were not acceptable to the Management side.

(c) As a result of discussions held at Government level with the Federations on 12th and 13th November, 1980 and resumed from 26-11-1980 onwards, an understanding was reached on 28-11-1980 on certain major issues relating to wage revision. Further discussions are proposed to be held with the Federations on 8th and 9th December, 1980 to settle the remaining issues relating to wage revision. The Federations have since withdrawn their strike notices.

Stoppage of D.T.C. Bus at Bus Stops

1603. DR. LOKESH CHANDRA:
SHRI ROSHAN LAL:

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

(a) whether he is aware that most of the Delhi Transport Corporation Buses as well as private buses running under D.T.C. operation do not stop at the appropriate stops though there is capacity to lift passengers, with the result the passengers are stranded for hours at the bus stops; and

(b) if so, whether Government propose to take strict measures to ensure stoppage of all buses at the Bus stops to mitigate the hardships of the commuters?