

Shri Raghunath Singh: How many tankers are there? .

Shri Alagesan: This tonnage consists of about 112 ships; but I shall ask for notice for the number of tankers.

Shri Joachim Alva: Is the Ministry of Transport aware of the importance of shipping to our defence and is it carrying on its activities in consultation with the Ministry of Defence?

Shri Alagesan: Yes, Sir.

Shri Joachim Alva: Is the Ministry aware that the progress of the French experts who have taken charge of the construction of a shipping yard at Vizagapatnam is not satisfactory?

Shri Alagesan: In this shipyard we have programmed for the construction of a lakh of tonnage during the Five Year Plan period.

Shri Joachim Alva: Is the Ministry aware that the Pakistan Government has arranged with German engineers to construct a shipping yard within the course of three years?

Mr. Deputy-Speaker: We are entering into an argument.

भारतीय तटीय व्यापार

*८२६. श्री रघुनाथ सिंह : क्या याता-यात मंत्री यह बतलाने की कृपा करेंगे कि :

(क) भारतीय तटीय व्यापार के लिये कुल कितने टन के जलपोतों की आवश्यकता है ;

(ख) भारतीय तटीय व्यापार के पूर्ण-रूप से राष्ट्रीयकरण किये जाने की कब तक सम्भावना है ;

(ग) भारतीय तटीय व्यापार में लगे हुए विदेशी जलपोतों की संख्या क्या है ; तथा

(घ) क्या भारत सरकार की तटीय व्यापार में संलग्न जलपोतों या विदेशी कम्पनियों से कर के रूप में कोई आय होती है ; यदि होती है, तो १९५२ में इस प्रकार कितनी राशि वसूल की गई ?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) The estimated total tonnage required

for India's coastal trade is about 2½ to 3 lakhs gross tons.

(b) Indian shipping is already carrying practically the entire coastal trade of India.

(c) No foreign ships are at present regularly employed on the Indian coast though occasional voyage licences are granted to such ships to meet urgent needs.

(d) Income tax is levied on the income derived from freight earnings in India by foreign ships or by foreign shipping companies. No statistics are however readily available to show the amount of tax actually levied on foreign shipping whether employed on the Indian coast or on overseas trade.

Shri Raghunath Singh: Is the Government aware of the Four Year Plan of Japan for making ships?

Mr. Deputy-Speaker: We are concerned with our Five Year Plan.

Shri M. D. Joshi: Is the present tonnage of coastal shipping adequate for our traffic?

Shri Alagesan: It is more or less adequate, but we have provided for purchase of additional ships.

Shri M. S. Gurupadaswamy: What is the total value of Indian coastal trade carried on by Indian ships?

Shri Alagesan: I am afraid I should ask for notice.

FIRE IN GAYA-MUGHALSARAI PASSENGER TRAIN

*827. **Shri N. P. Damodaran:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that third class bogie of the Gaya-Mughalsarai 7? Up passenger train caught fire on the afternoon of the 26th February, 1953 resulting in the death of four passengers and injuries to many others;

(b) if so, what were the causes for the fire;

(c) what action Government have taken to help the sufferers and the families of the persons who lost their lives in the tragedy; and

(d) what action Government propose to take to prevent the recurrence of such incidents?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) At about 14-53 hours on 26-2-1953,

while No. 73 Up Asansol-Shahajahanpur Passenger train was running between Gaya and Kashta Stations, one coach on the train caught fire. 5 passengers died, 2 received grievous injuries or burns and 14 others sustained simple injuries.

(b) *Prima facie* the fire was caused by a package containing a petrol tin, belonging to some passenger, catching fire from a lighted match thrown carelessly inside the compartment by a smoking passenger sitting nearby.

(c) First aid was rendered to the injured persons at the site of the accident and they were sent to the Pilgrims' Hospital, Gaya, thereafter. So far as compensation to the sufferers and the families of the deceased persons is concerned, this will be fixed by the *ex-officio* Claims Commissioner of the area concerned on receipt of applications under section 82(c) of the Indian Railways Act, 1890.

(d) Carriage of dangerous and inflammable articles by passengers in trains is prohibited under section 59 of the Indian Railways Act. The undesirability and the risks attendant on the infringement of this law have already been widely publicised through Time Tables, notices, posters, etc. and these measures will be continued in a more intensive form.

Shri N. P. Damodaran: May I know, Sir, whether the railway authorities take sufficient care to see that explosives and inflammable articles are not carried in compartments meant for passengers?

Shri Alagesan: Sufficient care is being taken; but in spite of it some people do it.

Shri N. P. Damodaran: May I know, Sir, the extent of damage caused to railway property?

Shri Alagesan: About Rs. 40,000.

Shri V. P. Nayar: Have Government ever before considered the desirability of having fire extinguishers inside third class compartments?

Shri Alagesan: There were fire extinguishers; but they were not sufficient to cope with the fire.

Shri V. P. Nayar: May I know whether in this particular case the fire extinguisher was put into operation?

Shri Alagesan: Yes, Sir.

Pandit D. N. Tiwary: What action has been taken against the passenger who carried the petrol?

Several Hon. Members: He died!

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Shri G. S. Singh: May I know whether the communication cord and the other alarm facilities were working in this carriage?

Shri Alagesan: Yes, Sir.

Shri S. N. Das: May I know whether those who had burnt faces have been identified?

Shri Alagesan: The enquiry is still going on.

Shri S. N. Das: I want to know whether the persons who were burnt to death were identified—to what part of the country they belonged?

Shri Alagesan: My information is that the person who threw the matchstick wanted to extinguish it; but in the attempt he himself died.

Shri Nambiar: May I know whether the fire extinguishers are provided in third class compartments or in guard's van?

Shri Alagesan: In the brake van.

TELEPHONE CONNECTIONS FOR AGRA

*828. **Ch. Raghubir Singh:** (a) Will the Minister of Communications be pleased to state whether it is a fact that there is a large number of pending applications for telephone connections in Agra District?

(b) How long will it take to supply telephone connections there?

(c) Who are the members of the Committee which sanctions these connections?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) Yes.

(b) It is expected that by about 1955 it will be possible to give connections to all those who are now on the waiting list.

(c) Telephones in Agra are sanctioned on the advice of a Telephone Advisory Committee which consists of the following members:—

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| (1) Director of
Telegraphs,
Lucknow. | Chairman. |
| (2) District Magistrate, Agra. | Representative
of the State
Government. |
| (3) Seth Achal
Singh. | Representative
of Parliament. |
| (4) Rai Sahib Lala
Ram Kishore. | Representative
of Trade &
Commerce. |
| (5) Divisional Engineer,
Telegraphs, Agra. | Secretary. |