

LOK SABHA

Friday, 2nd September 1955

*The Lok Sabha met at Eleven of
the Clock*

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Air Accidents

*1346. **Shri D. C. Sharma:** Will the Minister of Communications be pleased to lay a statement on the Table of the House showing:

(a) the total number of air accidents in India during the period from the 1st March, 1955 to the end of August, 1955;

(b) the total number of lives lost in these accidents; and

(c) how many of these accidents were due to the negligence and carelessness of either the pilots or the ground engineers?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) to (c). I lay a statement on the Table of the Lok Sabha giving the requisite information. [See Appendix VIII, annexure No.1]

Shri D. C. Sharma: From the statement I find that one of the accidents was due to the negligence and carelessness of an aircraft maintenance engineer. Is it not a fact that the aircraft maintenance engineers are not properly recruited and that some of them lack the requisite qualifications and experience for this kind of work?

Shri Raj Bahadur: Aircraft maintenance engineers possess necessary technical qualifications, and I think that the impression that they are not properly recruited or that they are not properly qualified is without any foundation.

Shri D. C. Sharma: It has been said in the statement that five accidents were due to pilot errors, and that the pilot errors were due more to the failure of the human element than to carelessness or negligence. May I know what the failure of the human element comes up to, and what safeguards have been taken to see that this human element does not fail so often as once in three months?

Shri Raj Bahadur: So far as the failure of human nature is concerned, I can only say that the procedures prescribed or the necessary instructions given in a particular state of affairs are adhered to strictly. Apart from that, so far as the question of steps taken to eliminate these human errors are concerned, we have introduced emergency procedure, and instrument flying training for those people, and it is checked from time to time. Then a route check every six months has been prescribed. And these checks have been made mandatory requirements for the renewal of their licences, and without these checks their licences cannot be renewed. Apart from these, various other steps have been taken to ensure that these human failures are minimised.

Shri G. S. Singh: May I know the names and the qualifications of the various technical personnel associated with the courts of enquiry, who determine the causes of these accidents?

Shri Raj Bahadur: For each and every accident we had a separate court of enquiry. There was an officer of the status of a High Court judge, and he was assisted by technical officers. In most cases, these technical officers were officers of the Directorate-General of Civil Aviation or the Indian Air Force.

Shri Kashiwal: May I know the number of freighters and the number of passenger aircraft involved in these accidents?

Shri Raj Bahadur: I can give the numbers year-wise. The total number of accidents from 1950-51 runs as follows:

1950	..	..	61
1951	..	..	37
1952	..	..	28
1953	..	..	24
1954	..	..	17

The total number of freighter accidents out of these was as follows:

1950	..	..	15
1951	..	..	6
1952	..	..	6
1953	..	..	5
1954	..	..	4

So, it will be observed that gradually the number of accidents as well as the number of freighters involved have been coming down.

Shri Jaipal Singh: Could we have a break-up of these air accidents for the flying clubs. And may we also know which flying club has the largest number of accidents?

Shri Raj Bahadur: I do not have the break-up here. But I am sure a majority of these accidents was to private aircraft and to aircraft which are used for training in the flying clubs.

Shri D. C. Sharma: Do Government contemplate setting up an enquiry committee to go comprehensively into the question of these accidents instead of exploring them piecemeal?

The Minister of Communications (Shri Jagjivan Ram): Whenever there is any accident and if it is a major one, we invariably set up a court of enquiry on which a retired High Court judge or a judge of the High Court presides. And we associate technical experts with that court of enquiry. That court goes into the details of the accident and ascertains the causes. And after they ascertain the causes, we take necessary steps as far as possible to remove those causes of accidents.

I do not think there is any occasion or necessity for an *ad hoc* and complete enquiry into the whole affair. Whenever occasion arises, we do go into those matters, and that is what we propose to do.

Machinery and Equipment

*1347. **Shri Dabhi:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that machinery and equipment, worth 21,19,222 dollars purchased by Government from the loan taken from the International Bank for Reconstruction and Development are lying unused since 1949;

(b) if so, what was the necessity for the machinery and equipment; and

(c) who are responsible for their purchase without proper planning?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) Out of the machinery and equipment ordered by Government from the loan taken from the International Bank for Reconstruction and Development, stock worth 2,23,508 dollars is lying unused from 1949 onwards.

(b) and (c). The matter was gone into by the Estimates Committee and the Zaidi Committee. Their recommendations in regard to fixing the responsibility for unnecessary purchases are under examination.

Shri Dabhi: May I know the terms regarding the repayment of this loan, and the rate of interest thereon?

Dr. P. S. Deshmukh: I must ask for notice. That does not arise out of this question.

Shri Dabhi: What is going to happen to this machinery?

Dr. P. S. Deshmukh: We are trying our best to dispose of it, and some of it has been disposed of without any loss to us.

Pandit D. N. Tiwary: What part out of this machinery and stock has become use

Dr. P. S. Deshmukh: I do not believe that any stock has become useless, because I think it is stocked fairly well.

Cane Cess

*1348. **Shri Gidwani:** Will the Minister of Food and Agriculture be pleased to lay a statement on the Table of the house showing:

(a) the amount of cess on sugarcane realised by Government from sugar industry, State-wise, during the year 1954-55;

(b) the amount granted for the development of sugar industry during the above period; and

(c) whether there is any scheme for the development of the industry during 1955-56?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) to (c). A statement is laid on the Table of Lok Sabha [See Appendix VIII, annexure No. 2].

Shri Gidwani: In the statement it is said:

"The schemes for sugarcane development initiated in States in 1948-49 are being continued during 1955-56."

May I know the results of those schemes?

Dr. P. S. Deshmukh: The schemes are continuing. I am not in a position to give the exact expenditure incurred. But most States are now admitting the fact that much of this should be spent on affording conveniences to the sugar cane growers, and I think they are spending it on that.

Shri Gidwani: May I know whether any results have been achieved?

Dr. P. S. Deshmukh: I do not know what results my hon. friend means. But all these development schemes have certainly yielded results; and the results are the happy position is reflected in the larger production of sugar and sugarcane this year.

Shri Ramachandra Reddi: May I know the total balance of this cess now available, and whether the cess money is separately accounted for or it goes into the general funds?