

in the system, etc. But what I would like to mention here is that as far as the procedure is concerned, at no point of time.....

MR. CHAIRMAN: The Member wants to know whether the Report would be placed on the Table.

CAPT. SATISH SHARMA: If it is necessary to share the whole Report, I will not hesitate and I will place it on the Table.

MR. CHAIRMAN: Yes, Mr. Satish Pradhan.

SHRI SATISH PRADHAN: I would like to know from the honourable Minister which metallic pipe was used, whether it was tested before use, what type of testing it was, what the thickness of the pipe was, whether the pipe was broken at the joint or in between and whether the pipe was in a hanging position or floating position or resting position.

CAPT. SATISH SHARMA: Sir, I will have to go into 3, 6, 9 and 12 o'clock position. I think the Members will have a clear idea. We are talking of a 30" diameter pipe which was a riser, not a float pipe, which means that in the sea, it rises above the sea and goes up and connects itself to the processing platform. The position where exactly the rupture took place was three feet above the sea where you have the waves all the time hitting and, as I mentioned, this is a very vulnerable position. The Pipe supplier, if my hon. friend is interested, was the Nippon Steel Corporation. And it is a connected pipe. It is not a free-floating pipe.

SHRI SATISH PRADHAN: I asked you about the fitness -----

MR. CHAIRMAN: Well, I think, the Minister may send the technical details to him separately.

Question No. 43.

\*43. (The Questioner (Shri Suresh Pa chouri) was absent. For answer, vide col. ....infra).

Mr. CHAIRMAN; Question No. 44.

### Damage to Railway Lines and Bridges in Punjab due to Floods

\*44. SHRI JAGIR SINGH DARD: Will the Minister of RAILWAYS be pleased to state:

(a) the details of the damage to railway lines and bridges in Punjab due to heavy rains and floods in the State recently; and

(b) the steps taken by Government to repair the lines and bridges?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) A statement is laid on the Table of the Sabha (See Appendix CLXVIII, Annexure No. 5)

(b) Restoration work was taken up on war footing by mobilising resources of men and material even from other Zonal Railways,

ਸ਼੍ਰੀ ਜਗੀਰ ਸਿੰਘ ਦਰਦ : ਸਰ, ਮੈਂ ਮਾਨਨੀਯ ਮੰਤਰੀ ਜੀ ਤੋਂ ਪੁੱਛਣਾ ਚਾਹੁੰਦਾ ਹਾਂ ਕਿ ਹਾਲ ਮੇਂ ਪੰਜਾਬ ਮੇਂ ਆਈ ਵਾਢੇ ਤੋਂ ਰੇਲਵੇ ਡਿਪ ਟੈਮੈਂਟ ਤੋਂ ਕਿਨਨਾ ਨੁਕਸਾਨ ਹੁਆ ?

SHRI C. K. JAFFER SHARIEF: Sir, the permanent restriction of all sections, approximately, is likely to be done by 31-3-1994. The cost of temporary restoration is approximately about Rs. 450 crores, and of permanent restoration an additional Rs. 350 crores approximately. Sir, the other thing, the Patiala DCW Workshop is a separate thing on which we have not been able to come to any correct assessment. Approximately, that is also likely to be about Rs. 10 crores.

MR. CHAIRMAN: Second supplementary.

SHRI JAGIR SINGH DARD: No supplementary, Sir.

MR. CHAIRMAN: No second supplementary? Yes, Shri Kalita.

SHRI BHUBANESWAR KALITA: Sir, my supplementary arises from the damages, caused to the railway lines and bridges by the flood. Sir, this has be\*

come a regular feature, particularly in our part of the country. Assam is having the third dose of floods by now.

MR. CHAIRMAN: The question is about Punjab.

SHRI BHUBANESWAR KALITA: It is about Punjab. But, Sir, my supplementary arises from the damages to the railway lines and bridges by floods. Yesterday also we have discussed. It is connected. As far as flood is concerned, we are having the third wave of floods in Assam, and the whole North-East is cut off from the rest of the country because the rail services are not restored. They are damaged by floods and that is why the whole region is cut off. There will be further waves of floods till October in that part of the country. I want to know from the hon. Minister.....

MR. CHAIRMAN: I should like to know from the Minister if he is willing to answer or he would like to have a separate question.

SHRI C. K. JAFFER SHARIEF: Sir, this question of the hon. Member does not arise out of this question. He can put a separate question.

MR. CHAIRMAN: You please put a separate question. Now, Shri Virendra Kataria.

SHRI VIRENDRA KATARIA: Sir, may I know from the Railway Minister as to how many trains were suspended in Punjab due to the damage to the railway lines and how many trains have been restored and after how many weeks? If there are any trains which are not restored, how long will it take to restore them?

SHRI C. K. JAFFER SHARIEF: Sir, the train services to Punjab actually got disrupted on 15-7-1993 when the track between Jakhal and Dhuri was cut by the villages. Till then the trains were being run towards Punjab via Rohtak-Jakhal-Dhuri-Ludhiana. These services were restored on 18-7-1993 after repairing the

damaged track. The trains which were marooned were: 3151 Up Sealdah Express; 3507 Up Gorakhpur-Jammu Tawi Express; 4677 Up Jhelum Express; 2904 Dn Frontier Mail; 2406 Dn Ludhiana-Dehi Super fast Express; 1 Up Passenger; 4587 Lalgarh Express; 4034 Jammu Mail; 335 Pp Passenger; 4553 Up Nangal Dam Express.

श्री भूपेन्द्र सिंह मान : सर, पंजाब में बाढ़ तो हर साल आती है, वर्ष 1950 में आई, 1956 में आई, 1988 में आई और अब 1993 में आई, तो मुझे मंत्री जी यह बताएं कि क्या इन्होंने कभी यह देखा है कि जहां-जहां इस वक्त रेलवे लाइन टूटी है वहां-वहां पहले भी कभी बाढ़ में टूटी थी? अगर हर बार वहीं उसी जगह से टूटता है तो इन्होंने फिर वहां मिट्टी डालकर के ब्लाक करने का क्यों सोचा? वहां कलवर्ट क्यों नहीं बनाते या पुल क्यों नहीं बनाते? मैं सीधे तौर पर मंत्री महोदय से यही पूछना चाहता हूं कि जहां इस बार बाढ़ से लाइनें टूटी हैं वहां क्या आप कलवर्ट बनाने की सोच रहे हैं या फिर ऐसे ही अगली बार टूटने के लिए उनको छोड़ रहे हैं?

SHRI C. K. JAFFER SHARIEF: This time, the rain was unprecedented which has not been there any time before. Even when I visited there the other day, the Punjab Chief Minister was saying that so much of rain had not been there during the past 100 years I have no information about the damage of this magnitude in the past but whatever damage has been done this time, we will certainly attend to it. We are not just going to waste the money when we are restoring the damaged tracks and we will certainly see that whatever investment we make, this is done to repair it permanently.

SHRI BHUPINDER SINGH MANN: Sir, my question was whether the damaged portions affected by the floods would be plugged.

MR. CHAIRMAN: Naturally they will do it.

SHRI C. K. JAFFER SHARIEF: I have already said it. Punjab is a very important place for us because so much of foodgrains more from the north to the south. We cannot afford to neglect it. We will do whatever is required and if culverts are required, we will look into it.

श्री मोहिन्दर सिंह कल्याण : चेयरमेन जी, मैं आपके जरिए रेलवे मंत्री जी से यह पूछना चाहता हूँ कि बारिश की वजह से जो पंजाब में रेलवे लाइन को नुकसान पहुंचा है और जो रेलवे ब्रिज टूटे हैं, उनको कब तक बनाया जाएगा, कितनी देर में बनाया जाएगा? और, यह कितना नुकसान पंजाब का हुआ

SHRI C. K. JAFFER SHARIEF: I have already answered it.

MR. CHAIRMAN: Next question.

श्री मोहिन्दर सिंह कल्याण : सर, मैंने यह पूछा है कि पंजाब में कितना नुकसान हुआ है, ब्रिज कितने डैमेज हुए हैं?

MR. CHAIRMAN: The Minister has already given the reply. I have now moved to the other question.

\*45. [The Questioners (Dr. Jinendra Kumar Jain and Shri P. Upendra) were absent. For answer, vide col.....infra.]

\*46. [The Questioner (Chowdhry Hari Singh) was absent. For answer, vide col.....infra.]

#### Untrained Drivers in Red Line Buses

@\*47. SHRIMATI MIRA DAS:

SHRI CHIMANBHAI MEHTA:

Will the Minister of SURFACE TRANSPORT be pleased to state:

@ Question No. 47 and 49 were clubbed together.

† The Question was actually asked on the floor of the House by Shrimati Mira Das.

(a) what is the number of total accidents inflicted by Red Line Buses in Delhi since their introduction to this day;

(b) what action has been taken against the drivers and owners of these buses and what are the results of action taken;

(c) whether it is a fact that Red Line Bus drivers are hired on daily basis, if so, what are the reasons therefor;

(d) whether it is also a fact that these drivers often lack experience in driving;

(e) what is the number of buses and routes on which these buses ply; and

(f) what are the names of the owners of these buses or the persons authorised to ply their private buses on roads of the capital?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER):

(a) to (f) A statement is laid on the Table of the House.

#### Statement

(a) The Red Line buses were involved in 291 accidents from October, 1992 to 30th June, 1993. In all 78 persons were killed.

(b) Till 30-6-93, 23 permits were cancelled and 29 permits were suspended. Besides, 24 drivers' licences were cancelled and 24 drivers' licences suspended.!

(c) Some allegation to this effect have been made and we are enquiring into them.

(d) Only persons having Heavy Motor Vehicles driving licence and a Public Service "Vehicle Badge" are allowed to drive a transport vehicle. A learner's licence for driving heavy motor vehicle is issued only if one has held a driving licence for at least two years to drive a light motor vehicle or for at least one year to drive a medium passenger vehicles. State Transport Authority has started a thorough check of the driving licences of Red Line Bus drivers to ensure that both these conditions are complied with.