

खाद्य, कृषि, सामुदायिक विकास और सहकार मंत्रालय में राज्य मंत्री (श्री पी० गोबिन्द मेनन) : (क) और (ख) जी हां। हरी पत्तियों से प्रोटीन निकालने की प्रक्रिया का विकास किया गया है और मानव उपभोग के लिये बहुतायत से पैदा होने वाली वनस्पतियों से प्रोटीन निकालने की एक अनुसन्धान परियोजना प्रयोजित की गयी है। आसाम कृषि कालेज, जोरहाट और कृषि कालेज तथा अनुसंधान संस्थान कोयम्बतूर में अनुसन्धान किया जा रहा है। यह परियोजना अभी प्रयोगात्मक अवस्था में है और इस प्रक्रिया को बड़े पैमाने पर लागू करने से पूर्व इस परियोजना पर और अधिक अनुसन्धान कार्य करने की आवश्यकता है।

†[THE MINISTER OF STATE IN THE MINISTRY OF FOOD, AGRICULTURE, COMMUNITY DEVELOPMENT AND CO-OPERATION (SHRI P. GOVINDA MENON): (a) and (b) Yes, Sir. A process for for extracting protein from green leaves has been developed and a research project on extraction of protein from lush vegetation for human consumption, has been sponsored. The research is being carried on at Assam Agriculture College, Jorhat, and Agriculture College and Research Institute, Coimbatore. The project is still in an experimental stage and more research work on this project is required before the process could be considered for implementation on a large scale.]

12 NOON
CALLING ATTENTION TO MATTERS
OF URGENT PUBLIC IMPORTANCE

I. CUT IN POWER SUPPLY IN KERALA
RESULTING IN CLOSING OF FACTORIES
AND UNEMPLOYMENT OF WORKERS

SHRIMATI DEVAKI GOPIDAS (Kerala): Sir, I beg to call the attention of the Minister of Irrigation and Power to the severe cut in power supply in Kerala resulting in the closing down of several factories rendering thousands of workers unemployed.

†[] English translation.

THE MINISTER OF IRRIGATION AND POWER (SHRI FAKHRUDDIN ALI AHMED): Sir, because of the failure of the usual monsoons and unprecedented drought, the reservoirs in Kerala did not get completely filled. As a result, the generating capability of the system since the dry weather season of 1966 has dropped to about 14 lakh units per day.

A power cut of 25 per cent on the consumption of electrical energy by all industrial consumers, cinemas and commercial establishments was imposed with effect from 15th November, 1965. From 11th December, 1965, this power cut was enhanced to 50 per cent in the case of industrial consumers and cinemas, 25 per cent cut was imposed on domestic consumers also. Restrictions were imposed on display lightings, street lighting and on connecting up of new loads. Certain categories of consumers like defence service establishments, agricultural loads, other essential services etc., were exempted from the restrictions.

At present there is no proposal for a further cut in Kerala. However, the power position will remain critical till the middle of April, 1966. All industries were allowed three month's quota, based on 50 per cent of their power consumption during October, 1965, to be used as required by them till March, 1966. Most of the industries have exhausted their quota within 2 months and these industries are being disconnected. Several big industries such as M/S. Travancore-Cochin Chemicals, Rare Earths Factory, Kerala Government Ceramics etc., as also various minor industries have been affected.

The exact number of workers affected by the closure of factories as a result of power cuts in Kerala has not been assessed as yet. However it is estimated that roughly about 12,000 workers have been affected.

In order to mitigate the power shortage, arrangements were made to provide Kerala with a part of the surplus power of Mysore over the Madras grid. Kerala is at present drawing an average of 3 lakh units per day from Mysore through Madras transmission system. Construction of a direct 110 KV transmission line from Mangalore in Mysore to Kasergode in Kerala has been taken up on a priority basis. With the commissioning of the first unit of Sholayar Power Station and two units of Sabirigiri by about the

[Shri Fakhruddin Ali Ahmed] middle of April, 1966, it is expected that the position will improve. With the onset of monsoons from June, 1966 onwards, the power supply position in the State is expected to ease considerably.

As the power supply position in the State is entirely dependent on the timely onset and intensity of monsoons, the provision of thermal power station at Cochin to back the hydropower in the State is considered necessary. Steps are being taken to expedite the construction of Cochin Thermal Station.

SHRIMATI DEVAKI GOPIDAS : May I know whether it has come to the notice of the Government that one of the very important factories in Kerala, *i.e.* FACT was closed from April 1964 to June last and this has become an yearly feature. Because of this there is the request for a thermal plant and this request has been there for so many years. And now it is stated that the thermal station going to be sanctioned is only for 30 MW and even that much is not sanctioned as mentioned in a news item in today's local papers with reference to a statement given by the Governor's Adviser. Is that the fact?

SHRI FAKHRUDDIN ALI AHMED: As I have already pointed out, due to shortage of power, cuts had to be imposed on industries. They were allowed a three months' quota, but some of them have used up this three months quota within two months, with the result that the power to them has been disconnected. If the industry mentioned by the hon. Member is one of such industrial units which have utilised the power during these two months, then surely it must have been disconnected. So far as the provision of a thermal plant is concerned, we consider it necessary to back up the hydel power available to this State and for that purpose, already action has been taken. The project has gone through the Technical Advisory Committee and further steps are being taken to expedite the establishing of the thermal plant in the State as early as possible.

SHRIMATI DEVAKI GOPIDAS : But my point is that this power cut is a usual feature in that State every year. Why did the Government not anticipate this failure? Even

this grid from Mysore was not taken up early enough. Why was there such slackness in this work?

THE MINISTER OF STATE IN THE MINISTRY OF IRRIGATION AND POWER (DR. K. L. RAO) : It is a fact that the Kerala aluminium factory has been affected. A number of projects have been sanctioned in Pamba, Sholayar and Idikki. But we should have reservoirs with much more capacity so that there may not be this kind of failure which at present obtains from the existing small stations. In addition to that we envisage a thermal station because of the oil project which gives 40,000 tonnes per year. Therefore we would establish a project which will be backed up with oil, and when more oil is forthcoming and when other sources of energy are forthcoming, then the thermal generation of power will be increased.

SHRIMATI DEVAKI GOPIDAS: May I know what is the capacity of the thermal station that is being given to Kerala? And one more question I would like to ask. May I know whether the Government is aware that there are about 3,000 small industrial units and there are 60,000 labourers working in these small units? They are all now rendered jobless and they are in difficulties. What steps are the Government taking to see that these people do not starve because they do not get any wages?

DR. K. L. RAO : The thermal station will be of 30 MW. I quite realise that the power cut in Kerala and Rajasthan this year is the most severe. But we do hope that this will not be repeated next year.

SHRI G. MURAHARI (Uttar Pradesh): May I know whether the Government is having any plans to have a central grid system to regulate electric power in such a way that in future our industries are not affected by this kind of monsoon failures? We have been planning industries and at the same time we do not make provisions against such break-downs due to want of monsoon or any other natural phenomenon. Therefore, I would like to know from the hon. Minister whether in future their planning will be based after taking into consideration such possibilities and something basic will be done to avoid such pitfalls?

DR. K. L. RAO : It is true that this kind of failures can be very greatly overcome through a good grid system. At the moment Kerala is not connected well. It is connected with the Madras system which can give only a maximum of 5 lakh units a day. We are trying to connect Mangalore and Kasergode which will give another 1 lakh units a day. This will not be sufficient and we realise that it must have a powerful grid system and it is our ambition to have such a powerful grid system established.

SHRI D. THENGARI (Uttar Pradesh): What is the total amount of compensation for these 12,000 unemployed workers? And secondly, will the Government assure us that the decision regarding the Cochin thermal station will be taken on the advice of experts and not on the advice of politicians.

SHRI FAKHRUDDIN ALI AHMED: The question of compensation does not arise. Information was given to the industries concerned beforehand about the shortage of power. And as I have already pointed out earlier, early action is being taken to establish this thermal power station.

SHRI PALAT KUNHI KOYA (Kerala): This matter has been brought here for the last four or five years and we have all along been told that by the end of 1968 almost all the projects in Kerala would be finalised and there would be no trouble. Even at that time we told him that in case of monsoon failure—as it has happened and is happening every time—we would be in difficulty. We wanted a thermal plant to be installed there. First of all, we were told that we would be getting a 100 MW plant. For sometime we did not hear anything and now we are told that we are going to get a 30 MW station. We would like to know as to how long this would take. People are suffering in Kerala which, after all, is a troublesome place. We are having shortage in everything and even power we do not get. People are losing confidence in us. I hope this matter will be taken up immediately so that, whether we have a 100 MW thermal plant or not, we must have one thermal plant there.

DR. K. L. RAO : Kerala is one of the States in the country which have got the best potential for hydro-electric power which is one of the cheap sources of power. Unfortu-

nately, Kerala is located very far from the coalfields. The establishment of a thermal plant depends on oil or coal. We have, therefore, to look to the availability of the material. The refinery would be able to supply us only forty thousand tons of oil and, therefore, this plant of 30 MW capacity has been planned. There is another point which I would like to submit for your consideration. The existing hydro-electric plants are depending upon very small storage. The total amount that we have in the reservoir is only seven thousand million cusec feet and after the plans are completed we will have ten times this capacity. There is greater scope for hydro-electric power and thermal backing will be rarely required if these projects are completed.

SHRI JOSEPH MATHEN (Kerala): Is it not a fact that the Mysore Government is charging more from Kerala for the power supplied to us than she is charging from Madras?

DR. K. L. RAO : It is not quite accurate. Mysore is collecting the same amount from Kerala as per the energy supplied but the only thing is Madras is adding a little more in order to cover the transmission costs.

SHRI I. K. GUJRAL (Delhi) : Sir, the hon. Minister would have noticed that since the last five years things have been going from bad to worse in Kerala. The Energy Survey Committee has also pointed this out. The thing is under examination, I suppose. May I ask the hon. Minister if he is in a position to give an assurance to the House that at least next year the same situation will not be repeated?

DR. K. L. RAO : I have already said, Sir, that the Pamba scheme is being commissioned. We are actually expecting it to be commissioned in the next month. Unfortunately there was a setback in respect of the Sholayar scheme. The machines were being supplied by Yugoslavia. One of the machines supplied had broken a shaft and so the whole thing had to be returned back and that is why the Sholayar scheme did not come up to our target. This is how the trouble has arisen. The Sholayar and Pamba schemes would be completed next year.

II. REPORTED CANCELLATION OF FLIGHTS OF AIR INDIA OWING TO THE STRIKE NOTICE SERVED BY THE INDIAN FLIGHT NAVIGATORS GUILD.

SHRI M. P. BHARGAVA (Uttar Pradesh): Sir, I wish to call the attention of the Minister of Transport, Aviation, Shipping and Tourism to the reported cancellation of all flight of Air India owing to the strike notice served by the Indian Flight Navigators' Guild.

THE MINISTER OF STATE IN THE MINISTRY OF TRANSPORT AND AVIATION (SHRI C. M. POONACHA): With your permission, Sir, I rise to make a statement on the sudden stoppage of work by the Flight Navigators of Air India and the consequent decision of the management to cancel all flights commencing from 0100 hours (Indian Standard Time) on Friday, the 18th March, 1966, until further notice.

On the 17th March, 1966, the Indian Flight Navigators Guild representing the Flight Navigators of Air India informed the Management of their intention to stop work on and from 0530 hours (Indian Standard Time) on the 18th March, 1966 because of their dissatisfaction over the award of the National Industrial Tribunal relating to the revision of their pay scales and allowances and other service conditions. Despite earnest pleas of the Management not to go on illegal strike without exhausting all constitutional means and their to offer arrange discussions in Delhi, the Navigators Guild stuck to their decision and gone on strike. To enable hon. Members to appreciate the situation that has been brought about by the sudden and illegal strike resorted to by the Guild, I may briefly explain the background of the case,

The pay and allowances of the employees of Air India were last revised in 1959-60 when the Management of Air India entered into agreements with the various staff unions valid for a period of three years. These agreements expired in 1963. Fresh Charters of Demands were received from the various Unions for a further upward revisions of their pay scales and allowances and other service conditions.

The Government of India appointed a National Industrial Tribunal on the 25th July, 1964, presided over by Shri G. D. Khosla, retired Chief Justice of the Punjab High Court to go into these demands and to give its award. After considerable deliberations and after taking into account the view-points of the various staff unions and the Management of Air India, the Tribunal gave its award on the 28th January, 1966. The award was published in the Government of India Gazette Extraordinary dated the 21st February, 1966, Under section 17A of the Industrial Disputes Act, the award will become enforceable on the expiry of thirty days from the date of its publication.

The existing scale of Navigators is Rs. 950-50-1050-100-1450 while that of the Flight Engineers is Rs. 750-50-1000-100-1300. For reasons given in the award the Tribunal has now prescribed the same scale of pay for both the categories, namely, Rs. 1270-50-1320-60-1500-100-1700. This has resulted in the Flight Engineers securing higher increase in pay than the Flight Navigators. The Tribunal has also made comments on the duties and responsibilities and ranking of Navigators and Flight Engineers in the changing pattern of developments in aviation. The Flight Navigators are dissatisfied with these comments and the scales prescribed and in their strike notice, have alleged that at the hearing before the Tribunal, the Management had taken sides and tried to run down the Navigators in favour of the Flight Engineers.

According to the established practice while on flight, the relative ranking of the flight crew in the cockpit is as follows:—

1. Commander
2. First Officer
3. Navigator
4. Flight Engineer-

After the charters of demands had been referred had been referred to the National Industrial Tribunal, the Flight Engineers raised the question of their relative ranking and urged that they should be ranked along with the Flight Navigators, if not higher, although they had not raised this question specifically in the charter which had already been referred to the Tribunal. The Flight Navigators resisted any move to disturb

the long established practice, according to which they were ranked above the Flight Engineers in the cockpit. After discussing the matter with the two Associations, it was decided not to disturb the existing arrangement but to await the award of the National Industrial Tribunal over the question of their relative scales of pay. The notification declaring the two Corporations essential services under the Defence of India Rules also prescribes that this situation is not to be disturbed unless changed by agreement or by an award. Both the Indian Flight Navigators Guild and the Indian Flight Engineers Association had full opportunity to put forward their case before the Industrial Tribunal, when the question of revision of their scales of pay came up before it. In giving the award, the Tribunal took into account the viewpoints of the two rival associations on the questions involved. Under Section 17-A of the Industrial Disputes Act, if the Central Government is of the opinion that it will be inexpedient on public ground to give effect to the whole or part of the award it may, by notification in the Gazette, declare that the award shall not become enforceable on the expiry of the period of 30 days after its publication and thereafter follow it up by another notification within three months indicating the parts of the award which shall not become effective. Government have examined whether any part of the award of the Tribunal, with particular reference to the scales of pay of the Flight Engineers and Flight Navigators which have been brought on par should be reserved under Section 17-A of the Industrial Disputes Act but have come to the conclusion that circumstances do not justify any modification since it is open to the Management and the Unions to resort to a judicial forum for this purpose.

Honourable Members will appreciate that when a matter had been agitated before a high-powered Tribunal like the one under consideration, which as I said earlier, was presided over by a retired Chief Justice, it is the duty of the Management as well as of the Unions concerned to abide by the Award. It would certainly create an embarrassing precedent if an award of this kind were to be interfered with by Government simply because it is not to the liking of a particular union or a section of the

employees or the management, particularly when a judicial remedy is open to those who are dissatisfied. It is a matter of great regret that the Indian Navigators Guild has resorted to an illegal lightning strike rather than due process of law to seek a redress of their grievances. I might add that the Management have not disturbed nor do they propose to disturb the ranking in the cockpit and there is no question of loss of any honour, dignity or status as alleged by the Union. We have no option but to deal with them firmly under the law even though it might adversely affect the operations of the Airline. I am sure the House will agree that respect for judicial processes, obedience to law and discipline in the Corporation should be maintained. It is in that context that the Corporation with the full support of Government have decided not to give in to these wrong tactics of the Navigators' Guild and to cancel the flights until better sense prevails or alternative methods can be devised.

SHRI M. P. BHARGAVA: May I know from the hon. Minister whether any communication was received from these Navigators prior to their strike notice? Since the time the Award was published till the notice period did they receive any communication and if they did not, how do the Navigators justify their strike which should be illegal?

THE MINISTER OF TRANSPORT, AVIATION, SHIPPING AND TOURISM (SHRI N. SANJIVA REDDY): It is definitely illegal. They may be talking with the officials of the Air India. They wanted the Tribunal Award to be modified which we did not accept. That is the position.

SHRI M. P. BHARGAVA: May I know what is the difficulty in running Air India flights on some routes where the routes are known and where no Navigators are required? Is it a fact that the pilots are also helping these Navigators behind the scene and they do not want to fly Air India flights on the pretext that the Navigators are not available?

SHRI N. SANJIVA REDDY: Yes, Sir. That is the unfortunate position. The pilots are also colluding. In India, for instance, between Bombay and Calcutta or Delhi and Madras they are flying without Navigators. Navigators are not necessary on a land route where you have a radio communication up to 600 miles. From Bombay to Moscow we can safely fly without a Navigator and from Moscow to London also we can fly but the pilots are colluding and I am sorry to say that they are helping the illegal strike.

SHRI M. P. BHARGAVA: May I know whether it is proposed to declare a lay-off sometime today or tomorrow in view of the fact that the pilots and the Navigators are not available and it is not possible to make alternative arrangements from the Air Force or other places?

SHRI N. SANJIVA REDDY: Sir, already disciplinary action is being taken against the Navigators because it is an illegal strike. About lay-off we had discussion this morning and I hope the Air India officials will take action this evening.

SHRI BABUBHAI M. CHINAI (Maharashtra): May I know what alternative arrangements Government is thinking of in view of the fact that both the pilots and the Navigators are not willing to join hands and run the air services? The second point I would like to know is in view of the fact that great indiscipline is being seen both in the Air India and the I.A.C. of late, what definite action the Government is going to take to enforce discipline in both these sectors.

SHRI N. SANJIVA REDDY: I am concerned with the Air India now. Now it is a bigger question which my hon. friend here has raised. I should like to answer that separately and not mix it up with this. Now, laying off, of disciplinary action, alternative arrangements, these are the steps that we are taking. We are not going to give in unless they come and express regret and give an assurance of good behaviour in the future. About the alternative arrangements we are thinking about, I am not

able to say here. I would like to secure the services of pilots who are prepared to fly without Navigators. It is permissible and we are not taking any risks in asking the pilots to fly without Navigators. Navigators are not necessary under certain circumstances. We will try to secure the services of pilots who are prepared to fly without Navigators. Also we will take steps to train Navigators from among personnel due to leave the services. I am not able to spell out all the details here but we are taking steps to see that we restore the services as quickly as possible.

SHRI BABUBHAI M. CHINAI: Sir, may I ask one more question?

MR. CHAIRMAN: I am afraid you have had one, there are others who have not had even one chance. Mr. Murahari.

SHRI G. MURAHARI (Uttar Pradesh): In view of the fact that both in Air India and the I.A.C. for the last two months there has been a regular tussle between the management and the staff and there have also been a number of instances when the services have broken down, I would like to know from the Government whether they have in mind any enquiry to go into the overall working of these two Corporations and also whether there is any proposal to merge these two into a single Corporation and run it more efficiently.

SHRI N. SANJIVA REDDY: First let us restore discipline. I am not going to undertake any enquiry. First let discipline, the safety of passengers and the reputation of the country be restored. Then we can consider whatever irregularities are there and see whether we should have both together or keep them separate. First I want discipline and the prestige of the country restored.

SHRI D. THENGARI (Uttar Pradesh): Is it not a fact that on a number of occasions earlier the Government of India came forward with modifications to the awards of industrial tribunals allegedly for maintaining industrial peace, etc.? If that is so, what has prevented the Government from intervening after the strike notice was served and before the flights were cancelled?

SHRI N. SANJIVA REDDY: I do not think it is necessary that we should modify this award. It is there good, bad or indifferent. The moment you amend it—the Flight Engineers have given notice—they are going to strike. It is a tussle between the two, the Flight Engineers and the Navigators. The point is the Flight Engineers' emoluments have been increased by about Rs. 400 while the Navigators' emoluments have been increased by Rs. 150. But the Navigators have lost nothing. Therefore we do not want to modify the Award.

SHRI M. AJMAL KHAN (Nominated): Would it not be possible for the Government to take the help of the Air Force in running the services?

SHRI N. SANJIVA REDDY: They are thinking of alternative methods and we shall let you know when they have come to any decision. I am not able to say whether we can use the armed forces. For an emergency I can use military people but not for running civil aircraft.

SHRI M. GOVINDA REDDY (Mysore): We read in the newspapers this morning that the Navigators have offered to fly a Boeing in view of the Prime Minister's coming visit to the U.S.A. May I know if the Government have taken note of this sudden upsurge of patriotism on the part of the Navigators and if so what do they propose to do?

SHRI N. SANJIVA REDDY: I do not want to give that honour to the striking indisciplined people to fly our great Prime Minister to a different country; I do not want to give them that honour at all.

SHRI I. K. GUJRAL (Delhi): For two months now the situation both in the I.A.C. and the Air India has been reduced to a distressing state. Last time the Minister promised certain steps in so far as the Air India, the I.A.C. and the Civil Aviation Directorate were concerned. It was pointed out to him at that time that not only the Chairman was common, the Under Secretary was common and so many officials were common. May I ask him in

the last one month or so what particular steps he has taken to make the Directorate more effective, to make the IAC more work-worthy and see that discipline is restored? What real steps have been taken in the last one month to see that the situation does improve, particularly in the Civil Aviation Directorate, which is directly under him?

SHRI N. SANJIVA REDDY: Now, Sir, again, if you go into IAC, there are a number of questions which I will have to answer, but I am answering questions only about Air India now.

SHRI I. K. GUJRAL: It is part of it.

SHRI N. SANJIVA REDDY: They are entirely two different Corporations. The Secretary does not function as the Chairman of Air India. He functions as the Chairman of IAC. Therefore, a number of other questions will crop up the moment I touch IAC, and I would request the hon. Member to kindly give me a separate notice. I would certainly like to answer it, but not mix it up. The present trouble is entirely different.

PAPERS LAID ON THE TABLE

THE DELHI TOURIST VEHICLES (AMENDMENT) RULES, 1965

THE MINISTER OF TRANSPORT, AVIATION, SHIPPING AND TOURISM (SHRI N. SANJIVA REDDY): Sir, I beg to lay on the Table, under sub-section (3) of section 133 of the Motor Vehicles Act, 1939, a copy of Notification No. F. 19 (10)/64-PR(T), dated the 14th October, 1965, publishing the Delhi Tourist Vehicles (Amendment) Rules, 1965, issued by the Delhi Administration. [Placed in Library. See No. LT-5822/66.]

THE FOOD CORPORATIONS (FIFTH AMENDMENT) RULES, 1966

THE DEPUTY MINISTER IN THE MINISTRY OF FOOD, AGRICULTURE, COMMUNITY DEVELOPMENT AND CO-OPERATION (SHRI ANNASAHIB