

डिब्बे के अंदर यह अनाउंसमेंट होता रहे और लोगों को पता चले कि यह स्टेशन आने वाला है और यह ट्रेन कहां तक जाने वाली है ?

شری ابو عاصم اعظمی : مہودے، میں آپ کے مادھیم سے منتری جی سے یہ جاننا چاہتا ہوں، ریلوے سے جڑا ہوا سوال ہے کہ جب ٹرین میں سفر کرتے ہیں تو آگے کون سا اسٹیشن آئے یہ پتہ نہیں چلتا ہے، خاص طور سے لوکل ٹرین میں۔ گا، ممبئی بھی ایک ایسی جگہ ہے جہاں پر روز نئے نئے ٹورسٹ آتے ہیں اور آدمی جب بھیڑ میں چلا جاتا ہے تو اگلا اسٹیشن کون سا آئے گا، یہ اسے پتہ نہیں چلتا۔ کیا منتری جی ایسا کچھ سسٹم کرنے والے ہیں کہ ریلوے کے اندر، ڈبے کے اندر یہ اناؤنسمنٹ ہوتا رہے اور لوگوں کو پتہ چلے کہ یہ اسٹیشن آنے والا ہے اور یہ ٹرین کہاں تک جانے والی ہے۔

SHRI R. VELU: Sir, the suggestion of the hon. Member is well taken. In fact, we have given instructions to see that this kind of public address system is installed in the coaches which we are now trying to manufacture. Secondly, these are all old coaches. Hon. Members are well aware that this system of making an announcement about the coming stations in advance is available elsewhere in the other countries. We have also introduced it in certain trains. The suggestion is well taken. In future, we will see to it that this is done especially in sub-urban trains in which large number of people travel. They are not able to identify the stations.

SHRI G.K. VASAN: Sir, as the Minister has said, 14 million people travel through the Railways which is the largest mode of transport in the world. Now railway bookings are done only through the railway stations and airports. In order to make it easy, can a scheme be introduced by which the Railways itself could give authorised agents? This kind of a scheme will definitely help the unemployed youth and the handicapped persons. Is there any such proposal before the Ministry?

SHRI R. VELU: Sir, we have already got this system of authorised agents. This system is already in vogue. Perhaps this element of handicapped persons can be introduced here. Already, reservation is there for them. Sir, his suggestion is well taken. We will see as to what can be done.

Rail accidents

*83. SHRI DATTA MEGHE: Will the Minister of RAILWAYS be pleased to state:

(a) the details of rail accidents occurred in various part of the country during the last three years, year-wise;

†Transliteration in Urdu Script.

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- (b) the number of persons killed and injured in these rail accidents;
- (c) whether the causes of these rail accidents have since been inquired into;
- (d) if so, the particulars of railway personnel who have so far been held responsible for these rail accidents;
- (e) the action so far taken against these railway personnel;
- (f) whether any progress has so far been made in installing Anti Collision Device (ACD) in trains; and
- (g) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (g) A statement is laid on the Table of the Sabha.

Statement

(a) and (b) The details of consequential train accident, occurred on Indian Railways during the last three years (2002-03 to 2004-05) are as under:—

	2002-03	2003-04	2004-05*
Consequential train accidents	351	325	234
No. of persons Killed	418	294	231
No. of persons grievously injured	982	492	418

*Figures are Provisional.

It is pointed out that the number of fatalities in train accidents is essentially fortuitous and strictly speaking is not susceptible to comparison.

(c) to (e) Each and every train accident is inquired either departmentally or by Commissioner of Railway Safety depending upon the seriousness of the accident. The staff held responsible according to the findings of the inquiry committee are taken up under Discipline and Appeal Rules and the accepted recommendations implemented. Of the 910 accidents in the period (2002-03 to 2004-05), 85 have been inquired into by the Commission of Railway Safety and 825 departmentally.

During the last three years 1254 Railway officials have been taken up under Disciplinary Appeal Rules for various lapses leading to consequential train accidents, not necessarily relating to the accidents in these three years.

(0 and (g) Installation of Anti Collision Device (ACD) on the **Broad Gauge Sections** of Northeast Frontier Railway has been completed in June, 2005. Checking and fine tuning of ACD is nearing completion. **After** commissioning of ACD on Northeast Frontier Railway steps are being taken to extend the same on other Railways.

* **श्री दत्ता मेघे** :सर, हमारे देश में रोज एक्सीडेंट होते हैं और कल भी हुआ है। सरकार ने भी यह माना है कि 2002, 2003 और 2004 में कोई 300 से ऊपर सब जगह एक्सीडेंट हुए हैं। मैं मंत्री महोदय, से पूछना चाहता हूं कि सरकार द्वारा दुर्घटनाएं रोकने के लिए किए जा रहे सतत प्रयासों का क्या परिणाम निकला ? 17 हजार करोड़ से एक रेलवे सेफ्टी फंड बनाया गया था जो 2001 से चल रहा है। रेलवे दुर्घटना रोकने के लिए इसमें से किस-किस काम पर कितना खर्चा किया गया, क्योंकि सेफ्टी है ही नहीं और सैंकड़ों लोग मरते हैं। यह जो सेफ्टी की बात है, जो इसका फंड है अगर बराबर खर्च करेंगे तो रेल में एक्सीडेंट नहीं होंगे, जिसके लिए क्या प्रयास किए गए ? यह मेरा पहला क्वेश्चन है।

SHRI R. VELU: Sir, I must put the record straight. What is the number of train accidents during the last three years? In 2002-03, the number of train accidents was 351; in 2003-04 it was 325 and last year, the number was 234. There is a phenomenal reduction of 28 per cent over the previous year. It does not mean that I am subscribing to the accidents. For the information of the hon. House, I would like to say that there is the Safety Index world over in which we calculate train accidents—per million train kilometers. What is the figure? It was 5.5 in the year 1960-61, It has come down to 0.41 during 2003-04

श्री दत्ता मेघे : लोग मर रहे हैं।

SHRI R. VELU: Let me complete. Last year, it was 0.31. Now in the world's Standard Safety Index, it is 0.3 to 1.1. We are at 0.31. It means that in our case the number of accidents has reduced. In 2004-05, the number of train accidents was only 234. What is the number of road accidents? I am not comparing it. I am just mentioning it for the information of the House. There are not less than one lakh road accidents in a year which are taking place in India today.

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MR. CHAIRMAN: Are you comparing with it?

SHRI R. VELU: I am not comparing with it. What i am saying is we are running 9,000 trains carrying 14 million people, covering 62,000 Route Kilometres day in and day out. ...(*Interruptions*)...

SHRI DATTA MEGHE: Sir, that was not my question.

SHRI R. VELU: I am coming to that. So, the level of accidents has come down phenomenally, and today it is only to the world standard. I am not taking credit for that.

Sir, the second part of the question was, as to what we have done about the Safety Fund which has been created in the Railways. Sir, we have created a Safety Fund of Rs. 17,000 crores. A major portion of that Fund has been spent on track upgradation, renewal of old assets and our own rolling stock, etc. Out of Rs. 17,000 crores, nearly Rs. 12,000 crores have already been spent. There are two more years to go, this year and next year, and we will be able to spend the balance amount so that the system can be upgraded-technologically. We would also like to see that the manpower is motivated and there is an attitudinal change in them so that safety on the railways increases and the number of accidents come down.

श्री दत्ता मेघे : सभापति महोदय, मैं मंत्री महोदय से जानना चाहता हूँ कि क्या सरकार रेलवे की आपस में टक्कर से होने वाली दुर्घटनाओं के प्रति गंभीर है और यदि है, तो टक्कर-रोधी उपकरण (ए सी डी) को सभी रेल रूटों पर लगाने के बारे में सरकार ने क्या नीति अपनाई है ? सरकार के अपने आकड़ों के मुताबिक जितनी रेल दुर्घटनाएं होती हैं, उनमें से आधी से अधिक रेल दुर्घटनाएं रेल कर्मचारियों की गलती से होती हैं। मैं जानना चाहता हूँ कि पिछले पांच सालों में कितने और किन-किन अधिकारियों तथा रेल कर्मचारियों को निलम्बित अथवा बर्खास्त किया गया है ?

SHRI R. VELU: Sir, the anti-collision device is the latest in our attempt to see that the accidents are averted. In the Northeast Frontier Railway, we have already installed this system. We have completed it by June. We are now fine-tuning it to see that all the 1700 kilometres become operational. In the same way, once it succeeded, we are also going to introduce another 1700 kilometres in the Southern, South Western, South Central and the Northern Railway. Sir, once this system is introduced on the railways, there will not be any collision; there will be zero collision in

the country. Why? If anything untoward happens even before three kilometres, of a running train whether it is derailment or something happens in between or some coach falls down, they will be able to know about it through this anti-collision device. We have already done it in the Konkan Railway. It is now going to be operational. I assure the hon. Members that India will face zero collision on the railways in the future.

श्री शरद यादव : सभापति जी, जो सवाल दत्ता मेघे जी ने पूछा है, उसका जवाब मंत्री जी ने दिया है कि सारे प्रयास हो रहे हैं, मैं इस बारे में कुछ नहीं कहना चाहता हूँ। मैं आपके माध्यम से रेल मंत्री जी को एक सुझाव देना चाहता हूँ। आज देश में जैसे हालात है। देश में जिस तरह से आतंकवाद फैल रहा है, रेलवे में विशेष तौर पर जो कुली है, यदि उनका किसी तरह से इनमें समावेश हो सके, उनका उपयोग हो सके, तो वे एक बड़ी सीमा तक रेलवे की मदद कर सकते हैं। क्योंकि कुली पूरे देश में फैले हुए हैं, वे हर स्टेशन के बारे में जानते हैं और वे यह भी जानते हैं कि स्टेशन पर किस तरह का, कैसा आदमी, कहां बैठा है। इस देश में जो रेलवे स्टेशनों पर कुली हैं, वे सबसे ज्यादा लाचार और बेबस लोग हैं। लेकिन उनकी जानकारी में जितनी चीजे होती हैं, उतनी चीजों की जानकारी रेलवे के लोगों को नहीं होती है, खासकर के जो पैसंजर्स आते हैं। इसलिए आपके माध्यम से मैं रेल मंत्री जी से कहना चाहता हूँ कि कुलियों का कैसे बेहतर इस्तेमाल रेलवे में हो, इसके बारे में क्या कोई योजना आपकी है और यदि नहीं हैं, तो क्या आप इसके बारे में आगे कोई योजना बनोयेंगे ?

श्री सभापति : मंत्री जी, आप इस सुझाव पर विचार करिये।

SHRIMATI JAYA BACHCHAN: Thank you, Sir. I would like to know from the Minister, through you, whether the compensation claims filed by the dependents of those killed in rail accidents in the last three years have been settled. If not, reasons thereof and what is the total compensation amount lying undistributed?

SHRI R. VELU: Sir, with regard to this, there are 18 Benches throughout the country to deal with all these accident claims. The maximum amount we allow is Rs. 4 lakhs for death; for untoward happening, again, it is a maximum of Rs. 4 lakhs. What is pending there, what the compensation is, what the final decree can be, is not known and we cannot quantify this. I can only assure the hon. Member that we are now prescribing some time-limit, after the hearing has been done, so that the claims are expedited and the settlement is made. That much I can say.

SHRIMATI JAYA BACHCHAN: Sir, it is a very weak answer.

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श्री सभापति : इसमें मैं क्या करूँ ?

डा. मुरली मनोहर जोशी : आप इसको निर्देशित करें वे स्पष्ट उत्तर दें । आप निर्देशित कर सकते हैं ।

SHRI DIPANKAR MUKHERJEE: In his next Question Hour he can give this reply since it may not be available with him now. He can reply on the number of accidents and the number of deaths, how much is the claim and how much has been settled, year-wise. Those figures can be laid on the Table.

SHRI SHANTARAM LAXMAN NAIK: On the Konkan Railway route, there are land slides; boulders come there and mud too is deposited. I would like to know whether this anti-collision device operates only against the on coming trains, or, also against boulders and mud.

SHRI R. VELU: Anything on the track can not be sensed by the anti-collision device and action would be there by the drivers. If the action is not taken by the drivers, then, there would be automatic action. That much I can assure.

*84. [The questioner (Shri S.S. Ahluwalia) was absent. For answer *vide* page 29]

Shortage of wheat stock

†*85. SHRI C. RAMACHANDRAIAH:

SHRI MANOJ BHATTACHARYA:

Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the stock of wheat with Government agencies has plummeted to an all-time low barely enough to meet the stipulated buffer stock norms;

(b) if so, the details thereof; and

(c) the steps proposed to be taken to augment the wheat stock to ensure food security and to enable Government to meet its other commitments?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (DR. AKHILESH PRASAD SINGH): (a) to (c) A Statement is laid on the Table of the House.

† The question was actually asked on the floor of the House by Shri C. Ramachandraiah.