

13.50 hrs.

MATTERS UNDER RULE 377

(i) REDUCTION IN WELFARE LEVY AND GENERAL LEVY ON DOCK ON DOCK LABOUR BOARD, MADRAS.

DR. A. KALANIDHI (Madras Central): The Welfare Levy and General Levy on the Dock Labour Board, Madras, has been reduced further by Government of India. This Levy is being reduced year after year on the ground that there are surplus funds available. It would be a wonder that the funds accumulated even for welfare fund are not spent in full leading to surplus. I can assure that many welfare measures for the workers are not even attempted; leave alone implemented. Even the ongoing welfare measures are not implemented properly. Is there any end for the welfare measures to the workers in the Madras Port Dock Labour Board? Canteen for the workers could be run. Free transport could be made available to workers from the place of call point and back; even free transport could be made available from different places to the workspots. Residential buildings could be built for all the workers. Wholesale food could be supplied at a reasonable, subsidised cost. All benefits could be extended to the casual and temporary workers. Attendance allowance could be given to the casual workers. There is no need for any reduction in the existing Levy. I fear that the administration is acting in connivance with the trade in reducing the Levy, depriving the legitimate share due to the workers and their welfare measures. I request the Government of India to study the implications in totality and restore the rights of the workers. The Government should encourage the implementation of the welfare measures in right earnest and stop the trade from exploiting the workers, who are toiling day and night for the growth of the Madras Port Trust. The Ex-gratia paid wrongly during the Centenary year of the Madras Port, to the workers of the Dock Labour Board could be adjusted from the Welfare Fund. If the administration functioned properly, in the right

way, there could not be any surplus in the Welfare Fund etc. of the Madras Dock Labour Board. Proposals for reduction of levy have been approved by the Government of India on 11-3-82 within eight days of its receipt. The same eagerness, hurry, speed, have not been shown in deciding and disbursing the centenary gift of Rs. 750/- in lumpsum without any deductions to the Madras Port Trust workers, even though the Centenary itself has ended.

I request justice should be rendered to the workers of the Madras Port in right earnest without any further delay.

MR. DEPUTY-SPEAKER: Mr. Madhavrao Scindia.

SHRI MADHAVRAO SCINDIA (Guna): Sir, in spite of only three speakers on the Calling Attention, we have been cemented to our seats for two hours. Is that not a record? I would like to know.

MR. DEPUTY-SPEAKER: It is because it is with regard to cement.

SHRI MADHAVRAO SCINDIA: I think Atalji's oratory also kept us spell bound for some time.

(Interruptions)

(ii) ASSISTANCE BY CENTRAL GOVERNMENT FOR SOCIO-ECONOMIC DEVELOPMENT OF DACOITY-INFESTED AREAS OF MADHYA PRADESH, RAJASTHAN AND UTTAR PRADESH.

SHRI MADHAVRAO SCINDIA (Guna): The dacoity problem in spite of intensified police activity is still a major scourge. It has been dramatically highlighted by the recent dastardly and murderous attack on Justice C.S.P. Singh, elder brother of the U. P. Chief Minister which culminated in his death along with his son. This intensified police activity and the deployment of BSF in the dacoity-infested districts of Gwalior-Chambal Division of Madhya Pradesh, Rajasthan and Uttar Pradesh, however, represent only the curative aspect of the anti-dacoity

(Shri Madhavrao Scindia)

measures. Mere liquidation of the dacoit gangs, active at the moment would not eradicate the problem completely, unless the preventive aspect especially aimed at the removal of the socio-economic factors, which give rise to new gangs, is also given due attention.

The dacoity infested areas of Madhya Pradesh, Rajasthan and Uttar Pradesh are very backward both economically and socially. Widespread ravines exist along the rivers flowing through them and the continuous erosion of soil has reduced the area of cultivable land to a considerable extent. Owing to the negligible growth of industries, other avenues of employment are almost non-existent. Even after 34 years of independence not a single rupee has been spent in the shape of public sector investment in any one of the dacoity infested districts of the three States. Hence the land is very precious and even petty land disputes lead to murders.

Paucity of roads in the rural areas of these districts hampers the easy movement of people, especially of the police pursuing the dacoit gangs.

It is imperative that the Government take effective steps for the removal of these adverse socio-economic factors so as to find a permanent solution to the recurring dacoity problem in the region. Measures like increasing irrigation facilities, setting up of small scale, medium and large scale industries, provision of electricity to the villages of the area, construction of anti-dacoity roads and setting up of vocational schools and technical training centres would help a great in improving the socio-economic conditions of the region.

As this is a problem, which directly concerns both the States on either side of their border, it is essential to establish coordination between the three State Governments closely monitored by the Centre. Hence I suggest that:—

1. The Union Government should set up a cell or a Committee at a very

high level to study the preventive aspect of the dacoity infested areas of these States i.e., their economic regeneration.

2. Give Central financial aid to the governments of Madhya Pradesh, Rajasthan and Uttar Pradesh earmarked specifically for these areas for implementing the aforesaid programme.

3. The governments of Madhya Pradesh, Rajasthan and Uttar Pradesh should be advised to give top priority in budgetary allocations to these areas.

4. Preventive measures must be taken up on a war footing, otherwise the curative steps being taken at the moment would prove of no avail.

If such a high-level committee was set up by the Union Government and development priority given to the dacoity infested areas, I have no doubt that these preventive steps would go a long way in finding an effective solution to the dacoity problem.

(iii) NEED FOR INCREASED RAIL TRANSPORT FACILITY AN MADRAS-TAMBARAM RAILWAY SECTION

SHRI ERA ANBARASU (Chengalpattu): Under Rule 377, I make the following statement:

It is estimated that about 14 crores of commuters had travelled in the Madras Electric Trains System during the year 1978-79. But the number of trains used for the passengers from Madras to Tambaram are only 26. Hence, very often, this results in exorbitant delay and most of the trains do not ply in time. Further the meagre number of trains is not sufficient to accommodate nearly 20 crores of commuters. In order to cater to the needs of the commuters, the total number of trains should be increased immediately. It appears that there are some difficulties in increasing the number of trains. Only in Madras, the electric trains are being run in meter-gauge and in other parts of our country these trains run in broad-gauge.