

यह इम्पेटोरियल है, मेटोरियल यह है कि हिन्दुस्तान के आदमी गायब हैं उनका पता नहीं है। It may be his point of view. But our question is not that. It is a very clear-cut question. We are concerned with our nationals first. This is our question. We are concerned with our nationals. I do not know how . .

DR. BHAJ MAHAVIR: Point of order.

(Interruptions.)

SHRI JAGJIT SINGH ANAND: It is misleading the House, misleading India.

(Interruptions.)

MR. CHAIRMAN: Please sit down. No point of order can be raised during Question Hour.

DR. BHAJ MAHAVIR: On a point of privilege, Sir. Can the motives of a Member of this House be questioned here by anyone?

MR. CHAIRMAN: One more question has to be answered and if I may remind the hon. Minister, it is this that 23 of our countrymen are not to be found. You have to make a clear statement of what you are doing about it.

SHRI JAGJIT SINGH ANAND: My question was why a wrong question was admitted here.

SHRI P. V. NARASIMHA RAO: Sir, what I have answered is specifically in regard to the 23 Indian nationals. When in 1976 this question was raised, we did try to get information. We were told later that it was not possible to account for these 23 Indian nationals. The then Government told us that they were not able to trace them and it was possible that some of them might have been killed in the fighting. They said it was not possible to account for those who have been killed. This was the information we got and this

was the information that was given at that time. Now, Sir, on January 12, 1980, according to a story by Jean Pierre Gallois in the Bangkok Post, new information has come this paper and on the basis of this we have again taken up the matter through our Ambassador in Vietnam. He has asked for further information and that information is awaited.

MR. CHAIRMAN: I think we pass on to the next question now.

*65. [The questioner (Shri Santosh Kumar Sahu) was absent. For answer, vide, col. 31 infra].

*66. [The questioner (Shri Syed Ahmad Hashmi) was absent. For answer vide cols. 31-32 infra].

Grazing inside Bhutanese territory by Tibetans

*67. SHRI SAWAISINGH SISODIA†
SHRIMATI HAMIDA HABIB-
ULLAH:
SHRIMATI RATAN KUMARI:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that the Government of India have expressed their concern to the Government of China over increased grazing activity by the Tibetans inside Bhutanese territory; and

(b) if so, what are the details in this regard?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) and (b) Yes, Sir. We took up the matter with the Chinese Charge d'Affairs in New Delhi in July, 1979. The Chinese Charge d'Affairs promised to refer the matter to his Government.

†The question was actually asked on the floor of the House by Shri Sawaisingh Sisodia.

SHRI B. SATYANARAYAN REDDY: Mr. Chairman, Sir, I would like to draw your attention to the aspect that you have to give a chance to every Member wanting to speak so that all parties can be represented here. I would request you kindly to pay attention to other Members also. I have been requesting you since morning to allow me to put questions, but you are not giving me an opportunity.

SHRI SAWAISINGH SISODIA: Sir, I am putting the supplementary. On one pretext or the other, the Chinese are illegally and without any authority in the habit of trespassing into the territories of neighbouring countries, with ulterior motives. So is the case of trespassing into Bhutan. I would like to know from the hon. Minister the measures which his Ministry is contemplating to avoid such trespassing and prevent them from entering the Bhutanese territory in future.

SHRI P. V. NARASIMHA RAO: Sir, there are a few aspect of the matter which have to be considered. In the first place, the Bhutan-Tibet border being an undemarcated traditional border, it is not uncommon for graziers from both sides to trespass into each other's territory to find new pastures. This is one aspect. The other is that when this happened, the Bhutanese Embassy in Delhi also lodged a verbal protest with the Chinese Embassy here and they were told that this would be conveyed to the Government in China and there the matter ended. In addition to the Bhutanese protest, we also told them that we were equally concerned about these incursions taking place. So from Bhutan's side and our side, we have expressed our concern. They have finally said that there is no question of any intrusions into the Bhutanese territory. There is the question of the demarcation of the border also, but that is a much wider question.

SHRI SAWAISINGH SISODIA: Sir, the hon. Minister must be aware that this is not a simple question of grazing of the cattle. This is a question of usual trespass by the Chinese on the territories of neighbouring countries. Sir, I would like to know from the hon. Minister with all seriousness how many times the Bhutan Government sent protests to the Foreign Ministry and when was such a protest sent last and what really is the action taken to avoid such trespass under the guise of grazing in future?

SHRI P. V. NARASIMHA RAO: Sir, according to our information the protest was lodged in July 1979. That was the protest lodged by the Bhutanese. And on the 18th July, 1979 we also told them that we are concerned over it. This is the position.

SHRIMATI HAMIDA HABIBULLAH: Mr. Chairman, Sir, the matter is so serious that it seems that under the guise of grazing a lot of other activities are going on. That is the suspicion. The hon. Minister has given us a reply that the matter has been brought to the notice of the Government. I would like to know from the hon. Minister that when such a serious matter was brought to the notice of the Government in July, 1979, even after so many months why we have not been given any assurance of any sort. Surely we should be in a position to know what other activities are going on there under the guise of grazing because it is a matter that is worrying us very much.

SHRI P. V. NARASIMHA RAO: Sir, the Government is aware of the question of grazing not being as simple as it is made out to be, but the Government also does not want to exaggerate it out of all proportion. We are aware of the implications of this matter and we shall take whatever steps are possible.

MR. CHAIRMAN: The question Hour is over.

WRITTEN ANSWERS TO QUESTIONS

Railway accidents

*63. SHRI F. M. KHAN:
SHRI S. A. KHAJA
MOHIDEEN:

Will the Minister of RAILWAYS be pleased to state:

(a) what is the number of train accidents that occurred during the years 1977, 1978 and 1979, zone-wise;

(b) what is the number of casualties as a result thereof;

(c) what is the quantum of loss suffered by Government; and

(d) what steps are proposed to be taken by Government to prevent recurrence of Railway accidents?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF):

(a) to (d) A statement is laid on the Table of the Sabha.

Statement

(a) The number of train accidents in the categories of collisions, derailments, level crossing accidents and fires in trains, which took place on each zone of the Indian Government Railways during 1977, 1978 and 1979 is given below:—

Railway	Total number of train accidents		
	1977	1978	1979
Central . . .	105	118	105
Eastern . . .	47	59	57
Northern . . .	96	121	127
North Eastern . .	83	79	64
Northeast Frontier	74	78	80
Southern . . .	89	92	76
South Central . .	73	101	88
South Eastern . .	130	148	142
Western . . .	140	139	156

(b) The total number of persons killed and injured in these accidents is given below:

Year	Total number of Persons	
	Killed	Injured
1977 . . .	364	1027
1978 . . .	196	762
1979 . . .	264	894

(c) The cost of damage to railway property involved in these accidents is given below:

Year	Cost of damage to railway property approximately (in lakhs of Rs.)
1977 . . .	391.5
1978 . . .	483.4
1979 . . .	594.7

(d) Since failure of railway staff is the largest single factor responsible for accidents, safety Organisations on the Railways have been engaged in a relentless campaign to create greater safety consciousness amongst the staff connected with running of trains and to ensure that staff do not violate rules or indulge in short-cut methods that may lead to accidents. Examination of trains and spot checks in carriage and wagon depots have been intensified and greater care is being paid to the proper maintenance of track. In order to reduce dependence on the human elements, sophisticated aids like ultrasonic flaw detectors for wheels, axles and rails, axle counters, track circuiting etc. are being introduced progressively.

As most of the accidents at level crossings are caused by rash and