

इंडिया लिमिटेड है। कुछ दिन पूर्व स्टील अथारिटी आफ इंडिया मद्रास के एक आफिसर ने, जो वहाँ का इंचार्ज था तार दे दिया बंगाल, कलकत्ता को, कि यहाँ पर पिग आयरन न भेजा जाय क्योंकि यहाँ बन्दरगाह में जगह नहीं है और माल रखने की गुंजाइश नहीं है। तार चला गया और माल आना बन्द हो गया। महीनों बीत गये। जब पता लगा कि माल नहीं आ रहा है तो जांच की गई। कोई सज्जन गये कलकत्ता तो मालूम हुआ कि तार कुछ महीने पहले आया था इस कारण पिग आयरन भेजा नहीं गया। पिग आयरन न भेजा नहीं गया इसका परिणाम क्या हुआ? कम से कम 80 या 100 फाउन्ड्रीज मद्रास में बन्द हो गई और 10 हजार या 12 हजार मजदूर बेकार हो गये। मैं सरकार का ध्यान इस ओर दिलाना चाहता हूँ कि यह घटना कैसे हुई, क्यों हुई और किस तरह 10 हजार-12 हजार मजदूर बेकार हो गये कुछ दिनों के लिये और किस तरहसे फाउन्ड्रीज बन्द हुई, इसकी जांच कराई जाय और इसके लिए स्टील अथारिटी आफ इंडिया को कै

STATEMENT BY MINISTER
जिम्मेदार था और उसको दंडित किया जाना

Major train Accident between the 6th June,
1981 and 18th July, 1981

injuries to 125 persons. Immediately after the receipt of information I visited the site of the accident along with my senior officers, supervised the rescue operations and also visited the injured in the hospitals. In the second accident a goods train collided with the rear of 33 Dn. Fast Passenger between Bhanwar Tonk and Khongsara stations of South Eastern Railway on the 16th July. As a result of this accident, 50 persons lost their lives and 80 were injured. The third accident, i.e. the derailment of 1 up Delhi Mail between Ambliyasana and Dangarwa stations of Western Railway on the 18th July • was responsible for the death of 31 persons and injuries to 79. Both these places were immediately visited by my colleague Shri Mallikarjun along with the senior officers.

There were two other accidents in which 8 persons were killed and 67 injured.

Perspective: All these accidents, indeed every single accident is a matter of serious concern to me and all railwaymen as it is to the general public. Every accident is viewed seriously and

enquired into thoroughly not only to punish the guilty but also to ascertain the causes and to take measures necessary to prevent recurrence of similar accidents. Recently a lot has been said in this regard blaming the Railways for the accidents. I would, therefore, crave the indulgence of the House to view Railway accidents in proper perspective.

Responsibility/ of Staff: As the Hon'ble Members

THE MINISTER OF RAILWAYS (SHRI KEDAR PANDEY): Mr. Deputy Chairman, waymen working round the clock in varying Sir, with deep anguish I apprise the House of conditions and with equipment of varying degree of three major train accidents which occurred complexity to keep the wheels moving over the during the recess period of Parliament. The gigantic network on the Indian Railways. Even before first of these accidents took place between a train start; from a station, during its journey and Badla Ghat and Dhamara Ghat stations of after it reaches destination in North Eastern Railway on the 6th June. In this accident 7 coaches of 416 Dn. Passenger fell down into the river Bagmati resulting in 270 known deaths and

LSHri Kedar Pandey] has to be dealt with continuously by numerous railway staff on whose vigilance and efficient performance of assigned duties depends its safety. There are checks and counter checks prescribed. Yet, it is truly said that the best safety device is a careful man. Vigilance of staff averts many potential accidents. The Railway Accidents Committee, 1962 had observed that the staff who were responsible for accidents constituted, only 0.13 per cent of the total number of staff on the Indian Railways.

The Hon'ble Members are aware that the Government in their quest for safety, appointed three High Powered Committees to examine the problem of accidents on Railways in its entirety and suggest remedial measures. The Committee were headed by Dr. H. N. Kunzru (1962), Justice K. N. Wanchoo (1968) and Justice S. M. Sikri (1978). These Committees made many useful suggestions which were implemented.

Trend of accidents: The number of train accidents which took place on the Indian Railways in 1960-61 was 2131. This number came down in the last two decades and during 1980-81 it stood at 1013, declining by 52.6 per cent. The incidence of accidents bears direct relationship to the volume of traffic handled which is by and large, reflected in the total train-kilometres run. The incidence of train accidents per million train kilometres came down from 5.5 in 1960-61 to 2.2 in 1980-81, representing reduction of 60 per cent.

The Hon'ble Members must have noticed from the pamphlet "A Review of Accidents on Indian Government Railways" presented to Parliament every year that the incidence of train accidents had been coming down steadily till 1973-74 when there were 782 train accidents. Thereafter the incidence of accidents shot upto 925 in 1974-75 and further to 964 in 1975-76.

In the next year ie. 1976-77 train accidents came down to 780. The reasons for the sharp rise during 1974-75 and 1975-76 were the after effect of country-wide strike by railwaymen and unsettled conditions of working in the country which had affected the maintenance of railway assets and discipline amongst the railwaymen. Thereafter, the position improved significantly and the number of train accidents came down to 780 in 1976-77, in which year our performance was wholesome in all areas.

Unfortunately the standard of efficiency attained by 1976-77 could not be sustained for various reasons. The law and order situation deteriorated discipline, quality of service and maintenance of railway assets suffered and the number of train accidents started rising since 1977-78.

Arrears of replacement and maintenance: Due to difficult ways and means position, there have been heavy arrears in the renewal of railway assets i.e. track, rolling stock, etc. Vandalism and thefts are other factors which aggravated the ill effects. We are concentrating on pulling up the arrears and our current five year Plan is intended to be a rehabilitation plan; about 50 per cent of the allocation will be spent on replacement of assets.

My purpose of saying all this is only to bring out the back-ground. There is not the least sense of complacency in the matter of accidents. The crusade against accidents is a continuous one. We cannot afford to relax at any moment and are anxiously trying to reverse the ugly trend.

Measures for accident prevention: I have already submitted that railway safety is ultimately in the hands of the large number of railwaymen who are responsible for operations. Since the majority of the train accidents is ultimately traceable to the failure of human element. Safety Organisation on the Railways has

been carrying out intensive safety campaign to ensure that the staff do not violate rules or indulge in short cut method that may lead to accidents.

Inspections Staff education: Great emphasis is laid on proper training of staff. Psycho-technical tests have been evolved to assess the skills and abilities essential for safe working. These tests are being applied as an integral part of recruitment for some safety categories of staff.

Technological aids: As the Honble Members are aware, to help the staff perform their duties safely and efficiently, various technological aids such as interlocking, track circuiting, axle counters route relay interlocking, automation warning system, ultrasonic flaw detectors, multiple aspect and colour light signals are being provided to the extent feasible.

Mechanical maintenances Since failure of equipment also accounts for quite a large number of derailments, train examination and spot checks in Train Examining Depots and Workshops, etc. have been intensified. Rolling Stock wJUbh require greater attention is being segregated from the rest so that concerted attention could be paid to the rolling stock requiring closer attention at frequent intervals.

Track maintenance: More funds have been allocated for track renewals in 1981-82.. Measures like directed track maintenance, measured shovel packing, machine maintenance, welding of rail joints have also been taken to improve track maintenance.

GM's Inspections: There is a comprehensive system of inspections, by officials of all levels to see that the prescribed rules and procedures are followed in day to day working. In addition to the regular inspections, surprise inspections both by day and night are made. Orders have been issued that General Managers accompanied by Heads of Departments will carry out special safety inspection-

tions of all trunk routes of November, 1981. The preparatory work in the field has been started.

A special Safety Team comprising Joint Directors from various disciplines has been constituted recently under the direct charge of the Railway Board. This team carries out field checks and appraises the senior management levels of zonal Railways on one hand and the Members of the Board on the other. The unfortunate trend of accidents is being reviewed at special Board Meetings.

In the end I would like to assure the House that to avoid accidents no efforts are being spared and the safety measures are being intensified to the fullest extent.

With your permission, Sir I lay on the Table of the Sabha statement giving details of the five accidents.

SHRI SUNDER SINGH BHAN-DARI (Uttar Pradesh): Sir, I have a point of order to make and I want a ruling on that.

SHRI SHIVA CHANDRA JHA (Bihar): Sir, on a point of order.

SHRI M. KALYANASUNDARAM: (Tamil Nadu) Sir, I have to make a point.

MR. DEPUTY CHAIRMAN: Order, please. Yes, Mr. Bhandari.

श्री सुन्दर सिंह भंडारी : उपसभापति महोदय, यह पहला मौका है जब कि रेलवे एक्सिडेंट्स का स्टेटमेंट देते समय "सीरियस" शब्द का इस्तेमाल हुआ है। मैं चेयर से रुलिंग चाहूंगा कि यह जो सीरियस रेल एक्सिडेंट शब्द का उपयोग हुआ है, सदन की अभी तक परिपाटी रही है कि कोई भी रेलवे एक्सिडेंट हुआ हो, विशेषकर जिस में मानव क्षति हुई है, उसका डीटेल्ड वृत्तान्त मिला करता है। आज भी जो स्टेटमेंट दिया गया उस में दुर्घटना और मौत, इन दो के अलावा कोई तीसरी चीज नहीं थी और

[श्री सुन्दर सिंह भंडारी]

जो दो एक्सिडेंट्स का उल्लेख किया गया, मालूम नहीं नाम कौन-कौन सा है और आदमी कितने मर गए। केवल यह कहा गया है कि आदमी मर गए। मैं यह चाहूंगा, चेयर की तरफ से क रूलिंग हो जिस में पुरानी परिपाटी का सम्मान किया जाए और हर एक्सिडेंट जिसमें मानव-क्षति हुई है उस का विस्तार वर्णन यहां आना चाहिए। मेरे पूर्व सदस्यों ने यहां तक मुझे बताया है कि प्रारम्भ में अगर कोई छोटा-सा भी डिरेलमेंट हो जाता था, चाहे मानव-क्षति नहीं होती थी, तब भी स्टेटमेंट टेबल पर ले लिया जाता था। उस से अब हम बहुत दूर चले गए और ऐसा लगता है कि जब तक श्री-फिगर में मानव क्षति नहीं हो तब तक रेल मंत्रालय स्टेटमेंट रखने की स्थिति में नहीं दिखायी देता। उसी को सीरियस मानता है।

मैं चाहता हूं, फिर से आपकी तरफ से आदेश हो कि छोटे से छोटा रेलवे एक्सिडेंट जिसमें मानव-क्षति हुई है उसके बारे में विस्तार से स्टेटमेंट सदन में होना चाहिए। सदन को इस अधिकार को कि एक्सिडेंट कहां हुआ और खास क्या कारण थे, उससे अवगत कराना चाहिए। उसके ऊपर फिर चर्चा हो सकती है, नहीं तो केवल इन आंकड़ों के आधार पर कुछ नहीं हो सकता है। तो मैं आप से रूलिंग चाहूंगा और आशा करता हू कि इस प्रकार का स्टेटमेंट आगे से देने के लिए सरकार को कहा जाएगा।

श्री उपसभापति : जहां तक श्री भंडारी जी ने कहा कि डीटेल्स आने चाहिए मेरे ख्याल से उन्होंने देखा नहीं, बयान के अंत में माननीय मंत्री जी ने कहा था कि With your permission I lay to the Table of the Sabha a statement giving he details of the five accidents and hose details are there. There are opies and you can have them.

घाप कापी की नकल ले सकते हैं।

श्री सुन्दर सिंह भंडारी : पहले से पढ़ा जाए।

श्री उपसभापति : बहुत सम्बा है। लेकिन उन्होंने बताया है। जहां तक परम्परा का प्रश्न है, कहीं कोई मानव क्षति हो, उस दुर्घटना के संबंध में माननीय रेल मंत्री अपना बयान दें, मैं समझता हूं इस का अभी उल्लंघन हुआ नहीं। इसी परंपरा के अनुसार, चूंकि इंटरसेशन पोरियड में दुर्घटना हुई है, स्टेटमेंट में एक-साथ 5 घटनाओं का वर्णन हुआ है।

श्री सुन्दर सिंह भंडारी : स्टेटमेंट में आप देखेंगे कि इस इंटर-सेशन पोरियड में केवल ये 5 घटनाएं हैं क्या जिसमें मानव-क्षति हुई है? एक भी घटना नहीं है इसके बारे में अगर कोई कैटेगोरिकल जवाब मंत्री महोदय दे सकते हैं तो दें। मैं चाहूंगा आप के ही निर्देश के अनुसार रेल मिनिस्टर कोटगोरिकल जवाब दें।

श्री कंदार पांडे : मैं कहना चाहता हू, पांच एक्सिडेंट्स में मानव क्षति हुई है। पांच के अलावा अगर और कहीं डिरेलमेंट हुआ है तो मानव-क्षति नहीं हुई है।

MR. DEPUTY CHAIRMAN: Now, we take up... (interruptions) Don't be impatient. I am giving a chance. There are so many Members who have given their names for seeking clarifications, and from the same party there are so many Members. So I would request hon. Members that one person from each party may put questions. (Interruptions) I would request that one Member may be permitted from each party, so that we can finish it, otherwise

SHRI P. RAMAMURTI (Tamil Nadu): I will speak from my party.

डा० भाई महावीर : (मध्य प्रदेश) : मेरा निवेदन है कि अगर यह राजनैतिक

सवाल होता तो पार्टी का दृष्टिकोण होता, लेकिन यह ऐसा सवाल है जिस पर सदस्यों को बहुत थोड़े में कहने के लिए बहने । बहुत थोड़े में हम कह देंगे ।

MR. DEPUTY CHAIRMAN: Let me see. Mr. Bhabhra.. 1 (Interruptions)

SHRI DINESH GOSWAMI (Assam): May I make a request? This is a matter on which there was an adjournment motion in the Lok Sabha. The number of accidents which are referred to are of an extremely serious nature. May I submit, Sir, that clarifications from individual Members will not do justice to the issue? So my request is that a discussion may take place on the railway accidents? I do not think that seeking clarifications will do justice to this.

MR. DEPUTY CHAIRMAN: Then you cannot have both the things. (Interruptions) One by one.

SHRI DINESH GOSWAMI: My suggestion would be that instead of asking for clarifications, you permit a discussion on this subject matter, in view of the very many points which the hon. Minister has raised and also in view of the complexities of the situation.

SHRI P. RAMAMURTHI: My submission also is that many points that are stated here are contestable. Last time, during the Budget session, I warned that before the next session there will be many more Vaniyam-badies. Just now he has read out a brief given to him by the officials. There are many points which I am contesting because, I know, as a matter of fact; (Interruptions) I say that this is a matter which requires serious consideration and the Government must be prepared to listen to us, and take our suggestions, because we are all interested in seeing that the Railway run on pro-

per lines. Our criticism may be bitter, but there is truth in it. Therefore, Sir, I would request that a full-dress debate on this question may take place. Clarifications do not do any thing. The safety measures that he has mentioned are all observed in breach. I can prove it with photostat copies. The Railway Board has got to be shown what it is a full-dress debate is absolutely essential.

SHRI M. KALYANASUNDARAM: I would put only one question. (Interruptions) Sir, he has made a very comprehensive statement. There is no practice of moving Adjournment Motion in our House. This is a very serious matter. In a less serious accident, a man like Shri Lai Bahadur Shastri handed over his resignation. A very serious accident has taken place. It is not a question of seeking some clarifications, A full dress debate is necessary. So, I request you to convey our desire to the Chairman in order to fix a day and time for a proper discussion on the statement of the hon. Minister.

SHRI ARVIND GANESH KUL-KARNI (Maharashtra): The days of Shri Lai Bahadur Shastri have gone. The days of Mr. Pande have come. Power is the biggest thing in the country. You must have power.

डा० भाई महावीर : उस सेशन के बारे में कह रहा हूँ कि आप अगर एक डिबेट के लिये सहमत हों और मंत्री जी तैयार हों तो शायद सदन को संतोष हो सके । पर अभी मंत्री जी ने जो कई बातें कहीं एक्सीडेंट्स के बारे में, उन में से मैं नहीं आ रहा हूँ पर बागमती कांड के बारे में...

MR. DEPUTY CHAIRMAN: That is not the point. Let us decide about it first.

डा० भाई महावीर : श्रीमान्, मेरा वाक्य तो पूरा हो जाने दीजिए । उन्होंने कहा कि...

श्री उपसभापति : पहले यह तय हो जाने कीजिए कि इस पर बहुत होनी या केवल कलैरिफिकेशन होनी ।

डा० भाई महावीर : आप एक वाक्य तो पूरा नहीं होते हैं । बड़ी मुश्किल है । मेरा निवेदन है कि व्यवहारों के सुझाव हैं कि वाक्यवादी से एक्सीडेंट होने के 48 घंटे काफ़ी तब तक कोई रिजॉल्यूशन की जाय मुझे नहीं हुआ ।

MR. DEPUTY CHAIRMAN: Please help me. Let us decide about this suggestion first. Then you can make your points.

डा० भाई महावीर : अगर कोई अगड़ा करे तब तो वह अपनी बात कह सकता है क्या ? मैं एक बात कहना चाहता हूँ और आप उस के एक वाक्य में चार बार टोकते हैं । मेरी समझ में नहीं आता कि कैसे अपनी बात कही जाय ।

श्री उपसभापति : पहले इस बात का तय हो जाने दोजिए कि कलैरिफिकेशन होगा या इस पर बहुत होनी ।

डा० भाई महावीर : यह तो एक्सीडेंट की जाय अभी रिजॉल्यूशन की जाय है । रिजॉल्यूशन

SHRI V. GOPALSAMY (Tamil Nadu): I that taking into account the serious accidents, we would like to associate myself with Mr. Kalyansundaram. Unless we have a full-scale debate...

MR. DEPUTY CHAIRMAN: I know that. Why should we take the time of the House?

श्री केशवराव पांडे : मैं ने स्टेटमेंट यहाँ टेबिल पर रख दिया है । इस के साथ साथ रिजॉल्यूशन भी दिये हैं । उन डिटेल्स को आप देख लें और उस के बाद अगर किसी कलैरिफिकेशन की जरूरत हो तो मैं उस के लिए तैयार हूँ । उस के बाद चेयर का जैसा निर्णय होगा उस को मैं मानूँगा ।

लेकिन मुझे कलैरिफिकेशन देने में कोई एतराज नहीं है । अगर कोई कलैरिफिकेशन वह चाहते हैं तो वह देने के लिये मैं तैयार हूँ ।

SHRI M. KALYANASUNDARAM: We want a full-dress debate. Are you prepared for a full debate?

श्री केशवराव पांडे : उस के बारे में तो चेयर को निर्णय लेना है । जो भी निर्णय हो, मैं किसी बात में पीछे भागने वाला नहीं हूँ ।

SHRI P. RAMAMURTI: Sir,... (Interruptions)

DR. RAFIQ ZAKARIA (Maharashtra): I want to know from Mr. Rama-murti as to what is the idea of agitating about the debate. He knows it very well that it is for the Business Advisory Committee to decide all these things. (Interruptions) All the parties are represented in the Business Advisory Committee.

SHRI P. RAMAMURTI: May I remind Dr. Zakaria that this morning when we raised this question, Mr. Venkataraman offered to have a debate? Mr. Venkataraman is the Minister.

(Interruptions) DR. RAFIQ ZAKARIA: This is entirely a different issue.

SHRI P. RAMAMURTI: This is why I am asking the Railway Minister to move a Resolution saying that taking into account the serious accidents, we would like to associate myself with Mr. Kalyansundaram. Unless we have a full-scale debate on a Motion of this kind.

MR. DEPUTY CHAIRMAN: Let us hear the Minister for Parliamentary Affairs.

संसदीय कार्य विभाग में राज्य मंत्री (श्री सीताराम कौसर) : उपसभापति जी, हमारे माननीय सदस्यों की जो आकांक्षा या इच्छा है कि इस पर बहुत हो जाए तो मुझे कोई एतराज नहीं है । इस पर बहुत ठीक है ।

MR. DEPUTY CHAIRMAN: Now that the Minister has agreed, we shall fix up some time for discussion. Now, let us go to the next item. The Budget of Assam will be presented after it is presented in the Lok Sabha and, I think, the House may have to sit for a few minutes after 5 o'clock. So, I would request the hon. Members to sit a bit longer so that the Budget of Assam can be laid on the Table before the House adjourns this evening. Now, we go to the next item.

[The Vice-chairman (Shri Arvind Ganesh Kulkarni) in the Chair].

THE PENSIONS (AMENDMENT)
BILL 1981

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI P. VENKATASUBBAIAH): Sir, I beg to move for leave to introduce a Bill further to amend the Pensions' Act, 1871.

The question was put and the motion was adopted.

SHRI P. VENKATASUBBAIAH: Sir, I introduce the Bill.

THE VICE-CHAIRMAN (SHRI ARVIND GANESH KULKARNI): Now, we go to the next item.

श्री शिव चन्द्र झा (बिहार) : श्रीमान्, मेरा प्वाइंट ऑफ आर्डर सुन लीजिए। मैं चाहता था कि इंट्रोडक्शन स्टेज पर बोलूँ। इसके लिए नोटिस दी गई है या नहीं?

THE VICE-CHAIRMAN (SHRI ARVIND GANESH KULKARNI): You please listen to me first and then I will hear what you want to say. I am moving to the next item. (Interruption) What is your point of order? Is it on the previous motion or the present one?

श्री शिव चन्द्र झा : मेरा प्वाइंट ऑफ आर्डर है कि जब आप लिस्ट पर आते हैं तो इंट्रोडक्शन के मुताबिक ही मैं कह रहा हूँ कि कानून आप के पास है या नहीं?

THE VICE-CHAIRMAN (SHRI ARVIND GANESH KULKARNI): Mr. Jha, the Chair is supposed to have every paper and you need not question the Chair. The Chair has every paper before it. You raise your point of order.

श्री शिव चन्द्र झा : उसमें इंट्रोडक्शन स्टेज पर कहने के लिए मैंने नोटिस भी दिया। आपने उसे देखा भी नहीं, आप वाइपाम कर गये। जब हम हल्ला करते हैं तब आप देखते हैं। कोई नियम के मुताबिक चलाने नहीं हैं।... (व्यवधान)

THE VICE-CHAIRMAN (SHRI ARVIND GANESH KULKARNI): I am sorry but I cannot help it. There is a notice from Mr. Jha on the introduction of the Pensions's (Amendment) Bill. But as you know, Mr. Jha, the procedure is already over.

श्री शिव चन्द्र झा : किसकी गलती है?

THE VICE-CHAIRMAN (SHRI ARVIND GANESH KULKARNI): I cannot say. I have now been shown. I cannot help it. But, if you want to speak, I am prepared to hear. But you please **speak** when the Bill comes before the House. Now I will go to the next item.

THE OIL AND NATURAL GAS
COMMISSION (AMENDMENT)
BILL, 1981

THE MINISTER OF PETROLEUM CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): Sir, I beg to move:

"That the Bill further to amend the Oil and Natural Gas Commission