

district of Kerala, reportedly caused by aerial spraying of Endosulfan over cashew plantation. The review conducted in 2004 *inter-alia* concluded that use of Endosulfan was not clearly linked to the alleged health problems in Kasargod district of Kerala. On the basis of the recommendations of the Committee, use of Endosulfan is continued in the country except in the State of Kerala where it has been kept on hold.

(c) and (d) Yes, Sir. In the sixth meeting of Persistent Organic Pollutants Review Committee (POPRC), India suggested not to proceed further for any recommendation concerning Endosulfan until the concerns, both procedural and substantive, are addressed suitably by the Conference of Parties of the Stockholm Convention. India's stand was based on reviews of Endosulfan conducted from time to time.

(e) and (f) Yes, Sir. Government of Kerala has conveyed that it is working towards banning the production and marketing of Endosulfan and requested that Endosulfan may be prevented from being used. The Central Government has decided to have a fresh review of Endosulfan conducted based on the latest scientific information available.

#### **Accident of Gyaneshwari Express**

\*251. SHRI T.K. RANGARAJAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Commissioner of Railway Safety, South Eastern Circle has submitted the report on the accident of Gyaneshwari Express on 28 May, 2010;

(b) if so, whether the report has investigated the specific reasons as to why the driver of Goods Train could not see the bogies of the Express Train on the track or the driver of the Express Train could not pre-warn the Goods Train driver after the derailment;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE): (a) to (c) The Commissioner of Railway Safety/South Eastern Circle has submitted his preliminary report and has concluded that the derailment of Train No. 2102 Jnaneshwari Express followed by collision with a Goods Train between Khemasuli and Sardiha stations on 28.05.2010 was caused due to tampering of track including removal of elastic rail clips and disturbance of cross level/alignment. Accordingly, the cause of the accident has been attributed to Sabotage. As per the report, at about 01.17 hours on 28.05.2010, the loco and 13 leading coaches of Train No. 2102 Jnaneshwari Express derailed between Khemasuli and Sardiha stations infringing the other line. One goods train NSG/PRDP which left Sardiha at 01.13 hours, was coming from the opposite direction on the other line between Sardiha and Khemasuli stations. The crew of the goods train observed tripping of OHE and noticed heavy dust surrounding the track ahead impairing visibility. After few moments, they noticed the flasher light of the loco of Jnaneshwari Express was

ON, implying that loco pilot of Jnaneshwari Express was intending to warn the crew of train coming from opposite direction. Apprehending danger, the crew of the goods train applied emergency brakes. Before the goods train could come to a halt, it collided with the derailed coaches of Jnaneshwari Express, as there was very little time and distance left and both the incidents occurred in a short span of time

(d) Does not arise.

### **Consolidated Budget**

\*252. SHRI VIJAY JAWAHARLAL DARDA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government is thinking of having a Consolidated Budget (including Railways), as the conditions existing in 1924 when separate Budget for Railways was introduced, are no longer relevant, as at that point of time, Railways' expenditure was 70 per cent of the total Government expenditure;

(b) if so, the present percentage of Railway expenditure as compared to total funds allocated for meeting all liabilities of Central Government; and

(c) whether in the present scenario there is any difference between Railways as a crucial infrastructure as compared to Civil Aviation, Shipping, Road Transport, etc.?

THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE): (a) No, Sir.

(b) Does not arise.

(c) The railway has a vast network covering the length and breadth of the entire country, connecting remote areas, meeting the transportation needs of the common man at the cheapest fares. Railways shoulder social service obligations which is unparalleled compared to any other transportation mode. It is the bulk transporter of goods, with certain essential goods being carried below the cost of transportation in the public interest. In times of national crisis such as famine, floods, war etc., Railways facilitate the movement of men and material, often at no cost. It has a unique identity touching each and every citizen of the country without any discrimination and therefore cannot be compared with any other mode of transportation.

### **Slow pace of sugar production**

†\*253. SHRI RAM JETHMALANI: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether it is a fact that sugar mills, particularly in Maharashtra, have kept a slow pace of sugar production despite commencement of sugarcane crushing season;

(b) if so, the facts in this regard;

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†Original notice of the question was received in Hindi.