

Administrative Measures

- (i) Banned export of non-basmati rice, edible oils (except coconut oil and forest based oil) and pulses (except kabuli chana).
- (ii) Minimum Export Price (MEP) is implemented to regulate exports of onion (at \$525 per tonne).
- (iii) Suspension of Future Trading in rice, urad and tur by the Forward Market Commission in the year 2007-08 continues during 2010-11.
- (iv) For the month of September, 2010, 16.72 lakh tonnes of non levy sugar have been made available. Besides, levy sugar quota of 2.28 lakh tonnes also been released.
- (v) Extended stock limit orders in the case of pulses, paddy and rice for a period upto 30th September, 2011, edible oil and edible oilseeds upto 31st March, 2011, sugar upto 31st December, 2010.
- (vi) Sale of Yellow Peas dal through retail outlets of NAFED, Kendriya Bhandar, NCCF and Mother Dairy in Delhi.

Wholesale Price Index (WPI) of food articles, has declined to 10.3% for the week ending on 6.11.2010 as compared to 12.3% for the week ending on 30.10.2010.

Hazardous effects of Endosulfan

*250. PROF. P.J. KURIEN: Will the Minister of AGRICULTURE be pleased to state:

- (a) whether use of pesticide Endosulfan causes severe health hazards that lead to horrendous diseases and permanent disability among people affected by its use;
- (b) if so, the details thereof;
- (c) whether it is also a fact that India opposed the global ban on manufacture, use, import and export of Endosulfan at the sixth meeting of Persistent Organic Pollutants Review Committee (POPRC) at Stockholm Convention in Geneva recently;
- (d) if so, details thereof and reasons therefor;
- (e) whether Government of Kerala has requested Central Government to permanently ban use of Endosulfan; and
- (f) if so, details thereof and action proposed by Government thereto?

THE MINISTER OF AGRICULTURE (SHRI SHARAD POWER): (a) and (b) Endosulfan is an insecticide registered in terms of provisions of the Insecticides Act, 1968 after examination of various aspects including safety to human beings and animals. Use of Endosulfan has been reviewed by several committees in the past, including the review conducted in 2004 against the backdrop of illness in certain villages of Kasargod

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