

इसका मतलब यह नहीं है कि कोई किसी से मिलने नहीं देगा। यह बहुत दुर्भाग्यपूर्ण स्थिति है और मैं चाहता हूँ कि सरकार इसके बारे में अपना रुख साफ करे।

MR. CHAIRMAN: Thank you very much.

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### ORAL ANSWERS TO QUESTIONS

\*261. [The questioner (Dr. Janardhan Waghmare) was absent]

#### **Safety audit of railway stations**

\*261. DR. JANARDHAN WAGHMARE: Will the Minister of RAILWAYS be pleased to state:

(a) whether a Safety Audit Team of the Northern Railway has recently conducted safety audit of the New Delhi Railway Station;

(b) if so, the details of the report submitted by the said Team;

(c) whether Government has since examined the recommendations of the Team;

(d) if so, what further action Government proposes to take on its recommendations;

(e) whether safety audit of other railway stations would also be conducted;

(f) if so, the details thereof and by when; and

(g) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI PAWAN KUMAR BANSAL): (a) to (g) A Statement is laid on the Table of the House.

#### ***Statement***

(a) to (d) Ministry of Railways (Railway Board) have constituted 2 separate Fire Safety Audit Teams A and B. The mandate of Team A is to identify areas requiring further upgradation to match the latest fire safety norms to international standards and Team B is to conduct checks at stations, coaching depots, workshops etc., for assessment of compliance of RDSO and Board's instructions regarding fire safety. In this direction, Fire Safety Audit Team B conducted an

inspection at New Delhi Railway Station on 08.01.2013 and found some fire extinguishers, CCTV Cameras and baggage scanners had some problems. On the basis of interim observations, Delhi Division of the Railways has initiated corrective action as required.

(e) to (g) Fire Safety Audit Team B also conducted inspections at Mumbai Central Railway Station on 21.01.2013, at Chatrapati Shivaji Terminus station on 22.01.2013, at Udaipur Station of North Western Railway on 12.02.2013. Deficiencies found at these stations are being attended to.

MR. CHAIRMAN: Hon. Member is not present. Let the answer be given. Any supplementaries? Yes, Mr. Khanna.

**श्री अविनाश राय खन्ना:** सर, इसमें जो उत्तर दिया गया है, उसके अनुसार दिल्ली और मुम्बई, जो हमारे मेन स्टेशंस हैं, वहां इनकी टीम ने विज़िट किया और सिव्योरिटी इंस्ट्रुमेंट्स में कुछ प्रॉब्लम्स पाई गईं। प्रॉब्लम्स कहां पाई गईं, जो आग बुझाने के यंत्र हैं, उनमें पाई गईं, जो सीसीटीवी कैमरे लगे हैं, उनमें पाई गईं या जो स्कैनिंग मशीनें हैं, उनमें पाई गईं।

सर, सिव्योरिटी चेकिंग के लिए तीन ही तो इम्पोर्टेंट चीज़ें हैं। मैं माननीय मंत्री जी से कहना चाहूंगा कि इन इंस्ट्रुमेंट्स का कोई पिरिऑडिकल इन्स्पेक्शन होना चाहिए। इसके लिए कोई समय निश्चित करने की व्यवस्था की जाए, ताकि यह पता चल सके कि ये इंस्ट्रुमेंट्स फंक्शन कर रहे हैं और इनसे सिव्योरिटी का काम हो रहा है।

सर, इन बातों से यह पता चलता है कि रेलवे, सिव्योरिटी और सेफ्टी के लिए कितनी रिस्पॉंसिबल है।

**श्री सभापति:** आपका सवाल क्या है?

**श्री अविनाश राय खन्ना:** सर, मैं यह पूछना चाहता हूं कि रेलवे सिव्योरिटी के लिए ये जो इम्पोर्टेंट इंस्ट्रुमेंट्स हैं, ये लगातार फंक्शन करते रहें, चलते रहें, इसके लिए सरकार क्या उपाय कर रही है? क्या इसके लिए इन्स्पेक्शन का कोई पीरियड तय किया जाता है या नहीं?

**श्री पवन कुमार बंसल:** महोदय, पहले तो मैं यह कहना चाहूंगा कि रेलवे ने सिव्योरिटी चेकिंग के लिए ये जो दो टीम्स नियुक्त कीं, यह एक जो प्रो-एक्टिव ऐक्शन था, इस चीज़ को सुनिश्चित करने के लिए कि आगे भी हमसे कहीं कोई कोताही नहीं रह जाए, सुरक्षा के मसलों की अनदेखी नहीं हो और वक्त पर उनका पूरा ध्यान रखा जा सके। इसी के तहत जब टीम बी नई दिल्ली रेलवे स्टेशन, मुम्बई के दो रेलवे स्टेशंस और उदयपुर रेलवे स्टेशन पर गई, वहां उन्होंने कुछ खामियां महसूस कीं। उन खामियों पर बहुत गम्भीरता के साथ विचार किया गया और उसके लिए हिदायतें दी गईं। अभी फायर एक्सटिंग्विशर की बात

की गई, उनकी रीफिलिंग समय पर होनी चाहिए थी, जो नहीं हुई। ऐसा नहीं था कि वे काम नहीं कर रहे थे, लेकिन उनकी रीफिलिंग, जो एक वर्ष में होनी चाहिए थी, वह नहीं हुई थी। इसके लिए हिदायतें दे दी गई हैं और उन्हें ठीक करवा दिया गया है। आगे के लिए वह हिदायत भी उन्हें दे दी गई है कि रीफिलिंग के समय पहले उनको खाली किया जाए, ऐसा न हो कि पहले की चीज़ को ही फिर से इस्तेमाल कर लिया जाए और उसी को फिर से भर दिया जाए। पहले उसे खाली किया जाए और फिर नये सिरे से भर कर ही उसको इस्तेमाल किया जाए। इसके अलावा, आपने जो बताया कि समय-समय पर फिर से उनकी इंस्पेक्शन होनी चाहिए, निरीक्षण होना चाहिए, तो उसके लिए भी हिदायतें हैं। मैं विभाग के लिए इस बात को अनिवार्य कर रहा हूँ कि आगे से वह इनका पालन सही ढंग से और सख्ती के साथ करता रहे।

SHRI BIRENDRA PRASAD BAISHYA: Sir, safety and comfort of the passengers should be the first priority for the Railway Minister and the Ministry of Railways. To look into safety issues, Indian Railways had constituted a Committee under the Chairmanship of Mr. Kakodkar. This Committee had recommended that the Indian Railways need more than one lakh crore rupees to implement safety measures. By imposing high tariff on the passengers, it is not possible to get this kind of money. Therefore, internal resource mobilization is also required by the Railway Ministry. Also, budgetary support from the Government of India should be increased.

MR. CHAIRMAN: Your question does not relate to this at all.

SHRI BIRENDRA PRASAD BAISHYA: Sir, this is relevant.

MR. CHAIRMAN: Why do you make a speech before asking a question?

SHRI BIRENDRA PRASAD BAISHYA: Sir, I would like to know, in the light of the recommendations made for safety reasons, how does the Ministry of Railways propose to mobilize resources internally?

SHRI PAWAN KUMAR BANSAL: Sir, the Kakodkar Committee had made as many as 106 recommendations, the implementation of which entails an expenditure of Rs.1,00,000 crore. The entire House would agree with me that it is an extremely difficult task. If I were to talk about the financial implications of the recommendations made, this Rs.1,00,000 crore would mean Rs.20,000 crore a year. Further, the Committee had suggested something else. Now, the House has to take a decision, and I would be extremely happy and grateful to the House if the

House agrees with that recommendation of the Committee, which talks about a non-lapsable fund generated through a Safety Cess on passengers of different classes, in a graded manner, to raise funds to the tune of Rs.5,000 crore per annum. Now, is the House willing to sanction that? The small amount which I had raised in the form of forces has been objected to by different quarters. I know, you had lent your open support to that. Further, it says that the payment of dividends should be stopped. Then, a road cess of Rs. 1,000 per crore would not be enough and, therefore, we must have another Rs.4000 crores per annum for this. This is an uphill task. But we are at it. We are certainly determined that as many recommendations as possible would be implemented. Sir, there is another recommendation which I may, incidentally, like to point out in this case. The Kakodkar Committee has also suggested that no new train should be introduced without adequate capacity for operation and maintenance. Now, you can very well understand what my plight is when there is a demand for introduction of more trains and when we are not able to take full care of the maintenance facilities and make provisions for all that is required on the trains. Nevertheless, Sir, the Railways are determined and we shall continue to do our best as far as this provision of safety is concerned as also comfort. Now, comfort is not really related to the main question today, but that is also important for us. As far as the questions of security and safety are concerned, we have been taking measures and we will continue to take measures.

DR. YOGENDRA P. TRIVEDI: Sir, in the city of Mumbai, which is so densely populated, the suburban trains run for about 30-40 kilometres along crowded lanes. There is no proper fencing done. Two or three casualties every day is not even considered as a news item worth reading. My question is, why don't you have proper fencing all the way, when a train passes through crowded places? Secondly, people cross the tracks, especially children returning from schools who are tempted to rush to their homes across the tracks. At such times, the minimum that can be done is to have adequate Police presence there. The Police could stop people from crossing the railway tracks.

SHRI PAWAN KUMAR BANSAL: Sir, the provision of fencing on the sides of the tracks is not the minimum, but the desired thing. If I were to have a holistic approach to the matter, we have 64,000 route kilometers, and it is well-nigh impossible to fence the tracks on both the sides, which means the double of that.

Now, we have begun this exercise on the Agra side. The Railways traverse the length and breadth of the country passing through very thickly populated areas where there is persistent demand to open more level crossings, whereas the Kakodkar Committee has suggested that no more level crossings should be permitted. So, we are in that predicament. On one hand, there is a demand for more level crossings and, on the other hand, we have to take care of the safety measures. It was in that regard that I had suggested in my Budget Speech that we must really be able to get more from the Central Road Cess for the purposes of constructing the road over bridges.

#### **Central Board of Fisheries**

\*262. SHRI DEVENDER GOUD T: Will the Minister of AGRICULTURE be pleased to state:

- (a) the aims and objectives of the Central Board of Fisheries (CBF);
- (b) when the CBF was constituted;
- (c) the efforts CBF has made, since its constitution, for the welfare and well being of fishermen in the country;
- (d) whether it was disbanded in between;
- (e) if so, the reasons therefor; and
- (f) in the light of (d) above, how Government is looking after the welfare of fishermen in the country?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI TARIQ ANWAR): (a) to (f) A statement is laid on the Table of the House.

#### ***Statement***

(a) to (f) The Central Board of Fisheries (CBF) was established in 1958-59 under the chairmanship of Union Agriculture Minister in order to coordinate and integrate the activities in the field of fisheries development and research in the country. The CBF discussed national problems on fisheries development and recommended measures for optimum growth of the sector and conservation of fishery resources etc. from time to time. Government of India launched the National Fisheries Development Board (NFDB) in 2006 as a Special Purpose Vehicle with the