

श्री अहमद मोहम्मद पटेल : पिछले 20 वर्षों में रोड्स स्कीम के मूलाधिक गुजरात में 3600 किलोमीटर का लक्ष्य सिद्ध करने की नीति तय हुई थी, लेकिन पिछले 19 साल में गुजरात में 318 किलोमीटर राज्य मार्ग को ही नेशनल हाईवे में कन्वर्ट किया गया है जो कि करीबन 8.5 परसेंट है। मैं मंत्री महोदय से जानना चाहूंगा कि जब इस स्कीम को खत्म होने में एक साल ही बाकी है तो यह लक्ष्य सिद्ध हो सकेगा या नहीं? नहीं, तो इसकी वजह क्या है? कम-से-कम गुजरात के एम. पीज को क्या वह इसका आश्वासन देंगे कि अगले पांच सालों में ये लक्ष्य सिद्ध हो सकेगा?

श्री ए. पी. शर्मा : गुजरात में नेशनल हाईवे 1398 किलोमीटर है। फिफथ फाइव-यीअर प्लान में किसी भी स्टेट में नेशनल हाईवे में कोई एडिशन, बढ़ाव नहीं हुआ है। सिर्फ गुजरात में 46 किलोमीटर की एडिशन हुई है। माननीय सदस्य देखेंगे कि यूपी और राज्यों में कोई बढ़ाव नहीं हुआ है, केवल गुजरात में हुआ है। इसलिए उनको इस सम्बन्ध में कोई शिकायत नहीं होनी चाहिए।

श्री अहमद मोहम्मद पटेल : 1978-79 के दौरान रोडज प्रोग्राम के लिए एक वर्किंग ग्रुप और एक प्लेनिंग ग्रुप बनाया गया था। उस ग्रुप ने गुजरात के चार राज्य हाईवेज को नेशनल हाईवे में कन्वर्ट करने को रोकमंडेशन की थी। क्या उस रोकमंडेशन को स्वीकृत कर लिया गया है या नहीं? अगर नहीं, तो उसकी वजह क्या है और कब तक यह काम पूरा हो जायेगा?

श्री ए. पी. शर्मा : यह ठीक है कि गुजरात राज्य से इस तरह के प्रस्ताव आये थे, लेकिन अभी जो स्थिति है, उसमें मौजूदा नेशनल हाईवे का ही इन्तजाम ठीक तरह से नहीं हो सकता है, इसलिए इस वक्त फंडज की कमी की वजह से चार रोडज को नेशनल हाईवे डिक्लैयर करने पर विचार नहीं किया जा सकता है।

श्री भैरावबन के. गधावी : राज्यों में जिन नेशनल हाईवेज की मरम्मत नहीं हो रही है, क्या सेंटर उनकी तरफ ध्यान देगा?

श्री ए. पी. शर्मा : नेशनल हाईवेज की मरम्मत की जिम्मेदारी केन्द्रीय सरकार पर है। इसलिए इसकी बराबर देखभाल हो रही है और इस सम्बन्ध में बजट में पैसा भी रखा गया है।

श्री मोतीभाई आर. चांधरी : क्या मंत्री महोदय बतायेंगे कि नागपुर प्लान और बीस वर्षीय प्लान में गुजरात के लिए कितने किलोमीटर राष्ट्रीय राजपथ का लक्ष्य निर्धारित किया गया था और उसमें से कितना पूर्ण हुआ है? इस मामले में गुजरात अन्य राज्यों के मुकाबले में सब से पीछे है। केवल 40 किलोमीटर नेशनल हाईवे देने से गुजरात का क्या फायदा हो सकता है? मैं यह जानना चाहता हूँ कि इस लक्ष्य को पूरा करने के लिए मंत्री महोदय क्या कदम उठा रहे हैं।

श्री ए. पी. शर्मा : मैंने पहले ही कहा है कि यद्यपि फिफथ फाइव-यीअर प्लान में किसी भी राज्य में नेशनल हाईवे में एडिशन नहीं हुआ है, गुजरात में 46 किलोमीटर की बढ़ाव रही है। उसकी स्टेट कैपिटल के साथ जोड़ने के लिए जरूरी समझा गया, इस लिए यह एडिशन की गई।

श्री मोतीभाई आर. चांधरी : मंत्री महोदय ने यह नहीं बताया है कि लक्ष्य क्या है।

MR. SPEAKER: For that you put a separate question in the next budget session.

Conditions of Beedi Workers

*47. SHRI K. LAKKAPPA: Will the Minister of LABOUR be pleased to state:

(a) the measures like social security, provident funds and other measures which have been taken to improve the condition of Beedi workers in the country;

(b) whether many of the facilities have not been extended to the Beedi workers in Southern States even now despite existence of legislation; and

(c) if so, what action, Government would take in this regard?

THE MINISTER OF TOURISM AND CIVIL AVIATION AND LABOUR (SHRI J. B. PATNAIK): (a) The measures undertaken to improve the condition of beedi workers in the country include *inter alia* regulation of their employment and working conditions under the Beedi and Cigar Workers (Conditions of Employment) Act 1966; financing of various welfare programmes from the Beedi Workers' Welfare Fund; coverage under the Em-

ployees Provident Fund and Miscellaneous Provisions Act, 1952 extension of benefits under the Employees State Insurance Act, 1948, etc.

(b) and (c). Action to provide facilities as contemplated under the relevant Acts is being progressively taken in the Southern States also.

SHRI K. LAKKAPPA: For the last two and a half years the beedi workers specially of Southern States, have been urging that all the benefits accruing to them under the welfare measures should be extended to them. But, unfortunately, even though there are existing legislation to that effect, they have not been given effect to in the Southern States. I would like to know what is this clandestine campaign that is going on and what are the instructions issued from Delhi by the previous Government to scuttle the entire benefits that would have accrued to the beedi workers. In view of the criticisms levelled against the officers and the previous Government will you have a probe against those officers who were responsible for denying justice to the beedi workers?

SHRI J. B. PATNAIK: I assure the hon. Member that I shall examine the whole issue and all the welfare measures for the beedi workers will be expeditiously implemented in regard to the beedi workers in the Southern States.

SHRI K. LAKKAPPA: In view of this assurance of the hon. Minister, I would like to know whether he would examine to what extent the accumulated benefits accrued to the beedi workers in the Southern States have been pending and what action you propose to take against such officers and whether there will be any punitive action against the lapses on the part of officers. Will you kindly give an assurance to this House regarding improving the conditions and security of the beedi workers in Southern States concerned?

SHRI J. B. PATNAIK: Sir, I have already said that the social security measures....

SHRI K. LAKKAPPA: My question is accumulated benefits accrued to the beedi workers in Southern States have been pending since how long and to what extent. I want to have a categorical reply.

SHRI J. B. PATNAIK: I am answering that. The welfare measures come under the Acts such as the Employees State Insurance Act, the Employees' Provident Fund and Miscellaneous Provisions Act, the Maternity Benefits Act, Payment of Gratuity Act and Workmen's Compensation Act. All these Acts cover the welfare measures for beedi workers and all these Acts have been extended to all the Southern States where a large number of beedi workers are there.

SHRI K. LAKKAPPA: Sir, my question is regarding benefits accrued to the beedi workers.

MR. SPEAKER: He is coming to that.

SHRI J. B. PATNAIK: Sir, in regard to the extension of the Employees Provident Fund Act, there are certain parties which have gone to the Supreme Court. As far as the Government is concerned, the Government is fighting on behalf of the beedi workers and the Supreme Court's decision is awaited.

SHRI KRISHNA CHANDRA HALDER: Mr. Speaker, Sir, perhaps you know that the beedi workers have to work in very bad conditions. For that reason their health deteriorate and most of them are attacked by T.B. So, I would like to know whether for the welfare of the beedi workers there is any scheme with the Government and whether there is any health scheme for the beedi workers so that Tuberculosis and other diseases by which they are attacked can be treated properly.

SHRI J. B. PATNAIK: Sir, there are 2.5 million beedi workers all over the country and the Government knows that many of them or most of them work in unhealthy conditions and it is the desire of the Government to bring all these beedi workers under the coverage of the welfare measures.

As regards the health conditions of the beedi workers, wherever there is a concentration of 500 beedi workers, the Government is establishing a ESI hospital for their treatment and many areas of the country have been covered by ESI hospitals.

श्री ठाकुर शिव कुमार सिंह : अध्यक्ष महोदय, मैं आप के माध्यम से मंत्री महोदय का ध्यान इस बात की तरफ दिलाना चाहता हूँ कि हमारे मध्य प्रदेश के अन्दर बुरहानपुर, सागर, मंडला आदि में बीड़ी बनती है। वहाँ पर बीड़ी वर्कर्स की काफी छंटनी की जा रही है। मैं पूछना चाहता हूँ कि क्या शासन का ध्यान इस ओर पूरी तरह केन्द्रित है कि छंटनी काफी बड़ी तादाद में हो रही है जिस से यह जो सुविधाएँ देने की बात की जाती है और जिस के लिए हम लोग यहाँ बैठ कर कानून बनाते हैं, एक ओर तो उनको वह सुविधाएँ मिलती नहीं हैं, दूसरी ओर उनकी छंटनी की जा रही है? जहाँ फैक्ट्रियों में तीन तीन और चार चार हजार बीड़ी वर्कर्स काम करते थे वहाँ तीन सौ और चार सौ पर उनकी तादाद आ गई है। तो क्या इस सम्बन्ध में शासन कोई कानून बनाने के लिये सोच रहा है कि उनकी छंटनी न हो? साथ ही क्या उनके स्वास्थ्य के सम्बन्ध में भी उचित ध्यान दिया जायगा?

SHRI J. B. PATNAIK: I do not have any answer off-hand to this particular question in Madhya Pradesh, but it is the sphere of the State Government. The State Government has to implement these laws in protection of the workers. This has not come to the attention of the Government of India. We will certainly write to the Madhya Pradesh Government regarding protection and employment of the beedi workers.

श्री भारखंडे राय : सरकार के जो नियम और कानून हैं वह बड़े बड़े कारखानों पर तो कुछ हद तक लागू होते हैं लेकिन जो छोटे-छोटे कारखानेदार हैं जो 25, 50 और 75 लोगों को एम्पलाय करते हैं वे बड़े अनहाइजीनिक कंडीशन्स में वर्कर्स से काम करवाते हैं जिसकी वजह से बड़े पैमाने पर वर्कर्स में क्षय रोग फैलता जा रहा है तो इसके बारे में सरकार क्या सोच रही है?

SHRI J. B. PATNAIK: Government is thinking about them. In fact, wherever beedi workers are more than 20 in a particular place, they are covered by all these welfare Acts.

SHRI INDRAJIT GUPTA: They are not implemented.

SHRI J. B. PATNAIK: They are covered as far as legislation is concerned. I have clearly stated in my previous answer that it is for the State Governments to implement them. The Central Government can only function in an advisory capacity. As regards T.B. and other diseases, we are having hospitals in those areas on behalf of ESI.

SHRI M. RAM GOPAL REDDY: I have experience of this. The Minister knows it very well that legislation is one thing and actual implementation is another. Actual implementation is not being properly done, and most of the amounts collected by way of provident fund are being misappropriated. I have already written to the Minister and he has replied to me that he is going to enquire into it. I want to know whether he is going to have a thorough enquiry to find out whether the provident fund money is being misappropriated or being credited to the accounts of these people. As a matter of fact, there is an agitation on behalf of the workers that there should be more reduction by way of provident fund. So, I want to have a clear answer from the Minister.

SHRI J. B. PATNAIK: If the hon. Member draws my attention to specific cases, we will certainly enquire into them.

SHRI M. RAM GOPAL REDDY: I have already written to him regarding Nizamabad of Andhra Pradesh.

SHRI J. B. PATNAIK: I do not remember.

MR. SPEAKER: If you have written, he will take note of it.

1977-79 के दौरान रेल यात्रियों को लूटने की घटनाएं

*48. श्री रंजीत सिंह : क्या रेल मंत्री निम्नलिखित जानकारी दर्शाने वाला विवरण सभा-पटल पर रखने की कृपा करेंगे कि :

(क) 1977 से 1979 के दौरान रेल यात्रियों को लूटने की कितनी घटनाएं हुईं तथा इनके पूर्व के वर्षों में होने वाली घटनाओं से इस संख्या का अनुपात क्या है ;

(ख) क्या सरकार ने रेल यात्रियों की सुरक्षा सुनिश्चित करने के लिए कदम उठाये हैं ; और

(ग) यदि हां, तो तत्सम्बन्धी व्यौरा क्या है ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) to (c). A statement is laid on the Table of the House.

Statement

(a) According to information obtained from State Police authorities during the period from 1977 to 1979 in all there were 754 cases of looting of passengers (dacoities and robberies) as against 811 cases during the period from 1974 to 1976. There was a decrease of 7 per cent in the incidents of looting of railway passengers during the period 1977 to 1979 as compared to 1974 to 1976.

(b) and (c). Law and Order being a State Subject, under the Constitution the responsibility of ensuring the safety of the passengers and their belongings rests with Government Railway Police functioning under the State Governments. Due to inadequacy of Government Railway Police in various States, difficulties were expressed by them in the discharge of this responsibility effectively. Ministry of Railways have since agreed to share the cost of Government Railway Police of the States on 50:50 basis. The States have also been advised to accept this and send proposals for augmentation of Government Railway Police. The Railway Protection Force, on the other hand, is

meant for the protection of railway property. Besides,

(1) the Railways maintain close liaison with the State Police authorities at all levels.

(2) vestibuled doors of coaches are closed between 2200 hrs. and 0600 hrs.

(3) TTEs/Attendants/Conductors have instructions to remain vigilant to prevent entry of unauthorised persons into reserved compartments.

(4) whenever there is a spurt of crime in particular area the attention of the State Government is drawn for better protection to railway passengers and necessary assistance is rendered whenever required.

(5) as a further measure about 2,000 Railway Protection Force personnel have been deployed on escort duties in passenger trains to deter criminals and instil confidence among the travelling public. In all 353 trains are under exclusive escort by Railway Protection Force, 314 are jointly escorted by R.P.F. and G.R.P. and 519 by Government Railway Police exclusively.

SHRI RANJIT SINGH: May I know if it is a fact that the railway staff, especially the RPF, are conniving with the thieves?

SHRI C. K. JAFFER SHARIEF: I do not think so.

MR. SPEAKER: Shri Lakkappa:

SHRI K. LAKKAPPA: I had no intention to clash with Mr. Jaffar Sharief.

MR. SPEAKER: Now you realise this is the question on which I wanted to call you.

SHRI K. LAKKAPPA: During the period 1977 to 1979 robberies and dacoities were on the increase and many debates were held during that period. I was also a Member of the House.

MR. SPEAKER: Simple question.

SHRI K. LAKKAPPA: At that time no trains used to run in time. That