

prior acceptance for settlement and marriage alone will not automatically lead to acquisition of citizenship.

The Memorandum has also referred to uncertainty about future of civil rights presently possessed by Commonwealth citizens, e.g., right to vote or be employed in certain Deptts. of Government in Britain.

(c) The High Commissioner of India in London presented an Aide Memoire to the British Home Secretary on the 12th November 1980 mentioning our concern over some provisions of the White Paper on the proposed Nationality Law. The British Home Secretary gave assurance that due consideration would be given to the points raised in the Aide Memoire.

Indian sea-farers working on U.K. Flag Vessels

2151. SHRIMATI MARGARET

ALVA:

DR. SHANTI G. PATEL:

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

(a) whether Government's attention has been drawn to the news item published in the "New Statesman" a summary of which was given by the PTI on 16th November, 1980 to the effect that the Indian sea-farers working on U.K. flag vessels owned by the British Shipowners are deprived of more than £200 million in wages during the last 4½ years due to the opposition of the Government of India to the wage equality with the British crew during the talks with the representatives from U.K.;

(b) if so, the details thereof; and

(c) whether it is a fact that the representative of Government and Indian sea-farers Union had suggested to the British representative that they should deposit the differences in wages of the British and the Indian sea-farers in a common fund of the Society registered under the

Act to be utilised for the benefit of Indian sea-farers, if so, what was their response?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) and (b) Yes, Sir. Government of India's stand has been that the wage question is a matter entirely between the Ship-owners including the British Ship-owners and the Indian Seamen's Union who are on the National Maritime Board. This is known to British representatives.

(c) The Government of India did not make any such suggestion. The Unions representing seafarers suggested that the differential between the National Maritime Board wage and the higher wage rate of British flag vessels might be paid into a common fund called Seamen's Welfare Fund.

Demands of Port and Dock Workers Federations

2152. SHRIMATI MARGARET

ALVA:

DR. SHANTI G. PATIL:

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

(a) whether Government have recently received any Memoranda from Federations of the Port and Dock workers if so, what are the names, strength and demands of Federations with whom the negotiations are being carried on;

(b) whether it is a fact that a bipartite wage negotiations body comprising of the representatives of certain Federations and the employers was constituted if so, the date on which it was constituted and which Federations were represented; and

(c) whether the above wage negotiating body is still functioning and if not, in what manner the negotiations are being conducted now?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) Negotiations relat-

ing to revision of wages of the port and dock workers are being held by Government with the following 4 Major Federations whose affiliated Union's verified strength, against a total verified strength of 1,06,900 of all unions as on 31-12-1978, is indicated in brackets against each Federation:—

(1) All-India Port and Dock Workers Federation (43,900)

(2) Indian National Port and Dock Workers' Federation (16,400)

(3) Port, Dock and Water-front Workers' Federation of India (18,300)

(4) Water Transport Workers' Federation of India (12,500)

A statement of the demands of the above mentioned 4 Federations made jointly by them is attached. [See Appendix CXVI. Annexure No. 29]

(b) Yes, Sir on 14-5-1980. The 4 Federations mentioned in reply to part (a) above were represented on the Bi-partite Wage Negotiating Machinery.

(c) The Bi-partite Wage Negotiating Machinery became infructuous as the negotiations therein got stalled because the Management side found the demands of the labour side unacceptable. Consequently, negotiations are being held directly by Government with the 4 Federations mentioned above for settling the revision of wages of the port and dock workers due from 1-1-1980.

Purchase of defective and substandard spare parts by DTC

2153. SHRI B. SATYANARAYAN REDDY:
SHRI LADLI MOHAN
NIGAM:

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

(a) whether it is a fact that spare parts worth lakhs of rupees purchased

for DTC buses during the past 2-3 years have now been found to be defective and of sub-standard;

(b) if so, the value of the spare parts found to be defective and of sub-standard quality; and

(c) whether Government have made any inquiry into the deal for the purchase of the spares if so, the result thereof and the action taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) According to the information supplied by the Delhi Transport Corporation, departmental inspection study of the failure of buses has revealed that purchase of some of the spares such as oil seals, bearings, clutch plates and gear parts etc made during the past three years and worth a few lakhs of rupees were not of standard quality.

(b) Based on the performance of material's spare parts of following value were found to be of sub-standard quality purchased during the last three years:—

1977-78	Rs. 3.11 lakhs
1978-79	Rs. 3.65 lakhs
1979-80	Rs. 5.65 lakhs

(c) The matter was investigated departmentally by DTC and purchase policy has since been corrected.

Loss of Ships

2154. SHRI LADLI MOHAN:
NIGAM:
SHRI SHRIDHAR WASUDEO
DHABE:

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

(a) the number of ships belonging to the Shipping Corporation of India or Private Companies which were lost during the last two years:

(b) the steps taken for their recovery; and