

† [श्री संयद हुसैन : मेरा नम्बर दूसरा था मैं लेट आया इस कारण नहीं बोल सका। खैर मैं यह जानना चाहता हूँ कि जो अभी पेट्रोल की कमी हुई इसके काइसेज को हमने फेस किया। हमारी स्टेट जम्मू एण्ड काश्मीर में ट्यूरिजम इंडस्ट्री बहुत जरूरी है और इसके लिये पिछले साल पेट्रोल की कम्पनी की वजह से ला लेसनेस पैदा हुई। जिससे हमारे टूरिस्टों को बड़ी तकलीफ हुई—तो क्या मिनिस्ट्री इस बारे में कोई प्रोकाशन लेगी। हमारी स्टेट जम्मू और काश्मीर जोकि टूरिजम इण्डस्ट्री पर ज्यादा डिपेंड करती है—पिछले साल की तरह अब पेट्रोल की तकलीफ तो नहीं होगी।]

श्री डी० के० बरूवा : आपका सवाल बहुत सही है। मैं जरूर इसके बारे में कुछ करने की कोशिश करूंगा।

Railway accidents

- *92. SHRI KALI MUKHERJEE:
SHRI A. G. KULKARNI‡
SHRI CHANDRA SHEKHAR:
SHRI GURMUKH SINGH MU-SAFIR:
SHRI NIREN GHOSH:
SHRI J. S. TILAK:
DR. Z. A. AHMAD:
SHRI KRISHAN KANT:

Will the Minister of RAILWAYS be pleased to state:

(a) the number of railway accidents during the last one year;

(b) the main causes of these accidents; and

(c) the number of persons killed and injured in these accidents and the amount of compensation paid?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) During 1973 there were 799 train accidents in the categories of collisions, derailments, level crossing accidents and fires in trains on the Indian Government Railways.

† [] Hindi translation.

‡ The question was actually asked on the floor of the House by Shri A. G. Kulkarni.

(b) The causes of these accidents are as follows:

Cause	No. of accidents
1. Failure of railway staff	409
2. Failure of persons other than railway staff	152
3. Failure of equipment	127
4. Sabotage	8
5. Accidental	58
6. Cause could not be established	20
7. Cause not yet finalised	25

(c) In these accidents 179 persons were killed and 649 injured.

An amount of Rs. 1,40,447 has so far been paid as compensation.

SHRI A. G. KULKARNI: Sir, it is really shocking to hear the figure of accidents out of which about 70 per cent is due to human failure, particularly of the railway staff. In view of the deteriorating discipline in the Railways and the all-pervading corruption in the Railways, I think either the Minister or the Railway Board has to sack himself and feel ashamed for...

MR. CHAIRMAN: Are you putting a question or not?

SHRI A. G. KULKARNI: I am putting the question straightway but at least first I must condemn...

MR. CHAIRMAN: No, no; you cannot condemn in Question Hour.

SHRI A. G. KULKARNI: Why should I not condemn?

MR. CHAIRMAN: Because this is Question Hour. You put the question.

SHRI A. G. KULKARNI: I am putting the question but I want to condemn the Railway Ministry. So I want to know from the Railway Minister, in view of the figures he has given and the all round deterioration in the Railway Administration, whether he thinks it proper to appoint a Committee to review all these accidents and find out a solution which will improve the efficiency in the system and the human factor involved in these accidents.

SHRI MOHD. SHAFI QURESHI: I have already stated earlier in this House that if we compare the figures of the last ten years the rate of accidents in the

Indian Railways has come down. Unfortunately in the case of unmanned level crossings there has been an increase. It happens sometimes that a single accident may involve a large number of human lives while there may be another accident which might be more serious but no lives may be involved in that. I have no hesitation in accepting the suggestion made by the hon. Member that I shall get all the cases reviewed of the last six months involving loss of life or grievous injury to see whether the punishment given is or is not commensurate with the guilt of the person involved so far as railway staff is concerned.

SHRI A. G. KULKARNI: I have already stated that there is an all round indiscipline in the Railways. When you will be having this review may I know whether this factor will also be reviewed, whether this indiscipline and the permissive atmosphere in the Railways will be reviewed also? In the recent accident at Moradabad it was clearly seen that when two lines were available the signalman and the Station Master who are responsible gave clearance to the train on the line on which a goods train was standing. This is absolutely callous and the Railway Board Chairman gives a lecture in Calcutta about the virtues of discipline etc. Has the Minister seen that report of the statement made by the Railway Board Chairman in Calcutta and in view of this I want to know whether the persons who have suffered in the accident at Moradabad will be paid compensation on the basis of the new law whereby a minimum of Rs. 50,000 will be paid per victim.

SHRI MOHD. SHAFI QURESHI: Answering the last part of the question first, in the case of any person who now dies in a railway accident the next of kin will be paid Rs. 50,000 and in this case of the Moradabad accident also this will apply. So far as serious injury is concerned the amount will vary from Rs. 10,000 to Rs. 50,000. There is no question of appointing a committee to review the whole functioning of the Railways.

SHRI NIREN GHOSH: He says that 70 per cent of the accidents are due to human failure and the human factor. As far as we know it is a practice with the Railway Administration to ascribe these things to human factors, whereas equipment, negligence of maintenance, overwork and all those things are involved. May I know whether the Railway Administration directly involves the railway staff to resort to agitations, which need not be there at all?

So, the working of the Railways is affected as proved by the locomen's strike. The Kunzru Committee long ago went wholesale into the matter of railway accidents and made certain recommendations. I would like to know whether those recommendations have been fully implemented or not and whether they are still lagging behind. Finally, I would like to know whether, in view of the accident in Moradabad, Mr. L. N. Mishra would resign. The demand has come that he should resign immediately as Railway Minister. The entire opposition demands his resignation because of the way in which he is handling the Railway Ministry and the Railway Board.

SHRI MOHD. SHAFI QURESHI: The number of railway staff involved in these accidents is not 70 per cent, but it is something above 51 per cent. In 1972 the total number of accidents was 778 in which 418 people belonging to the Railways were involved. The Wanchoo Committee's Report has been considered by the administration and most of the recommendations have been implemented and whatever remains to be implemented will be implemented in the near future. He has stated that the locomen staff agitation and agitations by other railway staff are responsible for these accidents. I do not think there is any direct link. I cannot establish any direct link between the agitation and railway accidents. If it is, it would be very unfortunate because the grievances of the locomen and the running staff are being looked into. There is a committee already appointed, but in order to maintain the safety standards on the Indian Railways, discipline in the strictest sense is very much necessary. With regard to the demand of the opposition that the Railway Minister should resign, I do not think the Minister is going to oblige.

SHRI J. S. TILAK: Most of the accidents, nearly 70 per cent, are due to human failure. Is it as a result of the extra hours they have to work as railwaymen? I also want to know whether there were railway accidents during the recent loco strike as a result of sabotage or as you may call it human failure.

SHRI MOHD. SHAFI QURESHI: As I have said more than 51 per cent of the accidents have been caused by the failure of the railway staff, but nothing has been reported so far to the railways that any sabotage took place during the locomen's strike. One thing I want to make clear.

We have decided and declared that dropping of fire which would cause inconvenience to passengers or loss to railway property would be classified as sabotage.

DR. R. K. CHAKRABARTI: Is it a fact that one of the main causes of accidents is because of the outmoded braking device in most of our trains? Now, in modern times, with the modern braking device, the train could be stopped within a very short distance. Will the hon. Minister look into this and see that all railway trains are equipped with the modern braking device?

SHRI MOHD. SHAFI QURESHI: The brake system on trunk routes and main lines is of a different type. There is the lock and block working system which is prevalent on the Indian Railways. We are now trying to introduce the automatic warning system. This system is already being provided on the Delhi-Mughal Sarai-Gaya-Burdwan-Howrah section and it is hoped that it will be completed by June 1974 as far as Rajdhani Express are concerned. Other mail and express trains will also be covered by the same system depending upon the availability of funds.

श्रीमती सीता देवी : मिनिस्टर साहब ने यह कहा है कि आगे की अपेक्षा दुर्घटनाएं कम हैं। तो मैं यह जानना चाहती हूं कि आगे की अपेक्षा दुर्घटनाएं कम हैं क्या इसी से गवर्नमेंट को सन्तोष हो जाता है या दुर्घटनाओं के लिये जो लोग उत्तरदायी हैं, जिम्मेदार हैं उनके ऊपर सख्त से सख्त एक्शन लिया जाय ताकि वे लोग ज्यादा सावधानी से काम करें? दूसरे आपने यह भी कहा है कि उन फाटकों पर दुर्घटनाएं होती हैं जहां गेटकीपर नहीं हैं। तो मैं यह जानना चाहती हूं—मैंने लिख कर भी भेजा, स्पीच में भी कहा—कि उन गेट्स के ऊपर आप गेटकीपर रखने की व्यवस्था क्यों नहीं करते ताकि दुर्घटनाएं कम हों?

श्री मुहम्मद शफी कुरेशी : रیلوے کی ہمیشہ یہ نوسن ہے اور رہے گی کہ حادثوں کی ایکسپلینٹس کی تعداد کم ہونی چاہئے اور جو لوگ حادثوں کے لئے ذمہ دار ہیں چاہے وہ ریلوے کے اسٹاف سے تعلق رکھتے ہوں یا باہر کے ہوں قانون کے تحت جو سزا ان کو دی جانی چاہئے وہ دی جائے۔ لیول کراسنگ کے متعلق پہلے بھی بحث ہو چکی ہے۔ تقریباً ۳۱ ہزار میں سے آدھے مربع ۲۰ یا ۲۱ ہزار ایسے ہیں جو ان مینڈ میں لیکن اب حالات کی تبدیلی کی وجہ سے جو پرانے قاعدے اور قانون بنے ہوئے ہیں جن کے تحت ڈبہ سائڈ کیا جاتا ہے انک ان مینڈ لیول کراسنگ کو مینڈ لیول کراسنگ میں تبدیل کرنے کے لئے ان کو بدلنے کی ضرورت ہے اور ریلوے منسٹری اس بات پر غور کر رہی ہے۔

†[श्री मुहम्मद शफी कुरेशी : रेलवे की हमेशा यह कोशिश है और रहेगी कि हादसों की एक्सीडेंट्स की तादाद कम होना चाहिये और जो लोग हादसों के लिये जिम्मेदार हैं चाहे वे रेलवे के स्टाफ से ताल्लुक रखते हों या बाहर के हों कानून के तहत जो सजा उनको दी जानी चाहिये वही दी जाये। केवल क्रासिंग मुतल्लक पहले भी यहां बहस हो चुकी है

सिवाय 43 हजार में से आधे करीब 20 या 21 हजार ऐसे हैं जो अन मैड हैं लेकिन अब हालात की तबदीली की वजह से जो पुराने कायदे और कानून बने हुए हैं जिनके तहत डिसाइड किया जाता है। एक अन मैड लेबल क्रासिंग में तबदील करने के लिये उनको बदलने की जरूरत है और रेलवे मिनिस्ट्री इस बात पर गौर कर रही है।]

SHRI SANAT KUMAR RAHA: If there be a passenger deceased in an accident without any travelling ticket, how can the railways compensate him? Is it the policy of the Government to compensate for all the persons deceased in any railway accident?

SHRI MOHD. SHAFI QURESHI: Who-soever died in a railway accident, whether he was carrying a ticket or not, will be fully compensated. The question is how that man will be identified. There are photographs and identification marks and they are circulated widely throughout the area; the relatives identify them and we know whether they are *bona fide* travellers.

SHRI N. H. KUMBHARE: I would like to know whether any machinery has been set up to expedite the disposal of the claims by those who are involved in the accidents.

SHRI MOHD. SHAFI QURESHI: Under the new Act, about the compensation for those who are involved in accidents, *ad hoc* payment can be made till such time as the final decision is taken.

DR. V. A. SEYID MUHAMMAD: In view of the high percentage of human errors involved, is it not advisable to have more electronic devices such as electronic signals and such others?

SHRI MOHD. SHAFI QURESHI: I have already said earlier in reply to a supplementary that automatic warning system will be introduced on the Indian Railways over a period of time. We have started this on the Delhi-Mughal Sarai-Gaya-Burdwan-Howrah line.

SHRI NABIN CHANDRA BURAGOHAIN: Since people have to wait for a long time to have the compensation paid to them, would the Minister fix a reasonable time so that they get the compensation earlier and within a reasonable date?

SHRI MOHD. SHAFI QURESHI: I have already answered this question that under the new Act we have powers to make *ad hoc* payment which can be adjusted when the final decision is taken.

SHRI KOTA PUNNAIAH: In view of the fact that 50 per cent of the accidents are due to human failure, what action has the Government taken against the guilty people and how many have been punished?

SHRI A. G. KULKARNI: In this country nobody is punished.

SHRI MOHD. SHAFI QURESHI: In 1972, more than 562 were punished and in 1973 more than 265 have been punished so far.

Salt Water Barrier at Thanneermukkom

*93. DR. K. MATHEW KURIAN:

SHRI P. K. KUNJACHEN:

SHRI NIREN GHOSH:†

SHRI K. P. SUBRAMANIA MENON:

Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Kerala Government have submitted any proposal to the Central Government for construction of Salt Water Barrier at Thanneermukkom;

(b) if so, the total estimated expenditure on the project; and

(c) the decision taken by the Central Government thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (PROF. SIDDHESHWAR PRASAD): (a) to (c) The Thannirmukkom regulator scheme in Kerala estimated to cost Rs. 150 lakhs was sanctioned by the Planning Commission in 1958 and is already under construction by the Government of Kerala.

The Government of Kerala have forwarded revised estimates for the work amounting to Rs. 458.50 lakhs and this revised estimate is being processed.

SHRI NIREN GHOSH: Sir, this project has been considered so much important by the Government of Kerala which is now our Government—we belong to the Opposition. May I know, Sir, whether the estimate will be revised so that the project can be taken up because it is causing vast amount of damage? This should be scrutinised early enough. "Under scrutiny" is an evasive answer because the plan is going to be finalised very soon. May I have a categorical answer that the scheme will be finalised before the Fifth Plan is given final shape?

†The question was actually asked on the floor of the House by Shri Niren Ghosh.