

LOK SABHA DEBATES

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LOK SABHA

Saturday, April 25, 1964/Vaisakha 5,
1886 (Saka)

The Lok Sabha met at Eleven of the
Clock.

[MR. SPEAKER in the Chair]

MEMBER SWORN

Mr. Speaker: Secretary may call out the name of the Member who has come to make and subscribe the oath or affirmation under the Constitution.

Secretary: Shri R. Kasinatha Dorai.

Mr. Speaker: The Minister of Parliamentary Affairs may introduce the Member to the House.

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): Sir, I have great pleasure in introducing to you and through you to the House, Shri R. Kasinatha Dorai who has been returned to Lok Sabha from Aruppukkottai constituency of Madras in the vacancy caused by the death of Shri U. Muthuramalinga Thevar.

Shri R. Kasinatha Dorai (Aruppukkottai)

ORAL ANSWERS TO QUESTIONS

Accident at Nimcha Colliery, Asansol

*1172, **Shri P. R. Chakraverti:** Will the Minister of Labour and Employment be pleased to state:

(a) whether it is a fact that a miner was killed on the 12th February, 1964 by the collapse of a roof in Nimcha Colliery, Asansol;

(b) whether some more miners suffered injury;

(c) whether ex-gratia payment has been made to the family of the deceased; and

(d) the findings of any enquiry, if held?

The Deputy Minister in the Ministry of Labour and Employment (Shri R. K. Malviya): (a) Yes. A mazdoor was killed owing to fall of sides.

(b) No.

(c) Yes. Rs. 200.

(d) The enquiry revealed that while setting a prop, a timber mazdoor was hit by a piece of coal which fell from the sides at a height of about 4.2 metres. He was killed instantaneously. Had the sides been kept and made secure by dressing and setting supports as required under Regulations 102 and 108 of the Coal Mines Regulations, 1957, the accident could have been averted.

Shri P. R. Chakraverti: In the context of these repeated happenings resulting in the deaths of people and also serious injuries to the workers, may I know whether Government have found out certain essentially common factors accountable for these tragedies?

Shri R. K. Malviya: So far as the factors responsible for the accidents in the mines are concerned, they are very well known. It is a hazardous occupation, and accidents are inevit-

able. But I may submit for the information of the House that the fatal accidents in our country are the least in comparison with those in the rest of the world. Whereas the number of accidents is 0.65 per thousand in our country, in America it is 2.37 per thousand.

Shri P. R. Chakraverti: Will the hon. Minister be pleased to inform us how many accidents happened from April, 1963 to March, 1964, and how many colliery owners have been prosecuted?

Shri R. K. Malviya: I shall require notice of this question.

Shri D. N. Tiwary: May I know whether the figure of the final compensation for the family of the deceased has been arrived at, and if so, what that amount is?

Shri R. K. Malviya: The usual compensation will be paid under the workmen's Compensation Act. The calculation will be made on the basis of salary per day or per month.

Shri P. N. Kayal: What is the amount of compensation paid in America in such cases?

Mr. Speaker: The hon. Minister here is not responsible for that subject.

श्री विश्राम प्रसाद : अभी मंत्री जी ने कम्पेंसेशन के बारे में बतलाया । मैं जानना चाहता हूँ कि मजदूर की फैमिली को कितना कम्पेंसेशन दिया जायेगा जिस से उस के बच्चे पढ़ सकें और जिन्दा रह सकें ।

अध्यक्ष महोदय : इस के लिये तो रूल्स हैं, उनके मुताबिक वह काम करेंगे ।

Shri Vishram Prasad: But there must be some basis according to which they must have made some calculations.

Mr. Speaker: As for the basis of the calculation, the relevant document is accessible to the hon. Member and he can look into it.

श्री यशपाल सिंह : क्या सरकार कोल माइन्स ऐक्ट में कोई अमेंडमेंट करने जा रही है जिससे उन लोगों को और ज्यादा सेफ्टी मिल सके और इसके लिये कोई और अच्छा प्राविजन कायम हो सके ।

श्री र० कि० मालवीय : जहाँ तक सेफ्टी का ताल्लुक है, रेगुलेशन्स बहुत काफी सख्त हैं, और जैसे जैसे जरूरत मालूम होती जाती है रेगुलेशन्स बदलते जाते हैं । फिलहाल हम एक स्कीम इंटीड्यूस करने जा रहे हैं जिस के मुताबिक माइनर को खदान में एंटर नहीं करने दिया जायेगा जब तक उसकी ट्रेनिंग पूरी नहीं होती ।

Shri S. M. Banerjee: May I know whether it has been brought to the notice of the hon. Minister that the safety rules are deliberately violated by the mine-owners, and if so, what steps have been taken to see that the safety rules are properly implemented, and whether the co-operation of the union has been asked for in this connection?

Shri R. K. Malviya: So far as these rules are concerned, there are inspectors and they pay their visits periodically. Under the law, every mine-owner has to report whenever there is an accident. And whenever any accident is brought to notice, an immediate inquiry is held, and if the manager or owner is found guilty, he is prosecuted and punished.

श्री क० ना० तिवारी : जो मजदूर काम लायक नहीं रह जाते क्या उन के परिवार वालों को उन की जगह पर लेने की कोई व्यवस्था है ।

श्री र० कि० मालवीय : उनके परिवार वालों के लिये काम दिलाया जाता है ज्यादातर, और यदि कोई ऐसा मजदूर है जिस के खदान के अन्दर चोट लग गई हो और वह बेकार हो गया हो तो उस को ऐसा काम दिये जाने की कोशिश की जाती है जो वह वैसी हालत में कर सके ।

Shrimati Renu Chakravartty: May I know whether it has been brought to the notice of Government that the inspectorate and the machinery set up by Government for looking into these violations are often so corroded and the processes of law are dilatory, and if so, whether Government have evolved any method to really go into a review of the working of the entire machinery to ensure safety in mines?

Shri R. K. Malviya: It is constantly reviewed, and the inspectors make periodical reports. They have got to be out in the field for about 20 days in a month.

Shrimati Renu Chakravartty: But do they do so actually?

Shri R. K. Malviya: Unfortunately, it is a fact that we have not got adequate number of inspectors, due to some difficulties, and we are solving them.

Missing Aircraft

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*1173. { **Shri Hari Vishnu Kamath:**
 { **Shri Daljit Singh:**
 { **Shri Hukam Chand**
 { **Kachhavaiya:**

Will the Minister of Defence be pleased to state;

(a) whether it is a fact that an aircraft engaged in the search of the missing I.A.F. Ilyushin-14 aircraft while flying from Srinagar to Udhampur on the 17th February, 1964 is also missing;

(b) whether these happenings are due to a ghost station set up by Pakistan giving misleading directions; and

(c) if so, the precautionary measures being taken for future safety of our aircraft?

The Deputy Minister in the Ministry of Defence (Shri D. R. Chavan):

(a) No, Sir.

(b) and (c): In the case of the missing Ilyushin-14 aircraft, the possibility of misdirection by some station in Pakistan is not ruled out. IAF pilots have, however, been suitably instructed in this regard.

Shri Hari Vishnu Kamath: How many instances have there been during the last twelve months or so when such misdirection by Pakistan radio signals is believed by Government to have taken place? And have they been on the increase since the unholy alliance between China and Pakistan?

The Minister of Defence (Shri Y. B. Chavan): As a matter of fact, after the accident to this Ilyushin, when some of our aircraft went in search of that, we for the first time detected this misdirection, and after that, it has often taken place.

Shri Hari Vishnu Kamath: Is it a fact that when a protest was lodged by Government with regard to this incident in connection with the Ilyushin-14, the Pakistan Government replied to that protest note in an insulting tone and manner and also charged the Government of India with trying to cover up their own inefficiency by such charges against Pakistan, and if so, what reply was sent to Pakistan by our Government?

Shri Y. B. Chavan: I have not got the reply with me just now, but certainly they repudiated that charge. But I have not got the exact wording with me. I do not think it was insulting to us.

Shrimati Renu Chakravartty: It is a fantastic position that we have not been able even to locate this aircraft. May I know whether any effort has been made, beyond just protesting, to ask Pakistan also to help in trying to locate this particular aircraft because it is near the border?

Shri Y. B. Chavan: As far as the Pakistan territory is concerned, we