

- (i) Fifteenth Report on 'Demands for Grants (2011-12)' of the Ministry of Social Justice and Empowerment;
- (ii) Sixteenth Report on 'Demands for Grants (2011-12)' of the Ministry of Tribal Affairs; and
- (iii) Seventeenth Report on 'Demands for Grants (2011-12)' of the Ministry of Minority Affairs.

LEAVE OF ABSENCE

MR. DEPUTY CHAIRMAN: I have to inform the hon. Members that a letter has been received from Smt. Kanimozhi stating that on account of her judicial custody she is unable to attend the proceedings of the House.

Does she have the permission of the House to remain absent from all sittings of the House during the current (223rd) session of the Rajya Sabha?

(No Hon. Member dissented)

MR. DEPUTY CHAIRMAN: Permission to remain absent is granted.

MOTION FOR ELECTION TO COIR BOARD

THE MINISTR OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI RAJEEV SHUKLA): Sir, on behalf of Shri Virbhadra Singh, I move the following Motion:

"That in pursuance of clause (e) of sub-section (3) of Section 4 of the Coir Industry Act, 1953 (45 of 1953), read with clause (e) of sub-rule (1) of Rule 4 and sub-rule (1) of Rule 5 of the Coir Industry Rules, 1954, this House do proceed to elect, in such manner as the Chairman may direct, one Member from amongst the Members of the House, to be a member of the Coir Board."

The question was put and the motion was adopted.

CALLING ATTENTION TO A MATTER OF URGENT PUBLIC IMPORTANCE.

**The situation arising out of frequent rail accidents and
the action taken by the Govt. in this regard.**

SHRI PRAKASH JAVADEKAR (Maharashtra): Sir, I beg to call the attention of the Minister of Railways to the situation arising out of the frequent rail accidents.

THE MINISTER OF RAILWAYS (SHRI DINESH TRIVEDI): Sir, the number of consequential train accidents on account of collisions, derailments, fire, manned level crossing accidents and other miscellaneous reasons on Indian Railways have declined from 335 in 2001-02 to 269 in 2002-03, 239 in 2003-04, 169 in 2004-05, 169 in 2005-06, 123 in 2006-07, 129 in 2007-08, 115 in 2008-09, 100 in 2009-10, and further to 93 in 2010-11, registering a decline of seven per cent in comparison to the previous year.

This is the lowest ever figure in a year. Notwithstanding this, every accident is unfortunate and even if one person loses his or her life, the entire Railway family condoles it. The above figures do not include cases of trespassing by road vehicles across the unmanned level crossings on railway tracks. In the current year, Sir, during April to July, 2011, consequential train accidents, on account of collisions, manned level crossing accidents, fire and miscellaneous accidents, have decreased from 26 to 21, as compared to the corresponding period of previous year.

Sir, while the number of consequential train accidents has come down over the years, I am pained to apprise the House regarding unfortunate accidents occurred recently in the month of July, 2011 on North Central, Northeast Frontier, North Eastern and Eastern Railways. This includes two derailments, one collision and one incident at unmanned level crossing. Details of these accidents are as under:

Sir, unfortunately, on 10.07.2011, at 12.20 hrs, while the Train No. 12311 Howrah-Kalka Mail was passing through Malwan station (U.P.) of Allahabad Division of North Central Railway, its locomotive and 15 coaches derailed, blocking both up and down lines. In this accident, 70 precious lives were lost; 87 persons suffered grievous injuries, and 166 suffered simple/trivial injuries. Medical Relief was immediately despatched through Accident Relief Medical Equipment (ARME) from Kanpur and Allahabad, which reached the accident site at about 1410 hrs and 1425 hrs respectively. The civil authorities also provided local help to shift the injured to nearby hospitals. Rescue and medical teams were pressed into service within a short period from the Army and the Indian Air Force. Three helicopters including Air Ambulances reached the site at around 1640 hrs. Crack teams of National Disaster Response Force (NDRF) were also air-lifted from Noida and reached the site of accident at 2115 hrs. The injured were shifted to nearby Government and private hospitals at Kanpur, Fatehpur and Allahabad.

Chairman, Railway Board, and other Board Members rushed to the accident site to supervise the relief efforts. Hon. Minister of State for Railways, Shri K. H. Muniyappa, also rushed to the site in the evening. I myself also visited the site to gather the first-hand information, immediately after assuming charge, and also visited the injured passengers in hospitals.

On humanitarian grounds, enhanced *ex-gratia* amount of Rupees five lakhs each to the next of the kin of the deceased, Rupees one lakh to each grievously injured and Rs.25,000/- to each simple injured person has been announced. So far, an amount of Rs. 1.30 crores (approx.) has been disbursed towards *ex-gratia* to the victims of the accident.

A statutory inquiry into this accident has been conducted by the Chief Commissioner of Railway Safety (CCRS) under the Ministry of Civil Aviation, based at Lucknow. CCRS, in his Preliminary Report, has concluded that the accident had occurred due to breakage of rail across the weld between left tongue and lead rails, and accordingly, he has attributed the cause of the accident to 'Failure of Equipment -Permanent Way'.

In another incident, on 10.07.2011 about 20.15 hrs, while the Train No. 15640 Guwahati-Puri Express was passing between Rangiya and Ghograpar stations of Rangiya Division of Northeast Frontier Railway, there was an explosion on the track and due to its impact, the locomotive along with four coaches derailed and four other coaches were thrown off the track. As a result, 03 persons suffered grievous injuries and 13 others received simple injuries. Fortunately, no fatality took place in this accident. Railway medical teams with doctors and paramedical staff were immediately rushed from Rangiya by road and they reached within half an hour or so. The injured were shifted to Railway Hospital at Maligaon and Civil Hospitals at Rangiya and Nalbari.

On humanitarian grounds, *ex-gratia* amount of Rupees one lakh to the grievously injured and Rs.10000/- to the simple injured has been announced. This *ex-gratia* amount totalling to Rs.4.30 lakhs has since been disbursed to all the victims. Statutory inquiry into this incident has been conducted by the Commissioner of Railway Safety (CRS), Northeast Frontier Circle. The CRS has come to the conclusion that the Derailment was caused due to an act of train wrecking by planting certain explosive device/bomb in the track and triggering the same by a remote control or otherwise

in the face of the approaching train by some unknown person(s). Accordingly, the cause of the accident has been attributed to 'Sabotage'.

Another unfortunate incident had taken place at an unmanned level crossing, wherein one Bus carrying a marriage party dashed against Train No.15108 Mathura-Chhapra Express at about 01.47 hrs. on 07.07.2011 between Patiyali and Daryaoganj stations of Kasganj - Farrukhabad Section of Izzatnagar Division of North Eastern Railway. In this incident, 39 persons travelling in the Bus lost their lives and 31 persons were injured, of which 7 suffered grievous injuries and 24 suffered simple injuries. This incident took place at a 'C' Class unmanned level crossing on a village road with very low traffic density (969 Train Vehicle Unit as per Census done in March, 2011). Buses and other heavy vehicular traffic do not normally ply across this unmanned level crossing gate.

Medical Relief was immediately despatched through an Accident Relief Medical Train (ARME) which departed Kasganj at 02.30 hrs. and reached the accident site at 03.25 hrs. However, the civil authorities, with the help of locals, had shifted the injured to nearby hospitals by the time the ARME reached the site. Most of the injured were shifted to District Hospital, Etah, and those requiring special medical attention were sent to Medical Colleges at Agra and Aligarh.

Hon'ble Minister of State for Railways, Shri K. H. Muniyappa, and Chairman, Railway Board, proceeded to the accident site to oversee the relief efforts, as also to visit the persons affected by the incident. On humanitarian grounds, an *ex-gratia* amount of Rupees Two Lakhs each to the next of the kin of deceased, Rs. 50,000/- to the grievously injured and Rs. 10,000/- to persons who sustained simple injury, was announced by Hon'ble Prime Minister as Minister of Railways then. The entire *ex-gratia* amount of Rs. 83.90 lakh was disbursed within a week.

The incident has been inquired into by Commissioner of Railway Safety (CRS) under the Ministry of Civil Aviation. As per the Preliminary Report of the CRS, the incident occurred due to the negligent driving by the driver of the bus. The driver did not stop his bus at the Stop Board short of level crossing to check for approaching train as prescribed in Section 131 of Motor Vehicles Act, 1988.

On 31.07.2011 at 19.05 hrs., Sir, while the Train No. 12510 Dn Guwahati-Bangalore Express was on run between Gour Malda and Jamir Ghata stations of Malda Town-Barharwa Section of Malda Division of Eastern Railway, its locomotive and eight coaches derailed infringing the adjacent line.

In the meantime, Train No. 53027 Up Azimganj-Malda Town Passenger, which had left Jamir Ghata at 19.02 hours, side collided with the derailed train engine of the Guwahati-Bangalore express resulting into derailment of the engine and four coaches of the Azimganj-Malda Town Passenger train. As per information received, two persons suffered grievous injuries and 28 persons, including ten railway staff, sustained simple injuries. Medical relief teams were immediately dispatched through an Accident Relief Medical Train (ARME) which departed Malda at 19.25 hours and reached the accident site at 20.30 hours. Injured persons have been shifted to Civil and Railway Hospitals at Malda. General Manager, Eastern Railways, and Divisional Railway Manager, Malda, visited the accident site along with a team of doctors.

Statutory inquiry into this incident is being conducted by the Commissioner of Railway Safety, Eastern Circle. He has already visited the site for inspection and inquiry.

All the General Managers of all Zonal Railways have been instructed to undertake intensive inspections including night inspections through the zonal and divisional officers as well as to undertake regular safety checks to further tighten the safety performance and to avoid recurrence of such accidents.

Sir, safety is accorded the highest priority by the Indian Railways and all possible steps are being undertaken on a continuing basis to prevent accidents and to enhance safety. These include timely replacement of over-aged assets, adoption of suitable technologies for upgradation and maintenance of track, rolling stock, signaling and interlocking systems, safety drives, greater emphasis on training of officials and inspections at regular intervals to monitor and educate staff for observance of safe practices. Safety devices/ systems being introduced to prevent accidents include provisions of Block Proving Axle Counters (BPAC), Auxiliary Warning System (AWS) and Vigilance Control Device (VCD). Anti-Collision Device system was proposed for pilot trials in 2001 over the North Frontier Railways. Since the result of the pilot trials were not found foolproof, modifications

have been suggested. Further trials are being done with the Modified Version of ACD. Train Protection Warning System (TPWS) has been introduced in the Southern Railways and service trials are in progress in the North Central Railways. ACD and TPWS have been approved for deployment on more zones of Indian Railways after successful field and service trials.

...(Interruptions)...

MR. DEPUTY CHAIRMAN: Shri Prakash Javadekar. Now, I would like to remind hon. Members that they have to only seek clarifications and not make speeches. ...(Interruptions)... There is a party-wise list of names.

श्री प्रकाश जावडेकर: सर, मंत्री महोदय नए हैं। उन्होंने अभी रेल मंत्रालय का कारोबार संभाला है, लेकिन कितने दिन हम रेलवे एक्सीडेंट्स की चर्चा करते रहेंगे, कितने दिन हम मृतकों को श्रद्धांजलि देते रहेंगे और जखमी लोगों को compensation देते रहेंगे? क्यों नहीं यहां रेल मंत्री प्रण करते कि this will be an accident-free country, रेल एक्सीडेंट्स नहीं होंगे? यह आज जनता की अपेक्षा है। सर, इन्होंने कहा है 'safety is accorded the highest priority'. सर, इन की प्रॉयोरिटी रूम में है। अभी तो रूम कौन सा मिले, कौन सा नहीं मिले, इस पर झगड़ा हो रहा है। सर, रेल मंत्रालय का रूम छीना जा रहा है और रेल मंत्री बाहर बैठकर काम कर रहे हैं, फिर रेल सेफ्टी कैसे होगी जब रेल मंत्रालय के अपने रूम की सेफ्टी नहीं है? सर, मेरे कुछ सवाल हैं।

आंकड़ों में उन्होंने थोड़ा सा कहा कि एक्सीडेंट कम हो रहे हैं, लेकिन लोक सभा और राज्य सभा में पिछले साल जो उत्तर दिया गया, उसमें हर साल 234, 234, 195, 197, 177, 162 और अभी पिछले साल का भी आंकड़ा है तो पिछले साल का भी आंकड़ा है, जो पिछले 2004 से अब तक कुल 1200 से ज्यादा एक्सीडेंट हमारे यहां हुए हैं। इसमें कलेशन भी हैं, डीरेलमेंट भी हैं, लेवल क्रॉसिंग एक्सीडेंट भी हैं, फायर इन ट्रेन्स भी हैं, यह सब है। जहां तक दुनिया का अनुभव है, इतने ट्रेन एक्सीडेंट पूरी दुनिया में कहीं नहीं होते हैं। फिर रेल एक्सीडेंट हो या कोई भी एक्सीडेंट होता है, तो उसमें सेफ्टी का पूरा ध्यान दिया जाता है। क्या हमारे यहां वह सारी टेक्नोलॉजी मौजूद है? मेरा पहला सवाल यही है कि दुनिया के अनेक देशों में रेल सेफ्टी एक्ट है, क्या मंत्री जी आश्वस्त करेंगे कि आने वाले सेशन में वह भी ऐसा रेल सेफ्टी एक्ट लाएंगे और रेल सेफ्टी का पूरा एक नक्शा बना कर, एक रोड मैप बनाकर देंगे? क्योंकि केवल लास्ट पैराग्राफ में जितना लिखा है, उतना काफी नहीं है। इसी के साथ एक सवाल यह जुड़ा है कि एक्सीडेंट के बाद जो होता है, जो दो-तीन दिन तक हम टीवी पर देखते हैं, उससे लगता है कि व्यवस्था

बद से बदतर है, किसी का कोई अता-पता नहीं चलता, थोड़ा इम्पूवमेंट करने का प्रयास करते हैं, लेकिन मूल इम्पूवमेंट नहीं हो रहा है। इसके लिए दुनिया में Accident Investigation and Crisis Management Board होता है। क्या आप भी ऐसा कुछ करेंगे या नहीं? यह मुद्दा महत्वपूर्ण है।

उपसभापति जी, इस सरकार का यह कहना है कि इस सरकार के पास कोई जादू की छड़ी नहीं है। चाहे महंगाई हो या बाकी कुछ हो, किसी भी समस्या का हल करने के लिए इनके पास जादू की छड़ी नहीं है, लेकिन हम तो कोई रॉकेट साइंस की बात नहीं कर रहे हैं, जादू की छड़ी की जरूरत भी नहीं है। जरूरत है कि जो आपने कॉरपोरेट प्लान बनाया था, उस पर आप अमल करेंगे या नहीं? सेफ्टी के लिए जितनी आपने टेक्नोलॉजी गिनाई है, इनमें एक ट्रेक रिन्यूअल सबसे महत्वपूर्ण होता है।

श्री विजय जवाहरलाल दर्डा (महाराष्ट्र): सर, यह क्लेरिफिकेशन पूछ रहे हैं या भाषण कर रहे हैं? ...**(व्यवधान)**...

श्री प्रकाश जावडेकर: मैं क्लेरिफिकेशन ही पूछ रहा हूँ। ...**(व्यवधान)**...

MR. DEPUTY CHAIRMAN: He is giving the points. ...**(Interruptions)**...

श्री प्रकाश जावडेकर: मुझे दिए हुए समय में मैं सात सवाल ही पूछ रहा हूँ।

श्री उपसभापति: आप बोलिए, ...**(व्यवधान)**... आपके तीन हो गए हैं। ...**(व्यवधान)**...

श्री प्रकाश जावडेकर: सर, ट्रेक रिन्यूअल सबसे महत्वपूर्ण काम है, जिस की ओर पूरी अनदेखी हो रही है। ब्रिजेज जो कोलेप्स होने वाले हैं, वे अभी भी काम कर रहे हैं, जबकि ब्रिटिश गवर्नमेंट अब भी रेलवे को पत्र भेज रही है कि हमने जो ब्रिज बनाए हैं, उनको सौ साल हो गए हैं, अब इनको रद्द कर दो, लेकिन फिर भी आप रद्द नहीं कर रहे हैं। हाई-डेनसिटी रूट है कानपुर का, या ऐसे बहुत सारे रूट हैं, जहां हर पांच मिनट पर एक ट्रेन जा रही है, वहां रेल ट्रेक पर renewal and maintenance का कोई ख्याल नहीं हो रहा है। modernization of signaling, anti-collision device, fog sheilds, the tetra technology, the GSMR, fire proof coaches, फायर लगेगी नहीं, अगर फायर प्रूफ कोचेज होंगे। मैं ऐसी कोई नई चीज आपको नहीं बता रहा हूँ, जो रेलवे को पता नहीं है, रेलवे को सब पता है, सारी टेक्नोलॉजी दुनिया में मौजूद है, दुनिया के देश इनका उपयोग करते हैं, लेकिन हमारे यहां दुर्भाग्य से उपयोग नहीं करते हैं। इस कारण ये रेल एक्सीडेंट हो रहे हैं। इसलिए मेरा आपसे सवाल यह है कि इस सारी टेक्नोलॉजी को लाने के लिए क्या आप कोई टाइम-बाउंड प्रोग्राम बताएंगे? मेरा एक यह सवाल है।

उपसभापति महोदय, कोचेज रेल के लिए मुख्य होते हैं। अगर कोच का पहिया ही गलत हुआ, तो रेल तो डीरेल होनी ही है। इन कोचों को बनाने के लिए दो ही फैक्ट्री, चेन्नई और कपूरथला में हैं। मंत्री महोदय से मैं पूछना

चाहता हूँ कि इस साल कितने नए कोचेज तैयार होंगे? हर साल वैसे 3000 होते हैं, जबकि इतने बड़े देश में 2000 तो कन्वर्ट करने ही पड़ते हैं। अब 2000 तो रिप्लेस हो गए और हर साल रेल मंत्री पचास-पचास नई ट्रेन निकालते हैं, जिनके लिए 900 कोच लगते हैं, फिर बाकी रिप्लेसमेंट कितना होगा, कैसे होगा? मैं पुणे से आता हूँ, पुणे से दिल्ली जो दुरन्तो एक्सप्रेस है, उसका फर्स्ट एसी का डिब्बा तीस साल पुराना है। आप रेल में ऐसे डिब्बे लगाएंगे, तो सुरक्षा कैसे होगी? अब इसका भी मेंटीनेंस नहीं हो रहा है, इस साल तो 700 कोचेज भी तैयार नहीं हो रहे हैं, मैं युफैक्चर नहीं हो रहे हैं, क्योंकि किसी का ध्यान ही नहीं है। पहले पांच साल जो रेल मंत्री थीं। वे तो पूरा टाइम पश्चिम बंगाल में ही थीं।

उन्होंने तो वहां ध्यान दिया। अभी ये जो 700 कोचेज होंगे, उनका भी खुलासा करिए। मेरा अगला सवाल यह है कि मुद्दा यह नहीं है कि technology क्या है, मुद्दा यह है कि इसके लिए funds जनरल बजट से देंगे या नहीं?

उपसभापति जी, रेलवे का खुद का रेल सेफ्टी फंड होता है, उसका आधा उपयोग भी नहीं होता है, क्योंकि रेलवे बाकी कामों को प्रायोरिटी देती है, इसके काम को प्रायोरिटी नहीं देती है। श्री अटल जी के जमाने में 32,000 करोड़ रुपए का एक सेफ्टी फंड तैयार किया गया था और वह जनरल बजट से रेलवे को दिया गया था। उसी से कुछ काम हुए, लेकिन बाद में 10 सालों में अभी तक उस फंड में कुछ नहीं दिया है। पिछले साल प्रणब दा ने रेलवे कर्मचारियों की सेलेरी के लिए 2,000 करोड़ रुपए दिए थे। मेरा सवाल है कि ये फंड जनरल बजट से मिलेंगे या नहीं? सरकार को इस बारे में हमें आश्वस्त करना चाहिए।

अब मेरे केवल दो सवाल बाकी हैं। एकाउंटेबिलिटी किसकी है? हर बार ये कहते हैं कि ड्राइवर की गलती है, यह इसकी गलती है और हर बात लोअर लेवल पर डाल देते हैं। फिर रेलवे बोर्ड किसलिए है, फिर जनरल मैनेजर किसलिए है? क्या उनकी कोई एकाउंटेबिलिटी नहीं बनती है? अभी आपने कहा कि जोनल मैनेजर की ड्यूटी लगाई है। अगर यह नया प्रयास है, तो मैं इसका स्वागत करूंगा, लेकिन हमेशा एकाउंटेबिलिटी में छोटे आदमी की बलि दी जाती है और बड़े ओहदे पर बैठे आदमी को छोड़ दिया जाता है।

यह skill development and upgradation का programme भी समाप्त कर दिया है। हॉयर लेवल की एकाउंटेबिलिटी होनी चाहिए। इनके बहुत से इंटर-डिपार्टमेंटल विवाद भी हैं।

मेरा आखिरी सवाल मैनपावर के बारे में है। 2004 में 30,000 वैकेंसीज थीं, आज ये वैकेंसीज 2 लाख हो गई हैं। GDP कितनी बढ़ी, यह मुझे पता नहीं, लेकिन इनकी वैकेंसीज सभी जगहों पर बढ़ रही हैं, क्योंकि इनका पॉलिसी डिजीजन है कि हर साल 3 परसेंट मैनपावर reduce करेंगे और 3 परसेंट रिटायर करते हैं और नया स्टाफ लाएंगे नहीं। गेटमैन नहीं, लाइनमैन नहीं, तो फिर काहे की सेफ्टी होगी? क्या जोनल मैनेजर वहां जाएंगे? ये वैकेंसीज आप एक साल में कैसे भरेंगे, इसके बारे में कोई प्लान हमें बताइए, तभी तो unmanned gates पूरे होंगे।

आखिर में मैं इतना ही कहूंगा कि आप नए मंत्री आए हैं, अगर आप में कुछ कर दिखाने का जुनून है, तो आप बताइए कि अगले एक साल में आप क्या करेंगे, दो सालों में आप क्या करेंगे, तीन सालों में आप क्या करेंगे? अगर नहीं कर सकते हैं, तो फिर आपको कमरा मिला या नहीं मिला, इसका कोई मतलब नहीं बनता। इसी के साथ मैं अपनी बात समाप्त करता हूँ।

श्री आर.सी. सिंह (पश्चिमी बंगाल): उपसभापति जी, मैं आपको धन्यवाद देता हूँ कि आपने मुझे इस विषय पर बोलने का मौका दिया। हमारे मंत्री महोदय नए हैं। मैं जावड़ेकर भाई से कहना चाहता हूँ कि आप बंगाल से इतना नाराज़ क्यों होते हो? यह मैं इसलिए कहना चाहता हूँ कि इससे पहले जो रेल मंत्री थीं...(व्यवधान)...

श्री उपसभापति: आप उनको address मत कीजिए, आप चेयर को address कीजिए।

श्री आर.सी. सिंह: इससे पहले जो रेल मंत्री थी, उन्होंने बंगाल को सब कुछ केवल कागज़ों पर ही दिया है, वह धरातल पर नहीं आया। बंगाल को जो भी मिला है, केवल कागज़ों पर मिला है, वह धरातल पर नहीं आया है...(व्यवधान)...

श्री उपसभापति: आप उधर मत देखिए, आपका समय खराब हो जाएगा। आप क्लेरिफिकेशन पृष्ठिए।

श्री आर.सी. सिंह: उपसभापति जी, मैं कहना चाहता हूँ कि रेलवे का उद्देश्य है कि लोगों को सुरक्षित और भरोसेमंद ट्रेन सर्विस दी जाए। इसके लिए आप क्या व्यवस्था कर रहे हैं, जो इतने एक्सीडेंट्स हो रहे हैं? हमारे यहां हर दो-तीन दिनों में डेढ़ एक्सीडेंट्स हो रहे हैं, यह ऐवरेज कह रहा है। इसका मतलब है कि एक्सीडेंट्स की ratio बढ़ रही है।

सर, विजन 2020 के डॉक्यूमेंट्स में कहा गया है कि - "It is the aim of the Railways to put it on the road to regain its lost position."

सचमुच, ये रेल को रोड पर ही ला रहे हैं। जितनी भी दुर्घटनाएं हो रही हैं, आप देख लीजिए कि सभी दुर्घटनाओं में गाड़ियां पटरी से नीचे चली जा रही हैं। यहां जो मेंटेनेंस की बात हो रही है, उसको मैं दोहराना नहीं चाहता। रेल मंत्री जी ने वायदा किया था कि anti-collision device लगाई जाएगी। यह घोषणा उन्होंने इसी पार्लियामेंट में की थी, लेकिन अभी तक तीन-चार जनों में ही यह anti-collision device लगाई गई है, बाकी जनों में anti-collision device लगाने की जो घोषणा की गई थी, वह केवल कागज़ी कार्यवाही ही रह गई है। मंत्री जी इसे कब तक पूरा करेंगे, यह आज जरूर बताएं, हम सुनना चाहते हैं।

दूसरी बात, मैं यह कहना चाहता हूँ कि मंत्री जी ने Train Protection Warning System शुरू करने की बात कही थी। जिससे ड्राइवर को एक्सीडेंट की अग्रिम चेतावनी मिल जाती थी, वह अभी तक लागू नहीं की जा सकी। मैं

मंत्री जी से जानना चाहता हूँ कि इसमें सुधार करने के लिए वे कब कोशिश करेंगे, कब शुरुआत करेंगे, जिससे कि ड्राइवर को पहले ही वार्निंग मिल सके?

सर, बड़े दुःख के साथ मैं कहना चाहता हूँ कि रेलवे सुरक्षा पर बहुत कम महत्व दिया जा रहा है। रेल में जो सेफ्टी फंड ऐलोकेशन है, अगर आप पिछले दो सालों का यह देखेंगे, तो इससे साफ पता चलेगा कि रेलवे की सुरक्षा का कहीं कोई ख्याल नहीं रखा जाता है। 2010-11 और 2011-12 में रेलवे सेफ्टी फंड में वास्तव में कोई फंड ऐलोकेशन नहीं किया गया, जिसके कारण सुरक्षा को नुकसान होता है। इस पर ध्यान देने की ज़रूरत है और मुझे उम्मीद है कि मंत्री जी आज इस बारे में ज़रूर कुछ कहेंगे।

सर, अगर पिछले दस सालों का रिकार्ड देखें, तो जो 2431 रेल दुर्घटनाएं हुई हैं, इनमें 120 कोलिशन और 1410 डीरेलमेंट शामिल हैं। अगर इन दुर्घटनाओं का विश्लेषण किया जाए तो इसमें ह्यूमन एरर, मानवीय चूक भी शामिल हैं। आपको जानकर आश्चर्य होगा कि रेलवे की सुरक्षा में जिम्मेदार सेफ्टी रिलेटेड पदों में करीब 86,000 वैकेंसीज़ पड़ी हुई हैं और अदर्स जो हैं, मेंटेनेंस वगैरह को छोड़ दीजिए, लेकिन सेफ्टी रिलेटेड 86,000 वैकेंसीज़ हैं और इनको भरने के लिए कोई कदम नहीं उठाया जा रहा है, कोई प्रोविजन नहीं किया गया है। मुझे आशा है कि मंत्री महोदय इस पर स्पष्टीकरण जरूर देंगे कि कब वे सेफ्टी रिलेटेड पदों को भरेंगे और किस तरीके से भरेंगे?

सर, एक बात और है, जो हमारे रेलवे के डीज़ल इंजन हैं, वे कुल 5533 डीज़ल इंजन हैं, जिनमें से 1500 डीज़ल इंजन आउटडेटेड हो गए हैं, obsolete हो गये हैं, लेकिन जो इंजन संचालन के लिए उपयुक्त नहीं हैं, उनसे ही काम चलाया जा रहा है। साथ ही रेल इंजनों को बनाने की जो गति है, उसकी प्रगति इतनी धीमी है, जिसके चलते हमारी जरूरत के मुताबिक रेल इंजन नहीं बनते हैं और पुराने इंजनों को ही हम चला रहे हैं।

सर, मैं एक बात और कहना चाहता हूँ। मुझे दुख लगता है कि अगर एक जगह एक्सीडेंट होता है, तो मंत्री महोदय कहते हैं कि एक मौत के लिए पांच लाख देंगे और दूसरी जगह एक्सीडेंट होता है तो कहते हैं, दो लाख देंगे। इन्जर्ड है तो कहीं पच्चीस हजार दे देंगे, कहीं दस हजार देंगे, तो इसके नार्म्स क्या हैं? कोई नॉर्म होना चाहिए कि डेथ केस में रेलवे इतना देगी, सीरियस इन्जरी में इतना देगी, माइनर इन्जरी में इतना देगी, उसको रिहैबिलिटेशन देंगे, उसको इम्प्लॉयमेंट देंगे, क्या करेंगे। तो रेल के बारे में जो जानकारी देनी चाहिए, वह जानकारी इनके द्वारा मिल नहीं रही है, इसलिए यह होना चाहिए। महोदय, सबसे बड़ी बात यह है कि जावडेकर जी ने जो कहा है कि सचमुच में रेल का सेफ्टी रिलेटेड कोई कानून नहीं है, तो एक सेफ्टी रिलेटेड कानून होना चाहिए, इसे बनाने की ज़रूरत है। ...**(समय की घंटी)**...

सर, एक आखिरी बात कहना चाहता हूं। दूर पल्ले की जितनी ट्रेनें हैं, उनमें जो जनरल बोगियां थीं, जनरल कंपार्टमेंट्स थे, रेलवे ने बड़ी चालाकी से उनको समाप्त कर दिया और अब उनमें केवल एक या दो कंपार्टमेंट हैं, जिनमें औरत और मर्द एक दूसरे के ऊपर बोरियों की तरह लादे जाते हैं और उन बोगियों में ए.सी. लगाकर उनसे कई गुना भाड़ा वसूल किया जाता है और रेलवे कहती है कि हम उनका भाड़ा नहीं बढ़ा रहे हैं। ...**(समय की घंटी)**... साधारण और गरीब लोगों के लिए रेलवे क्या फैसिलिटी दे रही है, इसके बारे में हमें मंत्री जी जरूर बताएंगे।

MR. DEPUTY CHAIRMAN: Now, Mr. Moinul Hassan.

SHRI MOINUL HASSAN (West Bengal): Sir, Mr. Prasanta Chatterjee will speak.

MR. DEPUTY CHAIRMAN: But your name is there. ...*(Interruptions)*... Only one of you will speak. ...*(Interruptions)*... Okay.

SHRI PRASANTA CHATTERJEE (West Bengal): Sir, we have the Indian Railways Vision 2020. As far as Railway accidents are concerned, only in the year 2011, 70 plus 39, that is, 109 deaths have already occurred. Now, the Railways will say, 'unmanned railway crossings'. In the Railways Vision 2020, the Railway Minister announced that 17,000 unmanned level-crossings would be manned within five years. What has been done?

When this decision has been announced, why is there a ban on creation of posts, including the post of gateman? Whom are you fooling? There is a ban and there are 55,000 vacancies in the Trackman cadre only, leave aside the safety category. There are 1,26,000 vacancies in the safety category. This is ridiculous.

Sir, in 2010 only, 50 major rail road accidents took place worldwide and in India this number is 14.

THE MINISTER OF RAILWAYS (SHRI DINESH TRIVEDI): Can you please repeat that figure?

SHRI PRASANTA CHATTERJEE: Yes, yes. Worldwide advanced rail traffic management provides signalling information to the trains and other such facilities are there in most of the European countries. This has been introduced even in China and Algeria. But India, the largest rail road entity in

the world, has not introduced countrywide digital wireless system which is used worldwide. In 2008, it was started and introduced only at Mathura section, a 270 kilometer stretch. That has been stalled now. I want an answer.

Sir, in 2008, the CAG report observed that out of the 4,163 broad gauge diesel locomotives, 223 were over-aged. Drivers are fatigued. That is one of the important causes behind the railway accidents. You are introducing new projects without any infrastructure. Vacancies are also there.

Sir, presently, the Railways management has become a mess, both with respect to finances and safety. Sir, on the opening day itself, we observed silence on three major rail accidents. What is the answer? We met here on the 1st and there was an accident on the 31st. That was obviously not included in the obituary. Fortunately, when both the trains collided, the bogies involved were the parcel vans. That is why many lives were saved. But what was the reason behind the accident? Picture has come out. The railway track was hanging because the earth subsided. What is the answer? The Minister's chamber has been secured yesterday. There was a problem. The Prime Minister got involved. But, how will the lives of the people, be saved? The Railways admitted that the number of accidents, including the unmanned level crossings, in 2008-09 was 177. In 2009-10, it was 165 and in 2010-11, the number was 103. That is the incomplete figure. In 2011-12, the Minister has mentioned here about two incidents. This is the picture. Why is it happening? Some of the Members talked about Depreciation Reserve Fund. This is very much linked to upkeep of assets. What is the picture during the last five years? In 2006-07, 2007-08, 2008-09, 100 per cent of the Budget Estimates had been spent. During the subsequent two years, that is, 2009-10 and 2010-11, only 43 per cent and 73 per cent had been spent. It has direct bearing with the asset maintenance, Sir. Who is to answer this? What is the answer? There is no answer in the Minister's statement. Both the recent accidents, one in the Kalka Mail in U.P. and the other in Assam, were cases of derailment. ...*(Time-bell)*... I want some time, Sir. In one estimate, in 2010-11, such cases accounted for 56 per cent of all the 141 train accidents. Why is it so? In recent times, there has been too much political interference, election-oriented populism with narrow political game, corruption, inadequate investment, lack of upgradation in safety cadres, etc.

That was the vision of the Railways. *(Interruptions)* Now I come to tragedies at level crossings. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Please confine yourself to seeking clarifications on the statement of the Minister.

SHRI PRASANTA CHATTERJEE: Why don't you engage rural bodies, panchayats, till the posts are filled?

Railways elsewhere, particularly in China, have become popular even among urban upper middle-class. But here people are afraid of the situation prevailing in the Railways.

The Ministry of Railways has increased a number of trains at random without taking the minimum care of passenger safety. Most of the loco pilots are fatigued due to acute staff crunch. Fifty-six new trains have been introduced in 2010-11.

MR. DEPUTY CHAIRMAN: Please conclude.

SHRI PRASANTA CHATTERJEE: How surprising it is that the State Minister disobeyed the Prime Minister's instruction to visit the accident site. Who will answer it? The Cabinet Minister attended only 15 per cent of the meetings.

MR. DEPUTY CHAIRMAN: Seek clarifications. It is not a debate. वृंदा जी, आपको भी मालूम है कि यह डिबेट नहीं है।

SHRI PRASANTA CHATTERJEE: A high-level enquiry is needed. The Prime Minister should explain it.

MR. DEPUTY CHAIRMAN: Please restrict to clarifications only.

SHRI PRASANTA CHATTERJEE: This is how the UPA-II is functioning.

MR. DEPUTY CHAIRMAN: Please conclude. I have a big list of names with me.

SHRI PRASANTA CHATTERJEE: How was this situation allowed to go on? A high-level enquiry is needed. Thank you, Sir.

श्री अवतार सिंह करीमपुरी (उत्तर प्रदेश): सर, यह बहुत ही गंभीर विषय है कि हमारे देश में रेल दुर्घटनाएं आए दिन हो रही हैं। इस संबंध में मंत्री जी का जो जवाब आया है तथा अपने हिसाब से जो आंकड़ा उन्होंने बताया है

कि उसमें पहले से दुर्घटनाएं कम हुई हैं, यह उनके लिए सुकून की बात हो सकती है कि दुर्घटनाएं पहले से कम हुई हैं। लेकिन दुर्घटनाएं बिल्कुल न हों, इसके लिए क्या हो रहा है। क्या कभी सरकार ने कोई ऐसी कमेटी बनाई कि जो यह रिकमंड करे कि रेल एक्सिडेंट को रोकने के लिए क्या-क्या करना जरूरी है? अगर कोई कमेटी बनी, तो उसकी क्या रिकमंडेशंस हैं और उन पर सरकार ने क्या अमल किया है? इसके अलावा अगर पब्लिक सैक्टर को, रेलवे को सेफ करना है तो हमें सेफ्टी, एफिशिएंसी, क्वालिटी और एफॉर्डेबिलिटी, इन सब पर ध्यान देना होगा। अगर हम इनमें से किसी एक पर भी कम्प्रोमाइज करेंगे तो हम इस सैक्टर को डेमेज करेंगे, अल्टीमेटली इसको डेस्ट्रॉय करेंगे। इसलिए हम अपने माननीय मंत्री जी से यह कहना चाहेंगे कि जो anti-collision devices हैं उसके बारे में हमारे मॅम्बर्स ने भी पहले कहा है कि इसके लिए हमें स्पेशली सोर्सिंग डवलप करके इस पर स्पेशली कंसंट्रेट करके इसको टाइम बाउंड करना चाहिए। तो हम क्लेरिफिकेशन में यह जानना चाहेंगे कि क्या मंत्रालय इसके लिए तैयार है कि इसको टाइम बाउंड किया जाए और इसके लिए जो अन-मैन्ड रेलवे क्रॉसिंग हैं जहां फाटक नहीं हैं, वहां पर बहुत बड़ी दुर्घटनाएं हो रही हैं। इस ओर हम मंत्री जी का ध्यान दिलाना चाहेंगे, क्योंकि उनका ध्यान किसी ओर तरफ है।

श्री दिनेश त्रिवेदी: आपके ही मॅम्बर आ रहे हैं।

श्री अवतार सिंह करीमपुरी: यह अच्छी बात है, लेकिन एक्सिडेंट पर भी ध्यान जरूरी है। क्योंकि अब विषय ही एक्सिडेंट पर ध्यान के लिए रखा गया है। तो इसलिए हम जानना चाहेंगे कि जो अन-मैन्ड रेलवे फाटक हैं वहां पर कितने लोग मारे गए और उसके बारे में सरकार की क्या गंभीरता है?

कब तक सरकार ने यह लक्ष्य तय किया है कि हम unmanned रेलवे क्रॉसिंग पर रेलवे एक्सिडेंट को रोकने के लिए बाकायदा चौकीदार का, फाटक का प्रबंध कर देंगे, ताकि ऐसी घटनाएं फिर न हों? It should be time bound. जो ओवर ऐज ऐसेट्स हैं, जिनमें रेलवे ट्रैक्स, पुल और कई रेलवे स्टेशन भी शामिल हैं, उनकी रिपेयरिंग, मॅटेनेंस या जो डेमेज हैं, उनका अल्टरनेटिव कब क्रिएट कर लेंगे, ताकि कोई ऐसी ट्रेजडी और न हो? इसके अलावा हम आदरणीय मंत्री जी से यह निवेदन करना चाहेंगे कि जिन लोगों की एक्सिडेंट में मृत्यु हुई है, उनके वारिसों को केवल मुआवजा दिया जाता है, क्योंकि रेलवे में बहुत बड़े लेवल पर वैकेंसीज खाली पड़ी हैं, उनके परिवार में से कम से कम एक सदस्य को रेलवे में भर्ती किया जाए और जो handicap हो गए हैं, उनको भी रेलवे में प्राइआरिटी पर भर्ती किया जाए, क्योंकि उनका नुकसान रेलवे की negligence के कारण हुआ है या और किसी रीजन के कारण हुआ है। इन बातों पर सरकार ध्यान दे। धन्यवाद। (समाप्त)

SHRI A. ELAVARASAN (Tamil Nadu): * Hon'ble Deputy Chairman Sir,

†English version of the original speech made in Tamil.

I thank you very much for giving me this opportunity to participate in this Calling Attention Motion on the situation arising out of frequent rail accidents and the action taken by the Government in regard thereto. Sir, in recent days, many rail accidents are happening in our country. Many of us know about the common causes for these accidents. Hundreds of people lose their lives and property due to rail accidents. Sir, I would like to point out some critical causes that are responsible for such rail accidents. If the Government analyses these causes and formulates strategies to avoid them, I hope that rail accidents can be prevented in future.

Hon'ble Deputy Chairman Sir, first, the number of unmanned level crossings is more in rural areas than in urban areas. There are no gates at many unmanned level crossings. Usually, uneducated rural people try to cross railway tracks at such unmanned level crossings without having knowledge about the frequency of trains. Many people have lost their lives and property while crossing railway tracks at such unmanned level crossings. Sir, I would like to know from the Hon'ble Minister whether the Government have taken any steps to survey the total number of unmanned level crossings in our country? And whether the Government have taken any steps to survey the total number of railway gates that are absent in unmanned level crossings? The vacancies at unmanned level crossings have to be filled up. Railway gates have to be constructed. What are the steps taken by the Government with regard to filling up the vacancies at unmanned level crossings and with regard to the construction of railway gates? How much fund is allocated for this purpose?

Secondly, though the Indian Railways earn huge income, many posts which need expertise and experience are lying vacant. More than one lakh posts are still vacant. One more cause for frequent accidents is that many vacancies in technology related positions are not yet filled up. Hon'ble Minister Sir, I would like to know about the exact number of vacant positions (general as well as technology related positions) in Indian Railways? What are the steps taken by the Indian Railways to fill up those vacancies? When are you going to fill up all the vacancies, especially in technology related positions in Indian Railways?

Hon'ble Minister Sir, thirdly, I would like to humbly state that modern technological methods

are not utilized for facilitation of the movement of super fast express trains. Many accidents happen due to derailment. It causes loss of life. It causes loss of property. The economy of our country is also affected by such accidents. What are the steps taken by the Indian Railways to introduce ultra-modern technologies on the lines of Japan and China? I would like to know whether the Indian Railways have any plan with regard to introduction of ultra-modern technologies. If so, how much fund is allocated for this purpose?

Hon'ble Chairman Sir, I would like to state the fourth point. Proper training has to be imparted to railway employees to equip them with ultra-modern technologies. It seems that no such training was given to the railway employees so far, with regard to updating of technological expertise. Many accidents happen due to collision of trains. One of the reasons for collision is the absence of trained personnel in Indian Railways. Therefore, I would like to know whether the Indian Railways have any plans to impart training to their employees so as to equip them with latest technology. Have the Indian Railways conducted any research with regard to imparting training to their personnel with updated technological expertise? What is the plan of the Indian Railways in this regard? If so, when are you going to implement the plan? Sir, I would like to emphasise some points for the prevention of rail accidents.

Hon'ble Chairman Sir, please give me some more time. Sir, this is a very serious issue. This is a very very important issue. This is concerned with your life, Sir. This is concerned with the life of all our Hon'ble colleagues, Sir. This is concerned with the life of the people of India.

Hon'ble Minister Sir, I humbly request you not to stop only at taking notes, but to continue with formulation of proper strategy to prevent rail accidents. During the past four years, many assurances have been given for filling up all the vacancies in Indian Railways. But the assurances were not fulfilled so far. Proper strategy is needed to fill up all the vacant positions in Indian Railways as expeditiously as possible. All the vacancies have to be filled up at unmanned level crossings. Railway gates have to be constructed at all level crossings. Ultra-modern technology has to be introduced in Indian Railways. Railway employees have to be given proper training in ultra-modern technology. Railway

tracks have to be constantly monitored. Proper strategy needs to be framed to avoid derailment and collision of trains. Only then can rail accidents be prevented. All these activities will facilitate the progress of the Indian Railways and thus will enhance the Indian Economy.

Hon'ble Chairman Sir, I thank you once again for giving me this opportunity. With these words, I conclude my speech.

MR. DEPUTY CHAIRMAN: Thank you.

SHRI RAJIV PRATAP RUDY (Bihar): Mr. Deputy Chairman, Sir, I must say that interpretation from English to Hindi was outstanding. The Interpreter was outstanding. Very good interpretation.

SHRI D. RAJA (Tamil Nadu): I must also appreciate because I know both Tamil and English. ...*(Interruptions)*... I entirely agree with you.

श्रीमती माया सिंह (मध्य प्रदेश): सर, हमने सदन में सत्र के पहले ही दिन रेल दुर्घटनाओं का उल्लेख करके, उसमें मारे गये व्यक्तियों के प्रति खेद व्यक्त किया था और श्रद्धांजलि दी थी। जिन परिवारों के व्यक्ति इन दुर्घटनाओं में मारे गए हैं या उन परिवारों के जो कमाऊ सदस्य थे, जिनकी इन दुर्घटनाओं में जानें गई हैं, उनके परिवारों के क्या हाल हैं, मैं बताना चाहूंगी। मैं अभी उनमें से एक परिवार के सदस्यों से मिली थी। इस महंगाई के समय में उनका परिवार बहुत ही मुश्किलों का सामना कर रहा है। मेरी बुनियादी बात यह है कि हर रेल दुर्घटना के बाद रेलवे की जो कमियां सामने आती हैं और जिन कारणों से रेल दुर्घटनाएं होती हैं, क्या उनका समाधान रेल मंत्रालय करता है? यदि करता है तो इस बात की जानकारी सदन के सभी सम्मानित सदस्यों को दी जानी चाहिए।

मैं दूसरी बात यह कहना चाहूंगी कि रेल मंत्रालय ने बगैर तकनीकी क्षमता बढ़ाए यात्री ट्रेनों और मालगाड़ियों की मरम्मत की सीमा बढ़ा दी है और निगरानी और मरम्मत की जो समय सीमा है, उसे 45 दिन बढ़ाया है। पहले तो यह समय सीमा 15 दिन थी, इसे 15 दिन से बढ़ाकर 30 दिन कर दिया और फिर 30 दिन से बढ़ाकर, 45 दिन कर दिया है। मैं यह कहना चाहती हूँ कि यदि आप इतने अधिक दिनों तक ट्रेनों के रखरखाव व मरम्मत की चिंता नहीं करेंगे तो ये हादसे होंगे। इस तरह के हादसों से हम यात्रियों की जिंदगी को दाव पर न लगाएं, मेरा आप से यह आग्रह है। मैकेनिकल स्टाफ की कमी के कारण मालगाड़ी को चलाने का जो फिटनेस सर्टिफिकेट है, वह आपके ड्राइवर और गार्ड जारी कर रहे हैं। सुरक्षा से संबंधित एक लाख तीस हजार पद रिक्त होने के कारण रेलवे ट्रैक की समय पर मरम्मत नहीं हो पा रही है। ट्रैक की हर तीन माह, छः माह के भीतर अल्ट्रासोनिक मशीन से जांच होनी अनिवार्य है। इतनी ज्यादा ट्रेन्स होने के कारण और समय के अभाव में जांचें नहीं हो पा रही हैं। मैं माननीय मंत्री

जी से कहूंगी कि जब इतनी लापरवाही रेल विभाग के माध्यम से हो रही है, तो एक्सिडेंट्स नहीं होंगे तो फिर क्या होगा? मैं रेल मंत्री जी से एक और सवाल पूछना चाहूंगी 10,500 मानव रहित रेलवे क्रॉसिंग पर हर समय खतरा मंडरा रहा है, इस बात को आप भी जानते हैं और आपके रेल मंत्रालय के सभी अधिकारियों की जानकारी में भी हैं। पिछले समय रेल संरक्षण श्रेणी के जो 1,26,000 पद रिक्त हैं, उनमें पूर्व रेल मंत्री सुश्री ममता बनर्जी जी ने 2009 और 2010 में अपने रेल बजट के समय यह आश्वासन दिया था कि वे प्राथमिकता के आधार पर इन पदों को भरेंगी। मैं मंत्री जी से जानना चाहती हूँ कि मंत्रालय में इतने सारे पद खाली हैं, तो ये पद, क्योंकि उन्होंने रेल बजट 2009 और 2010 में लोगों को यह आश्वासन दिया था। वे पद भर गए हैं कि नहीं, यह सदन आपसे इसकी जानकारी चाहता है? मंत्री जी, रेल यात्रा करने वालों की संख्या तो बढ़ रही है, लेकिन इसके साथ-साथ भारतीय रेल पर्याप्त संख्या में रेलगाड़ियां चलाने में सक्षम नहीं है। रेलवे की नई रेल लाइन बिछाने की गति भी बहुत धीमी है, रेल की नई पटरियां नहीं बिछ रही हैं, मरम्मत के काम नहीं हो रही हैं। मैं जानना चाहती हूँ कि जब तक नई रेल लाइनें नहीं बनेंगी, तो मंत्री महोदय हर बजट सत्र में इतनी सारी रेलगाड़ियों की जो घोषणा करते हैं, तब नई रेलगाड़ियां किस तरीके से चलेंगी? जब तक हम उस हिसाब से ट्रैक को नहीं बना लेते हैं, नई पटरियां नहीं बिछा लेते हैं, तब तक आप कम से कम इस तरह की घोषणाओं पर बंदिश लगाएं। मैं मंत्री जी से जानना चाहूंगी कि वह किस स्थिति में है? इसी तरीके से ट्रेनों के टकराने की बढ़ती घटनाओं के बाद भी रेल मंत्रालय एंटी कोलिशन डिवाइस लगाने के बारे में कोई फैसला नहीं ले पा रहा है, क्या मंत्री जी अपने जवाब में यह बताएंगे कि यह फैसला कब तक हो जाएगा? उपसभापति महोदय, मैं मंत्री जी से एक बात और जानना चाहती हूँ कि ...**(समय की घंटी)**... रेलवे बोर्ड में बहुत लंबे समय से यातायात सदस्य का पद रिक्त है, ऐसे में सुरक्षा उपायों पर की गई घोषणाएं मात्र घोषणाएं बन कर रह जाएंगी, क्योंकि देश में मानव रहित लाखों फाटक हैं। सिग्नल और ट्रैक के दूरभाष से लैस करने के मामले अधर में लटके हुए हैं? मंत्री जी, कृपया यह बताएं कि इन सब बातों पर कब अमल शुरू होगा? अगर शुरू हो गया है, तो लोगों की सुरक्षा की दृष्टि से ये सब काम कब तक संपूर्ण करके आप यहां बताएं? एक और रिपोर्ट है कि मंत्रालय ने रेलवे दुर्घटनाओं को 2020 में शून्य पर लाने का वादा किया था, 2020 का दावा किया था। मैं यह बताना चाहती हूँ कि हर बार रेल हादसों की रेलवे संरक्षण आयोग रिपोर्ट देता रहा है, लेकिन आज तक किसी एक रिपोर्ट पर भी अमल नहीं होता है, यह बहुत गंभीर और चिंता की बात है। मंत्री जी, यह जांच का विषय है कि आखिरकार आयोग की रिपोर्ट पर रेलवे किन कारणों से कार्यवाही नहीं करता है या उन कार्यवाहियों की गति धीमी क्यों है, ये सारी बातें मंत्री जी बताएं तो मुझे अच्छा लगेगा। धन्यवाद।

MR. DEPUTY CHAIRMAN: Hon. Members, I would like to take the sense of the House. Still there are five more hon. Members to seek clarifications and then the Minister would reply. Should we continue and break for lunch after its conclusion or break for lunch and continue afterwards? ...*(Interruptions)*...

DR. T. SUBBARAMI REDDY (Andhra Pradesh): Let us continue and after its conclusion we will break for lunch. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: I don't want a divided opinion. I want a consensus. ...*(Interruptions)*...

DR. T. SUBBARAMI REDDY: We want to continue. ...*(Interruptions)*...

श्री उपसभापति: कंटीन्यू करेंगे।

SHRI RAJNEETI PRASAD (Bihar): We will continue after lunch. ...*(Interruptions)*...

DR. T. SUBBARAMI REDDY: He feels hungry. Let us continue. ...*(Interruptions)*...

श्री राजनीति प्रसाद: हमारा नाम है।

DR. T. SUBBARAMI REDDY: Let us continue, Sir. ...*(Interruptions)*...

श्रीमती माया सिंह: सर, आपटर लंच कीजिए, मंत्री जी को भी जावब देना है।

MR. DEPUTY CHAIRMAN: It makes no difference. We have to sit another 40 minutes. ...*(Interruptions)*... We will continue after lunch.

The House is adjourned for lunch for one hour.

The House then adjourned for lunch at one of the clock.

The House reassembled after lunch at two minutes past two of the clock,

Mr. DEPUTY CHAIRMAN in the Chair.

DR. T. SUBBARAMI REDDY (Andhra Pradesh): Mr. Deputy Chairman, Sir, in the year 2001-02, 335 accidents took place. The number of accidents has gone down considerably to 93 accidents in 2010-11. Though it is a good development, yet too many accidents are taking place. The most

unfortunate thing is, in the month of July, 2011, continuously four accidents took place. It is a very unfortunate thing. Of course, we appreciate the action taken by the Ministry. They had sent the Chairman, Railway Board and the Minister of State for Railways to the place of accident and they had done their best by providing relief measures and also ex-gratia amount. We appreciate all these things. But at the same time, I want to seek some clarifications from the hon. Minister. What concrete action has the Ministry taken to prevent accidents? In regard to the first accident in July, the Minister says, "The accident had occurred due to breakage of rail across the weld between left tongue and lead rails and accordingly". These are very technical-words, which we cannot understand. So the Minister should clarify what was the actual reason for the first accident in July, 2011. Who was responsible for the Howrah-Kalka Mail accident on 10th July? The second accident took place because of an explosion on the track. It is a very serious issue. Sir, explosions are taking place all over the country. So the Railways must take concrete measures for checking the tracks constantly. The Railway should use highly mechanized system and modern technology to find out how these explosions can be avoided. For instance, if any VVIP is coming, modern technology is used to find out or detect the explosives. Of course, it is a very difficult job to take care of the railway tracks all over the country. But still we have to make a lot of efforts to do that job.

Then another important thing is, many accidents are taking place at the unmanned railway crossings. Even though the former Minister of Railways, Km. Mamata Banerjee, had promised that gradually, in a period of five years, unmanned railway crossings would be converted into automatic crossings, nothing has happened.

Nothing has happened. I want to know from the hon. Minister as to what the number of such level crossings is. Secondly, what is the future plan of the Railway Ministry and the Railway Board in this regard? I would like to suggest one point more to the hon. Minister. Even though it is difficult to do it overnight, that is, completely removing all unmanned level crossings, - they must do it gradually - yet, at least, they must identify those manned level crossings where there is more traffic and where more number of people use the crossings to reach their places. In one such incident, a bus, carrying

a marriage party, met with an accident and, unfortunately, so many people died. Therefore, one of the major suggestions, which the Railway Ministry must bear in mind, is that along with achieving the target of completely abolishing the manned level crossings, they must, immediately identify crossings where a lot of traffic is there, and, they must have more watch, more guard and give more caution to the people who are using these crossings. That will also be of great help. Another thing is that even though the Railway Ministry is very much committed and concerned about accidents, which is alone not sufficient, the hon. Minister must inform the House as to what comprehensive measures they are going to take in this matter. In the Minister's statement, he has mentioned several steps that they are going to take. One such thing which he has stated is that the Train Protection Warning System has been introduced in the Southern Railways and service trials are in progress in the Northern Railways. This is a very good sign. The Train Protection Warning System is a modern technology that is being followed in various countries, including Asia. But why has it only been done in the Southern Railways? When are they going to have it in all the Zones, all over the country? I would like to know how they are going to do it. Sir, then, the Railway Ministry must have a concrete attempt to see how countries, like, China, Japan and other Asian countries, have used modern technologies, and have, successfully, minimized the accidents. Sir, one surprising thing is that more than 1 lakh posts are vacant, which is unbelievable. A number of my colleagues here have brought it to the notice of the hon. Minister that more than 1 lakh posts are remaining vacant. I would like to know from the hon. Minister as to how many posts are vacant in the Railway Ministry as of today, what steps they are going to take to fill up these posts and what has been the real practical problem in filling up the vacancies...

MR. DEPUTY CHAIRMAN: Please conclude.

DR. T. SUBBARAMI REDDY: Lastly, Sir, besides paying my compliments to the Railway Minister for having brought down the number of accidents as compared to 2001, - that is, of course, not sufficient - I would like to say that they must take it as a challenging job and they must take all pains in this regard. Shri Dinesh Trivedi is a dynamic man. I am sure that he will implement his party's leader's ideas and he will, definitely,...

MR. DEPUTY CHAIRMAN: That is no clarification.

DR. T. SUBBARAMI REDDY: We both came to Parliament around the same time, and I am happy that he has become the Railway Minister. I have a great hope that he will do a wonderful job in the Ministry. Thank you, Sir.

श्री महेन्द्र मोहन (उत्तर प्रदेश): उपसभापति महोदय, मैं माननीय मंत्री का ध्यान अभी हाल ही में कानपुर के नजदीक हुई एक दुर्घटना की तरफ दिलाना चाहूंगा, जिसका जिक्र उन्होंने अपने वक्तव्य में भी किया है।

कानपुर से हावड़ा तक का रूट बहुत ही व्यस्त रूट है। अगर देखा जाए तो हर वर्ष इस रूट से दुर्घटनाएं हो रही हैं। इसका कारण यह है कि रेल की पटरियों की देख-रेख ठीक से नहीं हो रही है और वहां जो नई रेल पटरियों को बिछाया जाना था, वह कार्य नहीं हो पा रहा है। कृपया इस ओर विशेष ध्यान दें, क्योंकि हर वर्ष उस प्रकार की दुर्घटनाएं हो रही हैं। कालका मेल की दुर्घटना के बाद वहां पर फिर एक मालगाड़ी की दुर्घटना हुई, जिसमें कोई हानि नहीं हुई। उस प्रकार की दुर्घटनाओं का तो कोई जिक्र भी नहीं होता है, लेकिन इस रूट पर कार्य किया जाना बहुत आवश्यक है।

इसके साथ-ही-साथ, कानपुर के पास ही गोविन्दपुरी नामक एक स्टेशन है। वहां एक ओवरब्रिज का निर्माण हो रहा था, जिसका कार्य रोक दिया गया है। इसके कारण वहां के लोग रेलवे लाइन को पैदल पार करते हैं और हर वर्ष वहां 20-25 लोग कट कर मर जाते हैं, जिसकी कोई जानकारी रेलवे को उस रूट में प्राप्त नहीं हो पाती है। इसलिए उस ओवर ब्रिज का निर्माण कार्य पूरा किया जाए।

इसी प्रकार, एक बहुत बड़ी दुर्घटना कानपुर-कासगंज में unmanned level crossing पर हुई। वहां एक बारात, जो खुशी के माहौल में वापस आ रही थी, वह माहौल गम में बदल गया। सर, इस रूट पर बहुत से unmanned level crossings हैं। इसी तरह, कानपुर-कासगंज, कानपुर-फर्रुखाबाद, कानपुर-इटवा-झांसी जैसे रूट्स, जो बहुत व्यस्त रहते हैं और इन पर काफी ट्रैफिक होता है। वहां पर भी unmanned level crossings हैं, जिन्हें वहां के लोग बराबर पैदल क्रॉस करते हैं या जानवर क्रॉस करते हैं। इससे हर वक्त वहां पर मौतें होती रहती हैं। इन्हें एक्सिडेंट के रूप में तो नहीं लिया जाता है, लेकिन वहां पर हमेशा दुर्घटनाएं होती हैं और जान माल का काफी नुकसान होता है।

इसी प्रकार, 20 जुलाई को रायबरेली में एक मालगाड़ी पटरी से उतर गयी थी, जिसका बेयरिंग जाम हो गया था। यहां पर maintenance का सवाल आ जाता है। महोदय, यह maintenance सही ढंग से क्यों नहीं हो पा रही है? इस ओर विशेष ध्यान देना चाहिए।

माननीय मंत्री जी ने अपने वक्तव्य में कहा है कि 'टक्कररोधी उपकरण और गाड़ी सुरक्षा चेतावनी प्रणाली के सफल फील्ड और सेवा परीक्षणों के बाद भारतीय रेलों के और अधिक जोनल रेलों में इनको लगाने की स्वीकृति दे

दी गई है।' यह पढ़ कर हमें अत्यंत प्रसन्नता होती है, लेकिन यह कब तक लगेगा, इसका क्या रोड मैप है, इसका क्या प्लान है तथा यह कार्य कितने वर्षों में पूरा होगा, इसके बारे में कुछ जानकारी अगर वे सदन को दें, तो हमें बहुत अच्छी जानकारी प्राप्त होगी। रेलवे की सेफ्टी के लिए यह बहुत आवश्यक है कि इसका एक रोड मैप बनाया जाए ताकि यह मालूम हो सके कि रेलवे की सेफ्टी में हम किस प्रकार से आगे बढ़ रहे हैं।

इसी प्रकार, मैं उनका ध्यान इस ओर भी दिलाना चाहूंगा कि अभी कानपुर के पास कालका मेल की दुर्घटना हुई थी, जिसमें रेल पथ उपस्कर की विफलता को जिम्मेदार ठहराया गया है। जब यह जिम्मेदारी तय हो गई है, तब इस संबंध में क्या एक्शंस लिए गए हैं, इनके बारे में भी यदि मंत्री महोदय जानकारी देंगे, तो सदन को उसकी जानकारी प्राप्त होगी और शायद हम लोग भी कुछ और मदद कर सकेंगे, जिससे कि रेल दुर्घटनाओं में कमी हो।

इसके साथी-ही-साथ, मैं माननीय मंत्री जी से यह कहना चाहूंगा कि उन्होंने अभी नया-नया चार्ज लिया है, लेकिन वे कृपया इस ओर विशेष रूप से देखें कि हमारे रेलवे सेफ्टी का बजट विगत तीन सालों में क्या था। रेलवे सेफ्टी का जो बजट होता है, वह खर्च नहीं होता है। हम लोगों ने इसमें कितना बजट अलॉकेट किया था और उसके against हमने पिछले तीन सालों में रेलवे सेफ्टी पर कितना खर्च किया है। अगर इस बात की जानकारी भी वे ले लेंगे तो उससे उनको यह पता लग जाएगा कि हम लोग रेलवे सेफ्टी की ओर कितने लापरवाह हैं और हम लोग उस धन को वहां पर खर्च नहीं करके रेलवे की सेफ्टी को सही नहीं कर रहे हैं। मेरा उनसे यह अनुरोध भी रहेगा कि रेलवे सेफ्टी के लिए एक विशेष फंड बनाया जाए, जिससे रेलवे की सेफ्टी पर विशेष ध्यान देकर संबंधित कार्यों को किया जाए। जैसा कि मुझसे पहले के वक्ता भी कह चुके हैं कि अगर इसके लिए कोई रेलवे सेफ्टी एक्ट बनाने की भी जरूरत हो, तो उसे भी बनाया जाए, ताकि जहां पर manned railway crossings नहीं है, जहां पर जो लोग क्रॉसिंग या जो भी अन्य काम करते हैं, उनके ऊपर भी एक्शन लिया जाए। यह काम भी जरूरी है। उनके अन्दर यह भय पैदा होना चाहिए कि हमें रेलवे लाइन्स को क्रॉस नहीं करना है। इससे आए दिन दुर्घटनाएं हो रही हैं।

जैसा कि सब जानते हैं, रेलवे ही हमारे पूरे देश को integrate किए हुए हैं। ऊपर कश्मीर से लेकर नीचे कन्याकुमारी तक हम लोग इसी के माध्यम से जुड़े हुए हैं। इसके बावजूद अगर हमें रेलों में चलने में दिक्कत होगी तो बहुत ही कठिनाई हो जाएगी। रेलों में चलने पर अब इतना भय लगने लगा है कि लोग सोचते हैं कि क्या किया जाए? इस ओर भी अभी और विशेष ध्यान देने की जरूरत है।

आपके पास नया-नया मंत्री पद आया है। आपके अन्दर dynamism है, तो मैं समझता हूं कि आपके जो उद्देश्य हैं, उन्हें दो वर्षों के अन्दर करके दिखा दें। आपका जब तक कार्यकाल है, तब तक आप इस प्रकार की

भावनाएं बना दें और इस प्रकार के सिस्टम्स बना दें कि आने वाले समय रेल से चलने वाले लोगों को यह महसूस हो कि वे सुरक्षित यात्रा कर रहे हैं और वे अपने गन्तव्य या अपने घर पर सुरक्षित पहुंच जाएंगे। उनके अन्दर से यह भय समाप्त हो जाए कि पता नहीं, वे अपने घर पहुंचेंगे अथवा नहीं ...**(समय की घंटी)**... उपसभापति जी, आपका बहुत-बहुत धन्यवाद।

MR. DEPUTY CHAIRMAN: There are three more requests. Please take only two minutes each.
Shri Rajniti Prasad.

श्री राजनीति प्रसाद: धन्यवाद, सर। सबसे पहले तो मैं इनको मुबारकबाद दे रहा हूं। ...**(व्यवधान)**...

श्री उपसभापति: आप मुबारकबाद बाद में दीजिएगा, पहले clarification पूछ लीजिए, क्योंकि समय का अभाव है।

श्री राजनीति प्रसाद: सर, हिन्दी में एक मुहावरा है:

"साधे साधे तब साधे, सब साधे सब जाए।"

सर, दिनेश त्रिवेदी जी के पहले जो रेल मंत्री थीं, उनका ध्यान दूसरी तरफ था, इसलिए सब मामला गड़बड़ हो गया। अब हमको लगता है कि दिनेश त्रिवेदी जी जरूर कुछ करेंगे। यूपीए-1 में जब लालू प्रसाद जी रेल मंत्री थी, तब उन्होंने इस पर भी ध्यान दिया, इसलिए उनके कार्यकाल में accident थोड़े कम हुए। आप आंकड़े निकाल कर देख लीजिए।

सर, मैं ज्यादा clarification नहीं चाहता हूं, मैं केवल एक clarification चाहता हूं। मैं इसको पढ़ रहा हूं, "A Statutory inquiry into this accident has been conducted by Chief Commissioner of Railway Safety (CCRS) under the Ministry of Civil Aviation, based at Lucknow. CCRS in his Preliminary Report has concluded that the accident had occurred due to breakage of rail across the weld between left tongue and lead rails and accordingly, he has attributed the cause of the accident to 'Failure of Equipment - Permanent Way'." What is the meaning of it? Is it a complete failure of equipment or way? ये बता दें कि इसका क्या मतलब है और इसका क्या उपाय है? इन दोनों के बारे में आप लोग क्या करेंगे और कैसे करेंगे? क्योंकि, हम लोगों को रेलवे में 'हनुमान चालीसा' लेकर जाना पड़ता है और उसको पढ़ना पड़ता है।

सर, मेरा एक suggestion है कि थोड़ा भगवान की पूजा कीजिए, विश्वकर्मा भगवान को याद रखिए, नहीं तो बहुत गड़बड़ हो जाता है। धन्यवाद।

SHRI BAISHNAB PARIDA (Orissa): Sir, thank you. At the beginning, I must express my good wishes to the new Minister. I am concerned that he has inherited a Ministry which is now in the most

mismanaged position, in a mess. I am happy that now we are having a full-time Minister. At least, I think, he would operate from Delhi, and not from Kolkata. I think, he would also have a national outlook, not a parochial outlook.

Many of my friends explained the present condition of our Railways. It is going to be in a similar condition as of Air India. We have damaged that organisation and we should not damage this organisation which is concerned with the lives of crores of people of our country, which connects us all. As my friend, the previous speaker, said, it is a symbol of national integration. And it is our pride also. For more than two years, we have not given proper attention to this Ministry. That is why, the number of accidents is increasing though you maintain that it has decreased by a percentage. But, if we see the number of people affected, the number of accidents is on the rise. We know, as my friends have already mentioned, what the reason of these accidents is unmanned level crossings.

Sir, I want to know from the hon. Minister how many unmanned level crossings have been converted into manned level crossings during the last two-and-a-half years. There are still more than 10,000 unmanned railway crossings. How many years will it take to convert it into manned level crossings?

Sir, I have seen that even in the Rajdhani Express Trains the condition of the carriage and engine is bad. I request the hon. Minister to please travel, even if it is concealed, in some of your trains, not in your special coach, but in other coaches, to see the rotten condition of the coach.

MR. DEPUTY CHAIRMAN: Please conclude.

SHRI BAISHNAB PARIDA: The carriage and the engine are old. So, you have to see to it. My friends have already said that the world has gone for a very high technology in railways. The advanced countries are using this technology in order to modernise their railway system and to ensure safety of passengers.

MR. DEPUTY CHAIRMAN: It is over. Now, Shri Raja.

SHRI BAISHNAB PARIDA: Mr. Minister, about Orissa, we requested your predecessor so many times...

MR. DEPUTY CHAIRMAN: You can speak on the Appropriation Bill, not now. Now, you have to only seek clarifications on railway accidents. Please confine yourself to seeking clarifications on railway accidents. We are going to have the Appropriation Bill on the Railways. At that time, you can speak about it.

SHRI BAISHNAB PARIDA: I request the hon. Railway Minister to complete all the under-going projects and railway lines in Orissa.

MR. DEPUTY CHAIRMAN: Hon. Members, please confine to seeking clarifications. We are going to have the Appropriation Bill on the Railways. Then, you can raise all these issues. Now, Shri D. Raja.

SHRI D. RAJA: Sir, I would like to seek a couple of clarifications. One, between April and July, this year, there were eight accidents. In case of five accidents, it is said that the cause is yet to be ascertained. The Railway Ministry is not giving the cause for such accidents. In one accident, i.e., July 10, Guwahati-Puri Express derailment in Assam, it is said that there is suspicion of blast/sabotage. The cause for such a major derailment of Kalka Mail near Fatehpur is not yet ascertained. So, this is a major concern. Why do such things keep happening? Why is the Ministry grappling in dark to find out the cause for accidents? This is one.

Secondly, there is a Corporate Safety Plan. The Corporate Safety Plan for 2003-2013 period was made by the Railway Ministry with a comprehensive view to improve safety in Railways. Most of its achievable targets were divided in two phases. Phase-I covers the period between 2003-08, and Phase-II covers the remaining period up to 2012-13. This was done to have a mid-term assessment, with changed circumstances, advancement of technology and assimilation of devices. The funds required for safety enhancement works, including SRSF outlined in CSP, were Rs.31,835 crores. My question Sir, is: Was there any mid-term assessment by the Railway Ministry?

Then, the CAG has given its findings in the Performance Audit Report No.8 - Railways. The CAG has made several findings about the railway safety measures. Due to constraint of time, I am not getting into all the details. But the state of achievement of targets of Phase-I of Corporate Safety

Plan for the period up to 2010, technology equipment, and research and development, that is the area on which CAG has given nine suggestions.

What has the Railway Ministry done on the suggestions or recommendations given in the CAG Report on railway safety measures? These are the two clarifications I would like to seek from the Minister. At the end, before concluding, I wish the new Minister, Shri Dinesh Trivedi, to be a successful Minister. I wish him to be a full time Railway Minister. I wish him to sit in Rail Bhawan, and motivate and guide the Indian Railways which is one of the largest in the world. With these words, I conclude. Thank you.

SHRI MOINUL HASSAN: I have one or two clarifications. The first is, there is nearly 64,000 km rail track, out of which 1736 km rail track is covered under Automated Collusion Device. I would like to know when the Railways is going to cover, at least, a sizeable track of Railways finally. Secondly, nearly 1.50 lakh posts, which are directly related to safety, are vacant. I would like to know what is the plan of the Railway Ministry to fill up these posts which are directly related to safety. Thirdly, it is a fact that several key posts in the organization of Railway Board are vacant, including Member, (Traffic). Is it a fact that trains have been introduced on the over used track without any clear cut strategy to develop the related infrastructure? Lastly, Sir, I would like to mention here one statement made by the Chairman, Railway Amenities Committee. Everybody knows that Mr. Dinesh Trivedi's predecessor formed many committees which are related to Railways, such as the Railway Heritage Committee, Culture Committee, Railway Amenities Committee and many others. But, Mr. Suvaprassanna, Chairman of Railway Amenities Committee, in a Press Conference, after the incident of Kanpur, said, "We have submitted several recommendations. ...But the staff need to do their job properly, which they are not". Sir, I don't know whether the new Railway Minister knows it or not, but, this is the attitude of Railways till date. A new Minister comes. I fully agree with my other colleagues that he will be a full time Minister. So far as the Committee is concerned, so far as the staff is concerned, so far as the Railway guard is concerned, he will look after them. I hope, at least railway safety will not suffer.

श्री विजय जवाहरलाल दंडा: सर, मैं आपके माध्यम से माननीय मंत्री जी से जानना चाहता हूँ कि चाहे रेल एक्सीडेंट हो या टैरिस्ट एक्ट हो, इन को रोकने के लिए हम जापान की माफिक व्यवस्था क्यों नहीं कर पाते?

अगर हम गए 30 साल का जापान का रिकॉर्ड देखें जहां बुलेट ट्रेन चलती है, वहां इन दिनों में एक भी एक्सीडेंट नहीं हुआ और न ही कोई टैरिस्ट एक्ट हुआ। इसलिए मैं एक बार फिर दोहराना चाहूंगा कि मंत्री जी जापान की माफिक सारी व्यवस्थाएं करने की दृष्टि से कदम उठाएं।

श्री नरेन्द्र कुमार कश्यप (उत्तर प्रदेश): उपसभापति महोदय, चूंकि सघन आबादी वाले देश में रेल यातायात सभी वर्गों के लिए बहुत जरूरी था, जो हमारे देश में हो गया है, लेकिन बढ़ती हुई दुर्घटनाएं यात्रियों के दिलों में कहीं न कहीं भय का वातावरण पैदा कर रही हैं। यात्रियों के मन से यह भय निकले, इसके लिए कुछ दो-तीन पाइंट्स में जरूर आपके ध्यान में लाना चाहूंगा।

श्री उपसभापति: आप स्टेटमेंट से क्लैरिफिकेशन कीजिए।

श्री नरेन्द्र कुमार कश्यप: महोदय, गलत सिग्नल और गलत इंटरलॉकिंग सिस्टम के कारण अधिकांश हादसे होते हैं। मंत्री जी से हम जानना चाहेंगे कि इस गलत सिस्टम के कारण होने वाले हादसों में कितनी जन और धन की हानि हुई है? नंबर दो, देश में कितने ऐसे ट्रैक्स हैं, जिनकी रेलवे इंजीनियर्स ने तुरंत मरम्मत की घोषणा कर रखी है और उसमें से कितने किलोमीटर ट्रैक की मरम्मत हो गई है, कितने की बाकी है? जो बाकी है, क्या उसकी मरम्मत को भी जल्दी करने की मंत्री जी कोशिश करेंगे? नंबर तीन, देश में रेलवे ट्रैक के दोनों ओर, विशेषकर आबादी वाले क्षेत्रों में, जहां कोई दीवाल या तारबंदी नहीं है, उसके कारण आवारा पशु और कई बार भूल से व्यक्ति भी आ जाते हैं, जिससे दुर्घटना हो जाती है। क्या ऐसे क्षेत्रों में रेलवे लाइन के दोनों ओर दीवाल बनवाने या तारबंदी करवाने पर मंत्री जी विचार करेंगे?

मान्यवर, मानव-रहित रेलवे क्रॉसिंग पर दुर्घटना की जो सबसे बड़ी वजह है, उसके सुधार पर कोई ठोस नीति बनाकर मंत्री जी उसको लागू करवाने का प्रयास करें? अगला, झाइवर, खासतौर से रेल के झाइवर से सेवा लेने का कोई समय निर्धारित है? यानी रेलवे झाइवर से सेवा लेने का कोई समय निश्चित है? और, क्या उस सेवा के बाद उसके विश्राम की व्यवस्था रेलवे विभाग द्वारा की जाती है? इस पर मंत्री जी थोड़ा सा ध्यान देने की कृपा करेंगे। इसके अलावा क्या झाइवर के द्वारा झाइविंग शुरू करने से पहले उसके अलकोहल या ड्रग्स की जांच की कोई योजना सरकार के पास है? क्योंकि कई बार अमूमन यह देखा जाता है कि जब कई बार आमने-सामने की टक्कर होती है, तो उस समय ट्रैक्स ठीक होता है, सामान्य सिस्टम ठीक होता है, लेकिन झाइवर के ड्रग्स या अलकोहल लेने की वजह से एक्सीडेंट हो जाता है। तो क्या इसकी व्यवस्था के लिए भी मंत्री जी विचार करेंगे?

मान्यवर, दुर्घटना के उपरांत मृतकों के आश्रितों के लिए या घायलों के लिए निश्चित की जाने वाली राशि किस मानक के आधार पर दी जाती है? अभी हमने देखा कि फतेहपुर में एक रेल हादसा हुआ, मृतक के आश्रितों

को पांच-पांच लाख रुपए का मुआवजा दिया गया, एक अच्छी बात है, लेकिन काशीराम नगर में जो रेल हादसा हुआ, उसमें केवल दो-दो लाख रुपए का मुआवजा दिया गया। मैं माननीय मंत्री जी से जानना चाहूंगा कि एक सी मुआवजा राशि मिले, इसके लिए क्या कोई एक ऐसा मानक निश्चित करने पर आप विचार करेंगे? इसके अलावा मान्यवर, एक दो बात कहकर मैं खत्म कर रहा हूं। गाजियाबाद-कोटगांव रेलवे स्टेशन पर आए दिन एक्सीडेंट होते रहते हैं। गाजियाबाद से मेरठ रोड गुल्दर होते हुए जो ट्रेक जाता है, वह पूरी तरह से ओपेन है, सिटी के अंदर है, तो क्या मंत्री जी इस गाजियाबाद से मेरठ रोड और कोटगांव के ट्रेक को ठीक कराकर इसके दोनों तरफ दीवाल बनवाने या तारबंदी कराने पर विचार करेंगे?

मान्यवर, आपने मुझे समय दिया, धन्यवाद।

SHRI DINESH TRIVEDI: Thank you very much, Sir. I am very grateful to all my colleagues. There are about 13 Members of Parliament participated and I, honestly, have no words to thank them. I must extend my gratefulness to Shri Javadekarji. I had requested him specially to present when I reply to the debate. And, amongst us, we have already decided that this is a very serious issue and the entire country is watching us so I wish that we listen, talk and understand the issue in its seriousness. We have two choices. The first choice is: I give a reply the way a reply is to be given and my work is done. And, the second one is, we all, collectively, have to ensure to take the railway where it belongs.

I personally feel that this is a great opportunity in the sense that this issue has been raised, and when such serious issues are raised they give an opportunity to the Minister concerned to share whatever their plans and programmes are. Ultimately, it belongs to the country. I am talking about the Railways.

Sir, before I start, I would just like to know how much time I have.

MR. DEPUTY CHAIRMAN: The reply should end by 3 o'clock. ...*(Interruptions)*...

SHRI DINESH TRIVEDI: Fair enough, Sir. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: He can take less time, but should not go beyond 3 o'clock. ...*(Interruptions)*... I am happy that the Minister has asked about his time limit. Let him confine to his time because we have other business also.

SHRI DINESH TRIVEDI: Thank you, Sir. I promise you that I will. ...*(Interruptions)*... I think we are not serious. ...*(Interruptions)*... Either you be serious or I will just go through the routine. ...*(Interruptions)*...

श्री मुख्तार अब्बास नकवी (उत्तर प्रदेश): ये बार-बार टिप्पणी कर रहे हैं कि हम सीरियस नहीं हैं, यह क्या है ...*(व्यवधान)*...

श्री उपसभापति: आप बैठिए ...*(व्यवधान)*...

SHRI DINESH TRIVEDI: You can't keep on interrupting me. ...*(Interruptions)*...

श्री उपसभापति: देखिए, छोटी-छोटी बातों पर रोक-टोक मत कीजिए ...*(व्यवधान)*...

श्री मुख्तार अब्बास नकवी: ये बार-बार कह रहे हैं कि हम सीरियस नहीं हैं ...*(व्यवधान)*...

MR. DEPUTY CHAIRMAN: Please sit down, Mr. Rudy. ...*(Interruptions)*...

SHRI DINESH TRIVEDI: Please don't take it otherwise. But if there are interruptions, I will not be able to reply. This is not a threat, but this is. ...*(Interruptions)*...

श्री मुख्तार अब्बास नकवी: यह आपकी choice है ...*(व्यवधान)*...

श्री उपसभापति: आप लोग बैठिए। त्रिवेदी जी, आप बोलिए ...*(व्यवधान)*... You are a senior Member. ...*(Interruptions)*... Mr. Minister, you please go ahead.

श्री वी.पी. सिंह बदनौर (राजस्थान): ये नए-नए मंत्री बने हैं। मैं आपसे अनुरोध करता हूँ कि इन्हें बोलने का मौका दिया जाए ...*(व्यवधान)*...

MR. DEPUTY CHAIRMAN: Mr. Singh, it is not correct. ...*(Interruptions)*...

SHRI DINESH TRIVEDI: It is the Members who have asked. And, it is my duty to reply seriously. If you want I would request you with folded hands please let me reply.

MR. DEPUTY CHAIRMAN: As a Railway Minister, it is his maiden speech. So, there should not be any interruptions. ...*(Interruptions)*...

SHRI DINESH TRIVEDI: Sir, let me share these lighter moments with Shri Javedkarji. He started with the 'room' कि पहले रूम की सुरक्षा कर लें, तब हम समझेंगे कि हमारी सुरक्षा कर सकते हैं। हमने कमरे की सुरक्षा कर ली, हमारे लिए नहीं, आपके लिए। वह कमरा आपका है, हमारा नहीं है। यदि वह सुरक्षा हमने कर ली, तो हम रेलवे की सुरक्षा करने में भी सक्षम हैं, लेकिन हम बहुत विनम्रता के साथ आपसे और रुडी साहब से कहेंगे कि-

"साथी हाथ बढ़ाना साथी,
एक अकेला थक जाएगा, मिलकर बोझ उठाना।"
अगर आप मिलकर बोझ उठाएंगे, तो -
"फौलादी हैं सीने अपने फौलादी हैं बाहें,
हम चाहें तो पैदा कर दें चट्टानों में राहें।"

Sir, having said that, there have been altogether seven issues that most of the Members have raised. Obviously, the issue number one is safety; number two is vacant posts, related to safety; level crossing; overuse of coaches and tracks; funding; compensation and the future programme technology.

I am very grateful that this opportunity has been given to me. I am going to divide my reply into two parts. The first part consists of - not to convince anyone or anything - facts as they are. In the second part, if you allow me, I am going to unfold the little plans, whatever I have, with your support. Sir, I would like to give you the facts and figures. Test of pudding is really in the eating. We should see ourselves in comparison with the world. I am not trying to say that we are satisfied with that. Not even one death, even one accident is not acceptable. I totally agree with all my hon. Members that we have to come to a stage where we should be able to say, 'Yes, there are no accidents.' We should have zero tolerance as far as accidents, injuries and deaths are concerned. It is not a comparison, but, I would just like to tell you where we stand vis-a-vis the world. Please don't misunderstand me. I am not trying to justify any accident.

Sir, there are five situations under which accidents/casualties take place. The first one is when rails collide. The second is due to derailments, then comes the level crossing incidents, fires, etc. I have mentioned these points earlier also. How should we compare them? If possible, we would like to stop all accidents. Today there are 45 lakh road accidents in which more than one lakh people die. Does it mean that we stop travelling by road? No; we have to minimise the possibilities and probabilities of accidents. Today, in the era of Internet, all the information is available. So, I was just trying to google and find out about this. I will share the information with you. This is what I found from

the website. This website, whatever it is, is in the public domain. We can compare India with Europe because Europe, America, India and Japan are the ones which have a very, very good railway system. In the year 2002, India had 16 cases of collision. And, what did the European Railways have? They had 249 collisions. I am sorry, the year is 2007. I stand corrected. In the year 2007, we had 8 cases of head-on collision. European railways. ...*(Interruptions)*... Just let me finish. ...*(Interruptions)*... Let me finish. ...*(Interruptions)*... Europe had 249 cases. ...*(Interruptions)*... No; I am telling you. We cannot run down our Railways. I am thankful to all the Railway employees. Whatever Railways is today, it is only because of its employees. It is the lifeline. It is the bloodline. It is the one which integrates the country. What was the number of deaths? If you want, I will give you the figures. And, what was the number of fatalities? I can tell you that. You will be surprised to see what happens in America and Europe. Where we have figures in hundreds, they have in thousands. And they are supposed to be most modern! All I am trying to say is, this is so when we live under constraints. Mr. Rudy, you are a pilot. I have flown with you. You know, today, one of the safest means of transportation is flying.

The reason why it has happened, as Javadekar sahib also said, is 'technology'. That is what it is. We, definitely, need to modernize ourselves. To do these kinds of things, we, definitely, require the indulgence of the entire Parliament. Please understand that Ministers will come and Ministers will go; parties will come in power and parties will go. I am not trying to sermonize. Let me start with a positive note. I can, standing here, guarantee you that if we all work collectively and if we give some kind of a special status to the Railways, there is no reason why the economy of our country cannot jump multi-fold; there is no reason why the travel cannot be made very safe and there is no reason why the vacancies cannot be filled. Sir, having said that, let me start with the safety plan. Shri D. Raja mentioned about the corporate plan. These are, somewhere down the line, related to safety. Please understand that all these records which we have achieved in terms of comparison are there only because there is a safety plan in place. If many accidents and many incidents have been avoided, it is only because there is a safety plan in place. To say that the Indian Railways is totally unsafe, I think we are exaggerating the situation. Sir, the Chairman, Railway Board, is the overall Incharge. You will have to bear with me. Since you have asked, I am duty bound to reply to you.

There are functional members. There are members who are, particularly, designated as Safety Officers. We have Chief Safety Officers. When accidents take place, it comes under the Civil Aviation because of the cross check. We have Safety Directors and Adviser (Safety) of the level of Secretary to the Government of India. They are assisted by five functional Directors — Mechanical, Traffic, Electrical, Signalling and Civil Engineering. Then, we have a policy formulation. I can go on and on but it may sound somewhat routine matters. So, I don't think that I need to tell you all this. You all are educated. There is nothing new I am talking about. We have safety at the Zonal level also. We have a professional Board. I also want to say that Railways is not run by a Minister. Just like an Airline, it is also run by a Professional Board, members of which have spent 35 or 40 years of their life thinking, eating, breathing, or talking only about Railways. Railways come first and. ...*(Interruptions)*...

SHRI BALBIR PUNJ (Orissa): What are you planning to do now? What is happening, how many officers are there, all this is text book education. Most of us know that. What are your plans for future?

SHRI DINESH TRIVEDI: I can do that but they have sought these clarifications. If I do not clarify, they may not like it. Level crossing is a big issue. Sir, total level crossing in the country is 32,735; manual level crossing is 70,839; unmanned is 14,896. I do not want to apportion blames, but the fact of the life is that railway crossing comes under the Motor Vehicles Act. I am not apportioning blames. I am just telling the system, as it is. But Railways do not shirk their responsibility. In spite of that, Railways do manage the unmanned level crossing. I will give you the figures of other countries also. I was looking at the figures and I was astonished to note that a place like America has more than 1,24,000. About 90 per cent of it is unmanned. If you see the number of deaths because of these level crossings, you will find India as one of the safest places, whether it is because of Vishkarma Bhagwan or Hanuman ji.

But I personally feel, it is because of the dedication of the Railway staff. Do you have any idea that under what condition they work? ...*(Interruptions)*... They work under extreme cold, extreme heat conditions. They work with all these things, and that is why whatever it is, the Railway is relatively safe. I again repeat and every time I say I am going to repeat, the objective is, we are going to have zero accident. That is what is the objectivity.

Time is running out fast and I want to come into my own plans. I have noted down what each and every hon. Member said. I would have liked to reply individually because there is not a single thing which I have missed but because of paucity of time, I personally feel that I just get into the track maintenance and then I would like to unfold as to what we can do collectively.

By the way, in 'Vision 2020' it is said that by 2015, all the level crossings should be manned; but for that we - again I repeat - require your support. The reason I said that today the towns are developing, villages are developing and you are having crossing where there was no crossing is because there is development of the village, which is a very good thing. So, it is dynamic. Every day, new level crossing, unmanned crossing, is cropping up.

Sir, as far as the track maintenance is concerned, I am very happy to say that there is no track which is overdue for renewal. I repeat, there is no track which is overdue for renewal. During the year, 2011-12, Rs. 4964 crores have been provided for renewal of tracks. 50 per cent of the tracks renewal is done by using sophisticated machine. Sir, there are lot of stuff which also includes bridge rehabilitation. We have got more than 1,33,000 bridges in Indian railway system - more than 1,33,000 - which is enormous. Can you imagine that to inspect, to monitor the safety of these bridges, you do require an army? And, that army is the army of Indian Railway on which I, and, I am sure, all of you are very proud of.

Accidents need to be definitely avoided. For that, what are we supposed to do? We talked about funds. We have a regular Safety Fund, and I am very happy to say that committees after committees have given recommendations. I think, Mayaji mentioned that Committee recommendations are not taken into consideration, which is not a fact. All the Committee recommendations are taken into consideration in a proper manner. Majority of the recommendations are taken into consideration. Rs. 17000 crore was earmarked for safety and all the funds have been utilized. We definitely require lot of funds. ...*(Interruptions)*... What are the devices for safety? Mayaji, if you want to say something and if the permission is there, I am ready to yield.

MR. DEPUTY CHAIRMAN: No, No. Please complete because we have paucity of time.

SHRI DINESH TRIVEDI: Sir, I am very happy to say that we have ACDs. Anti Collusion Device is a modern method. We have put it on trial but, again, the Indian conditions are very different than the European, American or the Japanese conditions. So, when we tried that, we found that there is some kind of lacuna because these are very sophisticated equipments. If they do not function properly, it will create more problems than solutions. Sir, there have been pilot projects in Southern India because it was a pilot project. It is not only meant for Southern India. Pilot projects need to be taken.

Then, Sir, I would talk about Auxiliary Warning System. This is one of the things which the world is using, and, Sir, I would also like to say something about the technology involved in wagon. I do not want to get into the details of the type and naming of it but I would say something about the new type of wagon which has a system.

There are two types of wagons. In the first type of wagons which we are using today, if there is an impact of the engine, then because of the inertia and momentum, the coach behind tends to jump over the coach or the engine in front, with the result that there is a lot of casualty. But then, in the new modern technology coaches which have a different technology, the inertia, momentum and pressure is distributed throughout all the coaches. In layman's words, it doesn't jump over the other coaches or the engine; it just separates out. So, it may get derailed or it may get off the track, but the casualty or deaths due to it are minimum. We have to make sure that all the coaches and all the engines are modernized.

SHRI D. RAJA: It is reported that 20 per cent of the wagons are overloaded.

SHRI DINESH TRIVEDI: No wagon can really be overloaded because there are strict norms; they are very, very strict norms. It is a good idea and, I think, it needs a review whether the present load, if it has been increased, is acceptable or not acceptable. And, I can guarantee you that if it was found to be not acceptable, or after review if it is found to be not acceptable - because it is a regular review - then, we would stop that. Now, I have just five minutes to share some ideas with you.

SHRIMATI BRINDA KARAT (West Bengal): What about the vacancies?

SHRI DINESH TRIVEDI: I would be telling you about the vacancies also. That is a very good point.

SHRIMATI BRINDA KARAT: What is the time frame for that? ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: There is no time.

SHRI DINESH TRIVEDI: That is a good point but. ...*(Interruptions)*...

SHRIMATI BRINDA KARAT: Sir, it is one of the main questions. We would like to know about the vacancies.

श्री ब्रजेश पाठक (उत्तर प्रदेश): सर, जवाब नहीं आया। ...*(व्यवधान)*... सर, एक मिनट ...*(व्यवधान)*...

श्री उपसभापति: कुछ नहीं होगा ...*(व्यवधान)*... हाउस को कैसे चलायेंगे। ...*(Interruptions)*... I have to run the House.

SHRI DINESH TRIVEDI: There are 1.5 lakh vacancies to be filled up. ...*(Interruptions)*...

Sir, ideally, I would like to take at least one hour to do justice, but never mind; there is paucity of time. One of the reasons is, whenever there is a vacancy to be filled up, out of the several reasons, one of the reasons is that there are court cases, and this is a democracy. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Please understand. This is a Calling Attention Motion and not a debate. ...*(Interruptions)*... रेलवे एप्रोप्रिएशन नेक्स्ट वीक आ रहा है। आप उस पर बोलिएगा। ...*(व्यवधान)*...

SHRI DINESH TRIVEDI: I can tell you that notification was issued in 2008 by ten Zonal Railways for about 47,000 posts; notification was issued in December, 2010 for 85 posts; special recruitment drive for ex-army-men for about 16,000 posts was carried out, and together the total number was about 1,49,189. I can tell you, I am personally going to sit on, if I can use the phrase, 'everybody's head' to ensure that whatever shortcomings are there in recruitment, we cannot afford. I am also very happy to announce that all the positions which are vacant, whether at the Board level or at the level of members are all going to be filled up perhaps in a week's time. As far as my office is concerned, it is going to go ahead.

3.00 P.M.

श्रीमती वृन्दा कारत: कौन सा टाइम फ्रेम है?

SHRI DINESH TRIVEDI: The Ministry is going to send it; it is already done. ...*(Interruptions)*...

SHRIMATI BRINDA KARAT: What is the time-frame?

SHRI DINESH TRIVEDI: From my office, the proposal is going to go this week, this very week, as far as the senior officers are concerned. I do not get involved where junior level posts are concerned. For that there is a due process. It goes to other places like the Prime Minister's Office, and there is no reason to believe that it is going to be delayed there. I can assure you that the process was never ever stopped. There may have been a lot of other reasons and it may have got delayed, but the process has never stopped. A democracy is like an elephant; it walks but walks very slowly; but surely, it walks. I wish to tell you that we cannot afford a single vacancy. ...*(Interruptions)*...

श्री उपसभापति: इस तरह से नहीं होगा। ...*(Interruptions)*...

SHRI DINESH TRIVEDI: Sir, we require more and more LHB type of coaches. At the moment we only have 2.5 per cent.

We need to make this 100 per cent and I can guarantee you whatever it takes to make it I am going to do it, as I said earlier, with support of all of you. Sir, we have been talking about safety. I have got a lot of ideas and those ideas are absolutely useless if I do not get your support and your approval of those ideas because they are not the final ideas. The whole thing is that we must get opportunity to interact, not necessarily here outside as well. The demand for more trains, the demand for more stoppages and the demand for conversion of gauge are all understandable because I also used to run after for these things, whosoever was the Railway Minister, and that is what the demand and aspiration of the people at the bottom line is. And we all are not wanting for ourselves; this is for the country; this is for the people. I would like to have some kind of transparency and that is where I require help from all the Members of Parliament. What is that transparency I am talking about? When you come to meet me in my room, it is not for me; it is for you people. At any

given point in time, you will find, at least, 25 hon. Members of Parliament there because of the aspiration of people. Now I want to have some kind of transparency. What I have thought of, not decided, is to write to each and every Chief Minister, it does not matter to which party they belong to, and then tell them that you please call the Members whether they belong to this party or that party because it is the question of the country and the Railways, and you please find out what is it that they want. After you decide, I would like to go and visit each and every State of this great country, spend a whole day, maybe two days if they want, and discuss things as to what are their plans and what do they want. I don't want to behave as if I am the giver. The system is the one which adjusts itself depending on what kind of resources they have. If I have your approval, I am going to sit with all the Members of Parliament and Chief Ministers. If that approval is there - at least, you can clap and say that you approve - ...*(Interruptions)*... we will have not only transparency but also synergy between the ideas of the Railways and between the ideas of States because they also have their own development plans and programmes. I personally feel bad if I cannot give good reception to my hon. Members of Parliament when they come and visit me; I feel very bad if I cannot give them whatever they demand. I certainly would not like that when you are presenting the budget you can make only 5 per cent of the people happy and rest of them you cannot. Now, I feel that we collectively have to decide because we are all in this particular, I don't want to use the word, 'game'. Somebody talked about Air India saying that they don't want Railways. I can guarantee you; there is no way. The Railways charges less than 25 paise per km. Who can provide these kinds of services? The Railways is meant for the poorest of the poor. We have a social obligation that we can never overlook. I would like to have a very safe travel. What are my visions? See, when I talk about the vision, the light also comes out! The light has come backP ...*(Interruptions)*... यहाँ देर है, अंधेर नहीं है।

I am very happy that the light has come. Sir, what I was thinking, and honestly, I will just take five minutes.

MR. DEPUTY CHAIRMAN: No, I have given five minutes' extension twice.

SHRI DINESH TRIVEDI: Sir, just five minutes; it is very important. Sir, we really want, not in terms of competition, to have a safe travel like aviation. So, we have to compete not with the buses

and trucks, but with airlines because safety is paramount. What I have been thinking is to have a separate Railway Safety Board. And, this is not any kind of a policy matter; this is just an idea because like Mr. Rudy, I am also a flier and I have taken some technology from there, and there is no doubt about it. If we can have an independent Railway Safety Board, what are they going to do? We are going to have experts, not necessarily in-house experts. There are lot of Railway Board Chairmen who are retired. There are lot of expert people in this country. We are going to analyse various accidents in the Railway system. Why are they happening? How do we get out? Analysing and providing advice regarding accidents will be one function. There are lot of things. I don't want to go into all of them.

Lastly, Sir, there are three areas to make travel very safe - identification of risk, safety management system, mitigating the risk of the safety. These are the three broad parameters. If the hon. Members support - I am again quite glad and happy that they are all, on board, with me - we are going to make sure that between, perhaps, Kolkata and Delhi, why should it not take only five hours? Why should it take seventeen hours? Between Delhi and Jaipur, why should it take four hours? It can be covered in one hour safely. We talked about Japan. Japan has the technology. Definitely, it has the technology. India has the brains. Please understand, all our IIT students, all our IIM students are there. India is full of knowledge and full of brains. We have to develop this in-house as well. All I need from you, hon. Members of Parliament, is a huge support. Let's take the Railways to the fourth generation so that this country can give one of the best railway systems the world has ever seen. Thank you, Sir.

MR. DEPUTY CHAIRMAN: Now, we will continue the Short Duration Discussion on the situation arising out of growing incidents of terrorism in the country with special reference to recent blasts in Mumbai on 13th July, 2011. वीर सिंह जी, कल जहां स्टाप किया था, वहीं से शुरू कीजिए। शुरू से शुरू मत कीजिए।

SHORT DURATION DISCUSSION

The situation arising out of growing incidents of terrorism in the country with special reference to recent blasts in Mumbai on 13th July, 2011

श्री वीर सिंह (उत्तर प्रदेश): धन्यवाद उपसभापति महोदय। कल सदन में देश में आतंकवादी घटना से संबंधित विषय पर चर्चा हो रही थी, उसमें मेरी बात अधूरी रह गई थी, आज आपने मुझे बोलने का पुनः सुअवसर दिया है।