

Is the hon. Minister aware of this that in such a big hospital of the country, though sphygmomanometers are available with the Doctors, yet in emergency the blood pressure of patients is not checked. You are such a learned Minister so you should realise that this matter is related with the common man. Many a Patient lost their lives when being referred to other hospitals. Therefore, I would like to know the time by which these instruments will be got repaired.

[English]

SHRI M.L. FOTEDAR: Should I reply to this question?

MR. SPEAKER: I don't think so, The main question relates to the entire country. He is quoting a specific incident.

SHRI M.L. FOTEDAR: Yes. He is referring to a Delhi Administration's general hospital. If he wants to know the number of complaints received by the Zonal Committees, I will give him the information.

' Own Your Wagon ' Scheme

*392. DR. P.R. GANGWAR:
SHRI SANAT KUMAR
MANDAL:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have chalked out the ' own your wagon ' scheme;

(b) if so, the salient features thereof;

(c) the terms and conditions of the scheme including leasing arrangement;

(d) the incentives proposed to be given to the private parties in this regard; and

(e) the response from private sector received so far?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (d). The main features

and terms and conditions of ' Own Your Wagon ' Scheme are under finalisation.

(e) The responses from the private sector will be known after details of the scheme are notified..

[Translation]

DR. P.R. GANGWAR: Mr. Speaker, Sir, there is a long outstanding demand of the public for own your wagon scheme, so I would like to know from the hon. Minister about the reasons for delay in finalising this scheme and the time by which it will be finalised.

[English]

SHRI MALLIKARJUN: Sir, a Task Force has been constituted to frame certain terms and conditions. This has been almost at a final stage. At the earliest possible time, we will finalise it and we will make the advertisement so that the interested parties can study it and then come forward to take up such a schemes.

[Translation]

DR. P.R. GANGWAR: Mr. Speaker, Sir,, I would like to know the salient features of this scheme.

SHRI MALLIKARJUN: Sir, in view of the large gap between the supply and the demand of wagons, we want to implement this scheme and all the interested parties will directly procure wagons from the wagon manufactures and then hand over the same to the Railway, for which lease charges will be paid to the owners.

[English]

For first 10 years 14.5 per cent lease charge will be given for the next 10 years it will be given at the rate of one paper cent and after 20 years again the Railways will discuss it with the parties and see the conditions of the wagons whether they are workable or not. All this work is done.

SHRI SANAT KUMAR MANDAL: Sir, I

would like to know the estimated cost of the various plants of coaches which were proposed to be added to the railways existing rollingstock which has obviously given a serious jerk to the railway framework. I would also like to know what lessons Railways have learnt from the ventures in such publicised privatisation, particularly when the Government is considering even amending the Railways Act to promote privatisation so as to improve the rail service.

SHRI MALLIKARJUN: Sir, adding more wagons to the existing fleet will be a step towards the improvement of service. We have planned to procure 1,50,000 wagons in a plan period and about one lakh wagons will go for replacement. So, only 50,000 wagons will be added to the net fleet. This has become necessary as we are giving wagons mostly to the core sector like Coal, Steel plant, fertiliser, foodgrains and so on and so forth. Ultimately the small industries and others are facing a lot of problem. If the core sector come forward and have their own wagons, there will be an ease in the existing system and wagons, can be provided to small industrialists and small entrepreneurs. Thus there will be encouragement for the national economic growth.

[*Translation*]

SHRI CHHEDI PASWAN: Mr. Speaker, Sir, I would like to know from the hon. Minister of Railways whether a proposal for financial assistance from the Government of Japan for the modernisation of Jamalpur Railway wagons Factory of Bihar is pending with the Government for a long time, due to which 15,000 workers are without any work. Therefore, in view of this how will the modernisation of Jamalpur Railway Wagons Factory will be undertaken?

[*English*]

SHRI MALLIKARJUN: Sir, actually we are procuring wagons mostly from the private industries. In our workshops hardly 3000 wgons are produced., And, so far as modernisation of Jamalpur Workshop is concerned, it all depends upon the availability of fund.

[*Translation*]

SHRI AYUB KHAN: Mr. Speaker, Sir, I am grateful to you for giving me an Japan for the modernisation of Jamalpur Railway Wagons Factory of Bihar is pending opportunity to speak after a long time.

MR. SPEAKER: Make proper utilisation of this opportunity.

SHRI AYUB KHAN: I am thankful to you for allowing me for the first time. I would like to submit to the hon. Minister that some poverty stricken areas of Rajasthan could not be developed for want of adequate number of coaches and wagons, thereby inhabiting transportation, as most of the areas in the State are connected with metre gauge rail lines only. I would like to know whether the hon. Minister is planning to set up a metre gauge rail wagons manufacturing factory at Jhunjhunu?

MR. SPEAKER: Shri Ayub Khanji, does this supplementary arise out of this question?

SHRI MALLIKARJUN: Sir, it is a problem to set up a metre gauge rail wagons manufacturing factory because the entire metre gauge in Rajasthan is proposed to be converted into broad gauge

[*English*]

Now, we have to go only for more production of broad gauge wagons.

SHRI BHUTA SINGH: Sir, the Minister says that he is going to do away with the metergauge system. But the economy of Rajasthan is mainly dependent on metregauge. In the transit period what scheme does the Government of India have to see that allocation.

MR. SPEAKER: This question is on 'Own Your Wagon' Scheme. All these questions really do not come under the purview of this question. We do not go by the supplementary put by Shri Ayub Khan.

SHRI BHUTA SINGH: Sir, there should be some provision.

[Translation]

SHRI RAM NAIK: Mr. Speaker, Sir, the hon. Minister has submitted that a Task Force has been constituted and its recommendations have also been received and the same are under examination. I would like to know the main recommendations of the 'Task Force' and whether the wagons proposed to be manufactured in the public sector also. What is the view point of the Government in this regard?

SHRI MALLIKARJUN: Sir, the parties who are interested to supply wagons to Railways, will give orders to the wagon manufacturing units but the Railways will inspect the wagons according to its specifications and designs. The wagon builders will have to manufacture the wagons as per Railway specifications.

SHRI RAM NAIK: Will these be manufactured in the private sector or in the public sector?

SHRI MALLIKARJUN: Most of our 'Wagon Builders' are in the private sector.

[English]

SHRI BASUDEB ACHARIA: Does Bharat Wagons come under private sector?

SHRI MALLIKARJUN: I am telling mostly.

Death Due to Negligence of Doctors

*393. **SHRI MOHAN SINGH (DEORIA):**
DR. VASANT PAWAR:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the attention of the Government has been drawn to the news item captioned 'AIIMS admits lapse after 18 month cover up' appearing in the Indian Express dated June 26, 1992;

(b) if so, whether the Government have conducted an inquiry in this regard;

(c) if so, the outcome thereof; and

(d) the steps taken by the Government to ensure that such incidents do not recur?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI THARADEVI SIDDHARTHA): (a) to (d). A statement is laid on the Table of the House.

STATEMENT

An enquiry was conducted into the case of Shri V.K. Dutta, who expired on 13/12/1990 in the All India Institute of Medical Sciences, New Delhi. The enquiry report has *inter-alia* brought out the need to ensure that there is constant supervision during administration of anaesthesia and delineation of specific responsibilities of Junior Residents and Senior Residents/Faculty Members in the Department of Anaesthesiology. This has since been effected defining responsibility for administration of anaesthesia, the level of supervision to be extended in each type of operative case including the specific condition of the patient.

[Translation]

SHRI MOHAN SINGH (Deoria): Mr. Speaker, Sir, the hon. Minister has not given reply to my question. He simply gave a statement to that effect. Through you, I would like to submit that a poor common man who sustained knee injury by a scooter was admitted to AIIMS in December 1990. The man named Shri V.K. Datta was told that a minor operation will be performed on the injured part of the body.

Sir, my submission is that a man was admitted there, he was given local anaesthesia and the lady doctor, after injecting it left the place, though as a appreciation she should have stayed there for at least 30-50 minutes. In the meanwhile the patient had a severe heart attack and he died immediately.

My submission is that the incident took place due to the negligence on the part of the doctor. It is ironical that a person dies due