

(b) if so, how the said plan outlay for Command Area Development Programme is proposed to be shared between different States and the Union Territories; and

(c) what is the present level of utilisation of irrigation potential, how does it compare with the utilisation level in the beginning of the Sixth Five Year Plan and how far it is likely to be increased by the end of the current year?

THE MINISTER OF STATE IN THE MINISTRY OF IRRIGATION (SHRI RAM NIWAS MIRDHA): (a) Rs. 82 crores has been approved as the Central Sector outlay for 1984-85.

(b) 50 per cent of the cost of selected items of execution of the CAD Programme of each State and Union Territory will be met by the Centre.

(c) The anticipated level of utilisation at the end of 1983-84 is about 60.52 million hectares as against 52.23 million hectares at the beginning of the Sixth Five Year Plan. Utilisation targets for the year 1984-85 have not yet been finalised.

Study into causes of Dysentery

1014. SHRI NARENDRA SINGH:

SHRIMATI MAIMOONA SULTAN:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Indian Council of Medical Research and various other national and international health organisations have gone into the causes of the dysentery deaths in the various parts of the country; and

(b) if so, what were the findings of the studies made in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI

MOHSINA KIDWAI): (a) The Indian Council of Medical Research through its permanent Institute—National Institute of Cholera and Enteric Diseases, Calcutta, has investigated Bacillary dysentery in West Bengal, Tripura, Assam, Orissa and Gujarat.

(b) The causative organisms detected were shigella dysenteries Type I in West Bengal, Shigella flexneri in Orissa and Tripura, V. Cholera in Assam and Rotavirus in Gujarat.

Definition of term accident in Railway Act

1015. SHRIMATI MAIMOONA SULTAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the term 'accident' has not been defined in the Railway Act but finds a place in one of the Sections in the Act;

(b) whether Government proposed to provide a precise definition of the term so as to minimum delay in settlement of claims for compensation for loss of life and limb in railway accidents and also to minimise litigation; and

(c) what specific events and happenings, besides collision between trains come under derailment of trains carrying passengers included in the definition of the term 'railway accident'?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHOUDHURY): (a) The term 'accident' is not defined in the Indian Railways Act.

(b) Section 82-A(1) of the Indian Railways Act, 1890 contains the connotation of accidents which involve liability of Railway Administration for compensation. The provisions of the Act are unambiguous as to the Railways' liability for death of or injury to a train passenger as a result of an accident to a train carrying

passengers. The damages in respect of casualties amongst other than train passengers are covered not by the Indian Railways Act, but by other civil law. No delay in settlement of claims for compensation in respect of train passengers involved in an accident to a train is caused by the absence of such a definition, it is not considered necessary to provide a separate definition of term 'accident' in the Act.

(c) The accidents to trains carrying passengers contemplated by Section 82-A(1) of the Act include, besides collisions and derailments, trains being hit by road vehicles at level crossings; fires in trains; trains running into an obstruction like cattle, falling boulders and falling trees; trains being washed away by flash floods; trains being overturned by sudden storm, etc.

Collision between Seoraphuli and Tarakeshwar local trains

1016. SHRI NARENDRA SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the S-31 Seoraphuli Local had dushed into the T-65 Tarakeshwar local near the Howrah Station, Calcutta on Monday, May 21, 1984;

(b) if so, the details of the collision;

(c) the number of persons killed and injured in the accident; and

(d) the steps taken to compensate the victims and the families of the deceased?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANJ KHAN CHOUDHURY): (a) to (c) Yes, Sir. On 21-5-1984 at 7.36 hrs. while T-65 Tarakeshwar EMU Local train was standing in an automatic signalling section of Howrah Station, S-31 Seoraphuli Local which was following closely rammed into the stationary

Tarakeshwar Local. In the accident 12 persons lost their lives and 25 received injuries.

(d) A retired Judge of Calcutta High Court has been appointed as ad-hoc Claims Commissioner to adjudicate the claims arising out of the accident.

Inadequate Godown facilities for storing rice in Kerala

1017. SHRI M. M. JACOB: Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state:

(a) whether the capacity of godowns of the Food Corporation of India in each State is sufficient enough to hold stocks of rice and wheat for at least three months for Public Distribution System in those States; and

(b) whether the Central Government have received any representation from the Kerala Government regarding inadequacy of godown facilities for storage of sufficient quantity of rice?

THE DEPUTY MINISTER IN THE DEPARTMENT OF ELECTRONICS AND IN THE MINISTRY OF FOOD AND CIVIL SUPPLIES (SHRI M. S. SANJEEVI RAO): (a) No, Sir.

(b) Yes, Sir.

Karur-Dindigul Railway Line

1018. SHRI V. GOPALSAMY: Will the Minister of RAILWAYS be pleased to state:

(a) what is the amount allocated for the Karur-Dindigul Railway line in the Sixth Plan and also in current Budget; and

(b) how much out of it has been spent till 30th June, 1984 with details therefor?