

MR. CHAIRMAN: Question No. 275. The questioner is absent. Any supplementaries?

**275. [The questioner (Shri Anil Desai) was absent.]*

Railway bridge accidents in Maharashtra

*275. SHRI ANIL DESAI: Will the Minister of RAILWAYS be pleased to state:

- (a) the number of accidents due to railway bridge collapse that occurred in Mumbai and Maharashtra during the last three years;
- (b) the number of people killed due to these accidents; and
- (c) whether sufficient steps have been taken to prevent such accidents, if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) to (c) A Statement is laid on the Table of the House.

Statement

(a) and (b) there has been no case of collapse of Railway Bridge which resulted into a consequential train accident during last three years and in the current year in Mumbai and Maharashtra. However, one unusual incident of falling of pathway of Road Over Bridge (ROB) No. 3 (Gokhle ROB) at Andheri Station of Mumbai Division of Western Railway occurred on 03.07.2018 in which two persons died.

(c) There is a well established system of inspection of bridges on Indian Railways. All the bridges are inspected twice a year, one before the onset of monsoon and one detailed inspection after monsoon by the designated officials. After inspection, every bridge is assigned an Overall Rating Number (ORN) and based on the ORN of the bridge, rebuilding / strengthening is undertaken. All Foot Over Bridges (FOBs) are inspected once a year. Based upon the inspections, necessary corrective actions are taken.

Apart from the above, as a preventive measure, one time Safety Audit of 329 bridges (115 ROB, 194 FOBs and 20 Overhead Structures) in the State of Maharashtra, have been carried out by expert agencies like IIT Mumbai etc. Based upon findings of Safety Audit, necessary action has been taken.

DR. SASMIT PATRA: Mr. Chairman, Sir, my question to the hon. Minister is: Considering the present situation of Railways and the accidents happening thereof, what are the various measures and technological upgradation that have been undertaken in the last three years by the Ministry in order to safeguard the Railway's life and property? ...*(Interruptions)*...

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI ANGADI SURESH CHANNABASAPPA): Sir, to avoid accidents in Railways, hon. Member has made a valid point. ...*(Interruptions)*... A lot of measures have been taken. ...*(Interruptions)*... There are railway bridges. ...*(Interruptions)*... Every year, before rainy season, eminent engineers inspect and we are also giving it to a third party to inspect and submit report. ...*(Interruptions)*... And, based on that, all necessary measures are taken. ...*(Interruptions)*... We are also taking help of new technology to avoid accidents, including at unmanned level crossings. ...*(Interruptions)*... The help of local authorities is also required whenever over-bridges or under-bridges are to be developed. ...*(Interruptions)*... Along with this, we are also consulting the local authorities and the State Government concerned and taking proper measures. ...*(Interruptions)*...

डा. विनय पी. सहस्रबुद्धे: माननीय सभापति महोदय, मैं आपके माध्यम से माननीय मंत्री जी से पूछना चाहता हूँ कि सरकार ने कई स्टेशनों पर एस्केलेटर्स बनाने की एक अच्छी योजना चलाई है, तो मुम्बई महानगर में कितने और स्टेशनों पर एस्केलेटर्स लगाने की योजना है?

SHRI ANGADI SURESH CHANNABASAPPA: Sir, there is a rule that a minimum of 25,000 people have to use it. ...*(Interruptions)*... There are rules under the Indian Railways. ...*(Interruptions)*... Depending upon passengers' usage and local demand, a decision will be taken. ...*(Interruptions)*... With regard to the question of the hon. Member pertaining to Railway development, I will get details, sit with him and share it with him. ...*(Interruptions)*...

श्रीमती कान्ता कर्दम: माननीय सभापति जी, मैं माननीय मंत्री जी के ध्यान में लाना चाहती हूँ कि हमारे यहां मेरठ से प्रयागराज जाने के लिए केवल एक ही ट्रेन नौबन्दी एक्सप्रेस है ...*(व्यवधान)*... और अब चूंकि कोहरा भी होता है और उसके कारण वह छ-छ घंटे तक लेट हो जाती है ...*(व्यवधान)*... और कई बार दो-दो दिन के लिए भी स्थगित हो जाती है, ...*(व्यवधान)*... जिसके कारण वहां जाने के लिए बहुत ज्यादा समस्या का सामना करना पड़ता है। ...*(व्यवधान)*... अतः मेरी माननीय मंत्री जी से मांग है कि मेरठ से प्रयागराज हेतु लखनऊ होते हुए एक सुपरफास्ट ट्रेन देने की कृपा करें, जिससे कि ...*(व्यवधान)*... वहां के लोगों को सुविधा मिले।

महोदय, इसके साथ ही मैं यह भी कहना चाहती हूँ कि ...*(व्यवधान)*... नजदीक में मुजफ्फरनगर, शामली, बागपत और हापुड़ जिले लगते हैं, ...*(व्यवधान)*... इन जिलों की भी यही

समस्या है। ...*(व्यवधान)*... यदि मेरठ से यह सुपरफास्ट ट्रेन चला दी जाएगी, तो उससे समस्या का बहुत समाधान हो सकता है। ...*(व्यवधान)*... अतः मैं मंत्री जी से मांग करती हूँ कि एक सुपरफास्ट ट्रेन चलाई जाए।

MR. CHAIRMAN: Please, don't do this. ...*(Interruptions)*... Don't do this. ...*(Interruptions)*... You get a bad name and bring a bad name to Parliament of India also. ...*(Interruptions)*... Dolaji, don't do this. ...*(Interruptions)*... You will get a bad name and Parliament of India also gets a bad name. ...*(Interruptions)*... School children are watching the proceedings. ...*(Interruptions)*... As it was said earlier, we are not school children. ...*(Interruptions)*...

SHRI ANGADI SURESH CHANNABASAPPA: Sir, the hon. Member has raised a valid point that Delhi-Lucknow train service. ...*(Interruptions)*...

MR. CHAIRMAN: Other than the Minister and the Member who is asking responsible supplementaries, nothing shall go on record. It is very clear. ...*(Interruptions)*...

SHRI ANGADI SURESH CHANNABASAPPA: Sir, with regard to the problem raised by the hon. Member of her constituency and the problem being faced by the passengers, already, the Railways started Tejas special train between Delhi and Lucknow. ...*(Interruptions)*... Apart from this, we are. ...*(Interruptions)*...

MR. CHAIRMAN: It should be seen by the people so that they understand. ...*(Interruptions)*... If that is the unanimous demand, ...*(Interruptions)*... Now, if you show it to the people ...*(Interruptions)*... Then, I will consider it. ...*(Interruptions)*... Only question and reply will go on record. ...*(Interruptions)*...

SHRI ANGADI SURESH CHANNABASAPPA: If the demand is created for new trains, we will take details from the hon. Member, sit with the concerned officers and consider it. ...*(Interruptions)*...

MR. CHAIRMAN: It means, you are suggesting for adjournment of the House. ...*(Interruptions)*...

SHRI ANGADI SURESH CHANNABASAPPA: The issue would be studied. ...*(Interruptions)*...

MR. CHAIRMAN: Are you suggesting that the House be adjourned? ...*(Interruptions)*... You don't want Question Hour? ...*(Interruptions)*...

SHRI TIRUCHI SIVA: Sir, we want everything. But ...*(Interruptions)*...

MR. CHAIRMAN: You don't want Question Hour? ...*(Interruptions)*... You don't want Question Hour? ...*(Interruptions)*... Question No. 276. ...*(Interruptions)*... Ch. Sukhram Singh Yadav. ...*(Interruptions)*...

बढ़ता व्यापार घाटा

*276. चौधरी सुखराम सिंह यादव: क्या वाणिज्य और उद्योग मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या यह सच है कि भारत का व्यापार घाटा लगातार बढ़ रहा है;
- (ख) विगत तीन वर्षों के दौरान भारत का व्यापार घाटा कितने प्रतिशत बढ़ा है;
- (ग) विगत तीन वर्षों के दौरान चीन से व्यापार घाटा कितने प्रतिशत रहा है; और
- (घ) विगत तीन वर्षों के दौरान व्यापार संतुलन स्थापित करने की दिशा में क्या कदम उठाए गए हैं?

वाणिज्य और उद्योग मंत्री (श्री पीयूष गोयल): (क) से (घ) विवरण सभा-पटल पर रख दिया गया है।

विवरण

(क) और (ख) भारत की व्यापारिक वस्तुओं के व्यापार घाटे में वर्ष 2015-16 की तुलना में वर्ष 2016-17 में 8.61 प्रतिशत की कमी आयी और उसके बाद मुख्य रूप से वर्ष 2016-17 में 86.96 बिलियन अमरीकी डालर की तुलना में ज़रूरत: 108.7 बिलियन अमरीकी डालर और 140.92 बिलियन अमरीकी डालर मूल्य, वह भी उच्चतर अन्तर्राष्ट्रीय मूल्य पर, के पेट्रोलियम क्रूड और उत्पादों के आयात में वृद्धि के कारण गत वर्षों की तुलना में वर्ष 2017-18 में 49.35 प्रतिशत और वर्ष 2018-19 में 13.25 प्रतिशत की वृद्धि हुई। तथापि, वर्तमान वर्ष 2019-20 (अप्रैल-अक्टूबर) के दौरान भारत के व्यापार घाटे में पिछले वर्ष की तदनुसारी अवधि की तुलना में 18.43 प्रतिशत की कमी आयी है। मौजूदा व्यापार घाटा वर्ष 2012-13 के उच्चतम स्तर अर्थात् 190.34 बिलियन अमरीकी डालर के मुकाबले काफी कम है। व्यापार घाटा घरेलू और अन्तर्राष्ट्रीय बाजार में मांग और आपूर्ति, मुद्रा के उतार-चढ़ाव, अन्तर्राष्ट्रीय कीमतों आदि जैसे वैश्विक और घरेलू कारकों के कारण विभिन्न वस्तुओं के आयात और निर्यात में सापेक्ष उतार-चढ़ाव पर निर्भर करता है।

(ग) पिछले तीन वर्षों और वर्तमान वर्ष के दौरान चीन पीआरपी के साथ भारत के व्यापारिक वस्तुओं का व्यापार घाटा और प्रतिशत परिवर्तन निम्नानुसार है: