

(c) and (d) Information is being collected from the zonal Railways and will be laid in the Table of the Sabha.

(e) It is not possible to formulate any time bound plan for regularisation of casual workers. Firstly, their absorption depends upon the availability of vacancies for this purpose; secondly, casual labour is employed seasonally at varying places, and for limited duration. Railway will, therefore, always have to carry a number of casual labourers in a country wide set-up.

Recommendations of Accident Inquiry Committees

1060. SHRI RAMESHWAR SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a number of recommendations made by the various accident inquiry committees have not been implemented by Government, though the recommendations have been accepted;

(b) if so, what are the salient features of the recommendations which are yet to be implemented and what are the reasons for non-implementation the same; and

(c) what steps are proposed to be taken by Government to implement those recommendations to improve the safety norms in the railways?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAU-DHURI): (a) to (c) All accepted recommendations of Kunzru Committee and Wanchoo Committee have been implemented to varying extent. Action has been initiated to implement accepted recommendations of Sikri Committee.

Important recommendations of these Committees pertain to creation of a special safety organisation on Railways; one recognised trade union of staff on one railway; provision of speed recorders on mail [express train engines; pulling up of arrears in maintenance of operational assets like track coaches, wagons and engines; expansion of capacity of railway

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workshops; provision of undulations/bumps at approaches to level crossings; improvement in officer-staff ratio; improvement in training facilities of staff; restriction on new unmanned level crossings and provision of additional facilities at the existing manned level crossings; check on introduction of additional trains without matching maintenance facilities; provision of signalling aids to supplement human vigilance, etc.

Implementation of most of the recommendations, is of continuous nature and requires substantial capital investment and has, therefore, necessarily to be phased, depending upon the availability of resources both financial and material.

Efforts are made to mobilise additional resources to the extent possible.

Extra coach in A. P. Express

1061. SHRI SATYA PAL MALIK:
SHRI ABDUL REHMAN
SHEIKH:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that an extra coach in the A. P. Express was attached on the 8th December 1982 to accommodate certain passengers ignoring the fact that the train had 21 coaches specified as the maximum by an inquiry committee and thus endangering the lives of the passengers; and

(b) if so, what are the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAU-DHURI): (a) and (b). One extra coach was attached by 124 Up New Delhi-Secunderabad Andhra Pradesh Express leaving New Delhi on 8-12-1982 in order to clear extra rush of traffic taking due precautions so as not to endanger safety.

Medicine research Works

1062. SHRI SHIVA CHANDRA JHA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether India is at par with the highly developed countries in certain medicine research works;