

that the number of road accidents caused by D.T.C buses are on the increase and in fact they have decreased.

(b) As against 2399 accidents, of both major and minor character, in 1977, involving D.T.C. buses, the number for 1978 is 2253. The decline is significant when considered in the context of the fact that the kilo-metres operated by D.T.C. in 1978 have been higher.

The Corporation is taking all regulatory measures to ensure safe driving by its drivers and prevention of accidents. The Delhi Police has advised the D.T.C. to fix speedometers and speed governors in their buses. The Traffic Police regularly check speeding of the vehicles, including of D.T.C. buses, and challan for overspeeding where ever necessary. The D.T.C. drivers are imparted lectures on road safety and defensive driving by the traffic road safety education staff.

**ईरान में भारतीय श्रमिकों के साथ छल किया जाना**

336. श्री सुन्दर सिंह भंडारी : क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का ध्यान 2 फरवरी, 1979 के 'टाइम्स आफ इण्डिया' में प्रकाशित इन अशुभ समाचार की ओर दिजाया गया है कि ईरान की एक फर्म में सेवा नियोजित 700 भारतीय श्रमिकों के साथ छल किया गया है;

(ख) यदि हां, तो इनका ब्यौरा क्या है ; और

(ग) उस फर्म से कर्मचारियों को पूरे वेतन की अदायगी कराने के लिए क्या कदम उठाये जा रहे हैं ?

### Cheating of Indian workers in Iran

336. SHRI SUNDER SINGH BHANDARI: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government's attention has been drawn to a news item which appeared in the Times of India of 2nd February, 1979 to the effect that 700 Indian employees in an Iranian firm have been cheated;

(b) if so, what are the details thereof; and

(c) what steps are being taken to ensure full payment of the salary to the employees by the firm?]

विदेश मंत्रालय में राज्य मंत्री (श्री समरेन्द्र कुण्डू) : (क) से (ग) भारत सरकार ने यह रिपोर्ट देखी है। इसके तथ्य इस प्रकार हैं : प्रीसिजन बिल्डिंग कम्पनी नामक एक ईरानी फर्म जिसने लगभग 700 भारतीयों को नियुक्त किया था, वित्तीय कठिनाइयों और अशुभ अवस्था के कारण अपने कर्मचारियों को जिनमें ईरानी थे तथा भारतीय भी, वेतन नहीं दे पायी। भारत के राजदूतावास ने इस मामले को तेहरान स्थित इस फर्म के साथ तथा ईरान के विदेश तथा श्रम मंत्रालयों के साथ भी उठाया। इस हस्तक्षेप के बाद इस कम्पनी ने 40-40, 50-50 कामगारों के दो दलों को उनके बकाया का भुगतान करने के बाद प्रत्यावर्तित किया लेकिन भारी वित्तीय कठिनाइयों के कारण उसने फिर अपना वायदा पूरा नहीं किया।

इस मामले को फर्म के साथ फिर उठाया गया। अब स्थिति यह है कि इस कम्पनी ने कामगारों को अंशिक भुगतान कर दिया है और राजदूतावास को यह बचन दिया है कि वह उसे 4½ महीनों की अवधि में बकाया राशि का भुगतान कर देगी। कम्पनी ने तेहरान

†[English translation,

स्वित्त भारतीय राजदूतावास से अनुरोध किया है कि वह एयर इंडिया के विमानों से कामगारों को भारत वापस भेज दे और वह तीन महीने में एयर इंडिया को इस खर्च की प्रतिपूर्ति कर देगी।

नवीनतम सूचना के अनुसार फरवरी के पहले पखवाड़े में 89 कामगारों की प्रत्यावर्तिता किया गया है। शेष कामगारों को इस सप्ताह के दौरान प्रत्यावर्तिता किया जाएगा।

[THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SAMARENDRA KUNDU): (a) to (c) The Government has come across this report. The facts are as follows: An Iranian firm, Precision Building Company, which had employed about 700 Indian workers, could not pay its employees—Iranian as well as Indians—because of financial difficulties and economic dislocation. The matter was taken up by the Indian Embassy in Tehran with the firm as well as with Iranian Ministries of Foreign Affairs and Labour. After this intervention, the company repatriated two batches of 40 to 50 workers each, after clearing their dues, but again defaulted because of acute financial difficulties.

The matter was again taken up with the firm. The latest position is that the company has made part payment to the workers and has given an undertaking to the Embassy to clear the outstanding amounts over a period of 3 to 4 months. The company has also requested the Indian Embassy in Tehran to arrange to have the workers sent back to India on Air India flights, stating that it would reimburse the expenditure to Air India in three months' time.

According to latest information, 89 workers have been repatriated to India in the first half of February. The remaining workers would be repatriated during this week.]

f[ ]~English Translation."

### Development of Cochin shipyard

337. SHRIMATI LEELA DAMODARA MENON: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government have received any proposal for the development of Cochin shipyard;

(b) if so, what are the details thereof; and

(c) what action, if any, Government have taken thereon?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): (a) to (c) Cochin Shipyard has proposed expansion of existing ship-building facilities at an estimated cost of Rs. 22.88 crores. The Scheme envisages increase in the production capacity of the Shipyard from 2 to 4 ships of 75,000 DWT each per year. The proposal mainly consists of:

(i) Expansion of Building Dook by 91 meters.

(ii) Additions to Hull Shop, Assembly Shop, Storage facility, etc.

(iii) Adequate supply of gas, power supply, crange and handling and other facilities to increase production to match delivery of 4 bulk carries per year.

The Shipyard has recently been requested to examine an alternative proposal of taking up for the time being only the Civil Engineering works costing about Rs. 4.5 crores.

### Implementation of recommendations of the Board on Mines Safety

338. SHRIMATI SUSHILA SHANKAR ADIVAREKAR: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) what are the details of recommendations made at the recent meeting of the Board on Mines Safety; and

(b) what steps Government have taken to make recommendations made