

but the Ministry also should take note of it. They are very clear on this point.

SHRI RAM NAIK: We want an assurance from the Minister

MR. SPEAKER: He has noted it down.

RASHTRIYA SAKSHARTA MISSION

*63. **SHRI SHANKERSINH VAGHELA:** Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

- (a) the annual budget allocated to the Rashtriya Saksharta Mission during 1993-94;
- (b) the amount released so far by the Government till date to this Mission; and
- (c) the details of new proposals if any, with the Government for furthering this cause?

THE DEPUTY MINISTER OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND CULTURE) (KUMARI SELJA)

(a) to (c) : A statement is laid on the Table of the Sabha.

STATEMENT

- (a) The provision for all programmes of Adult Literacy under the National Literacy Mission during 1993-94 is Rs. 177.97 crores.
- (b) The expenditure incurred since 1988 on all the schemes of the Mission amounts to Rs. 543.00 crores.

(c) The dominant strategy under the Mission is the Total Literacy Campaigns. At present 240 districts have been covered either partially or fully by these campaigns. It is proposed to cover 345 districts fully by the end of the Eighth Plan.

(Translation)

SHRI SHANKER SINH VAGHELA: Mr. Speaker, Sir, when I visit Gujarat, I find large hoardings with captions "Totally Literate District". I visited ten villages and asked the people if their village had achieved total literacy. They said it was a big fraud. Who are the people who benefit from these campaigns no one knows. Literacy campaigning is confined to papers and not run in villages. Is the expenditure on publicity through press and T.V. also included in the total expenditure incurred on the campaigns? Is there any monitoring machinery to keep a watch over the total expenditure and the outdated loan of Rs. 177 crore? Which are the institutes in different states that work in villages? Do they keep any record? Is there any machinery to check whether the expenditure was proper?

[English]

KUMARI SELJA: I would like to inform the House that it was Dave Committee which was to tell us the modality of total literacy declaration. According to that, only 80 per cent of the learned and in the identified target group at least 70 per cent marks on the aggregate and at least 50 per cent marks in each of the three competencies—reading

writing and numeracy—the district would be declared totally literate.

MR. SPEAKER: Do you have a machinery to find out whether the amount given by you is properly spent or not?

KUMARI SELJA: It is done by the District Magistrate. It is under the overall competence of the District Magistrate. Our team goes from the National Literacy Mission also to evaluate it.

[*Translation*]

SHRI SHANKERSINH VAGHELA : The reply is not satisfactory. All that is being spent is going waste. Now I would ask my second supplementary. I am an MP since 1977. During the tenure of Morarji Bhai in 1978, the issue of educating the old people was repeatedly raised. There are no class-rooms and black-beards for the poor, the Harijans and the Adivasis. And the new generation that is capable of being educated, do not have these facilities. Instead of spending for these people it has been stated that in the 8th Five Year Plan. Rs. 543 crore has been spent on this campaign. Is there any deadline for the expenditure? Will the expenditure be made only on educating the old people or will it also be spent for the new generation. Will there be a deadline for this scheme or the literacy campaign would be completed after 5—7 years?

[*English*]

MR. SPEAKER: Instead of spending that money on adult education, will it be spent on the education of children?

KUMARI SELJA: For adult education, in the Eighth Plan, we have earmarked Rs. 1400 crore; and for elementary education, we have earmarked Rs. 2880 crore.

[*Translation*]

SHRI RAM PUJAN PATEL: Mr. Speaker, Sir, through you, I would like to know from the hon. Minister, whether the Government will formulate a policy so as to educate members of backward classes, the SC/ST, in our villages by appointing persons belonging to these classes as teachers, so that these people are educated properly. Otherwise, the situation today is such that no-one educates these classes properly and only forged bills are submitted. The concerned district magistrate also gives his approval stating that appointments were made because of unemployment. I want to know whether persons belonging to these castes would be employed for educating their brethren?

MR. SPEAKER: Your query does not originate from the main questions.

SHRI CHOTE SINGH YADAV: Mr. Speaker, Sir, the Government gives money to non-Governmental organisations and autonomous bodies for Adult Education they run such centres. But there is no monitoring agency to check as to how that huge

amount is being utilised. Through you, I would like to know from the hon. Minister that when it involved huge funds will the Government set up any agency to monitor whether these funds are being utilised properly?

[English]

KUMARI SELJA: May I say that to check this we have evaluation committees at all levels, at the district, village and block levels?

DR. VASANT NIWRUTTI PAWAR: The Adult Education Department has already been criticised to the maximum extent. I would just like to ask the Government whether it will stop giving step motherly treatment to the Adult Education Department first; it is because, many times an Education Officer who is not wanted or who has to be punished is posted to the Adult Education Department and so the work of that Department is suffering.

Secondly, I would like to ask whether the Government is thinking of a proposal of 'Each one teach one', that is, if a graduate is getting a degree will the Government make it compulsory for the graduate to teach at least one hundred adults under this literacy programme?

KUMARI SELJA: That is not under consideration at the moment. But may I say, that this question relates to the National Literacy Mission? In fact, we need the support of the whole House for this.

We are quite excited about this programme and we are getting quite a good measure of support for this programme all over the country. Since we have achieved some success in the South, now we are progressing in the North, especially the Hindi belt where there is a very low rate of literacy. This programme is totally volunteer-based and we need volunteers to come up from every community and every walk of life to contribute to the success of this programme.

[English]

Production of Coaches

*64. **SHRI ANAND RATNA MAURYA:** Will the MINISTER OF RAILWAYS be pleased to state:

(a) the present production capacity of each coach factory in the country;

(b) whether due to large scale conversion of old narrow and metre gauge lines to broad gauge lines requirement of coaches in the country is likely to increase;

(c) If so, whether the Government propose to modernise these coach factories with a view to increase their production capacity;

(d) if so, the details thereof; and

(e) the financial assistance being provided by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA) (a) Presently installed manufacturing capacity

of each coach factory in the country is as follows:

RAILWAY SECTOR

1. Rail Coach Factory	1,000
2. Integral Coach Factory	1,000 (including Electric Multiple Units)

PUBLIC SECTOR

1. Bharat Earth Movers Ltd.	400
2. JESSOPS & CO. Ltd.	180 MC Coaches 72 Electric Multiple Units.

(b) and (c) Yes, Sir. The earlier production capacity has already been augmented in recent years. The present production capacity in the country is adequate.

(d) and (e) Do not arise.

[Translation]

SHRI ANAND RATAN MAURYA : Mr. Speaker, Sir, no improvement has been made during the past several years in providing more facilities in the passenger coaches manufactured in the country. I would like to know from the Hon. Minister whether the Railway Coach Factory has sent any proposal to the Railway Board regarding manufacture of new and different types of coaches, which would have more facilities and space compared to the present ones? If, so, when the Government is going to approve that scheme.

[English]

SHRI NIRMAL KANTI CHATERJEE : JESSOPS belongs to my constituency, Sir.

SHRI K.C. LENKA : We have to achieve a major development in this regard. We have modernised the coaches now. At the Integral Coach Factory, Madras, we have implemented a modernisation scheme.

We have improved the installed capacity. And said by side we are improving the modernisation of the coach factories. [Interruptions] During the Seventh Five Year Plan, we have invested Rs. 68 crores for modernisation and execution of the installed capacity at ICF. [Interruptions]

[Translation]

SHRI ANAND RATAN MAURYA : Mr. Speaker, Sir, the hon. Minister has not replied to my question. My question was very specific. Has the Government accepted the proposals sent by the Railway Coach Factory?

MR. SPEAKER : He has given reply to your question in the very first sentence. Perhaps, you did not listen.

SHRI ANAND RATAN MAURYA : Mr. Speaker, Sir, I heard the reply carefully. My question has not been answered. I had asked whether the Railway Board has accepted the proposal of change in design of new coaches?

MR. SPEAKER : Please ask another supplementary.

[Interruptions]

SHRI ANAND RATAN MAURYA : I would only like to know whether the Ministry would approve the proposal of the Railway Coach Factory for improvement of coaches. [Interruptions]

[English]

SHRI K. C. LENKA : Sir, I have clearly explained in my written answer that there is now adequate capacity in the country to manufacture the coaches. [Interruptions] There is no proposal to modernise any of the coach factories. [Interruptions]

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF) : Sir, the upgradation of technology and modernisation are a continuous process. Now, in Kapurthala factory, we have designed a new three tier AC sleeper coach, which is already under trial run. We are likely to introduce the new three-tier AC sleeper compartments in Rajdhani and other type of trains. We are also manufacturing them in the coach factories.

[Translation]

SHRI ANAND RATAN MAURYA : Mr. Speaker, Sir, there are several ancillary units associated with Railways. Their contribution is very important from the point of view of providing employment. I would like to know as to what is the contribution of these ancillary units to the Railway Coach Factories in terms of percentage? Is there any possibility of increasing the number of such ancillary units in order to provide more

opportunities of employment. If so, when will it be implemented?

Mr. Speaker, Sir, what actually happens is that in all the railway factories.....[Interruptions]....

MR. SPEAKER : No, you have already asked. If you ask more it would get confused.

SHRI K. C. LENKA : For this, I need a separate question.

SHRI BASUDEB ACHARIA : The Minister has evaded to reply to the thrust of the question.

MR. SPEAKER : Please ask your question. Do not comment on his reply.

SHRI BASUDEB ACHARIA : Sir, I am coming to the question. I would like to know, because of massive gauge conversion from metre gauge and narrow gauge to broad gauge, whether there will be additional requirement of broad gauge coaches. There are two production units of Railways, ICF and RCF.

MR. SPEAKER : You have asked a good question now. Do not expand.

SHRI BASUDEB ACHARIA : In addition to these two production units, there are other two coach manufacturing units under public sector—one is Bharat Earth Movers Limited and the other is JESSOPS Ltd. This year, Railways have reduced the order for Bharat Earth Movers Ltd. from 400 coaches to 250 coaches and for JESSOPS—it is used to manufacture metre gauge Railways—Railways have not placed any order.

Its capacity is 180 metre gauge coaches per year as stated by the hon. Minister. As there is an additional requirement of 1500 coaches

because of massive conversion, will the Minister consider giving to both Bharat Earth Movers Limited, the capacity of which is 400 coaches and to Jessops and Co. Ltd. on which railways have not placed any order so far?

SHRI K.C. LENKA : The additional requirement of the coaches as a result of gauge conversion will be 1500 coaches during the Eighth Plan period. As far as Jessops and Co. Ltd. is concerned, they were manufacturing coaches for metre gauge lines and they are being converted into broad gauge lines.

SHRI NIRMAL KANTI CHATTERJEE : Are you converting them?

SHRI K.C. LENKA : Yes. Due to the conversion, we need 1500 coaches. So, we have given Bharat Earth Movers Limited our requirement of coaches. We are also taking steps to discuss with Bharat Earth Movers Limited to bring 417 coaches on lease basis. Besides these, we have given an advance order for 150 coaches to them. So far as the JESSOPS is concerned, there is problem. We are advising them to change their technology to manufacture the coaches for the broad gauge.

Train Accident

165*. SHRI CHANDRESH PATEL:

SHRI BRIJ BHUSHAN SHARAN SINGH :

Will the Minister of RAILWAYS be pleased to state:

(a) the number of train accidents during 1993 till date in each zone;

(b) the main causes of these accidents;

(c) the number of persons killed and injured and the total loss suffered by the Railways, zone-wise;

(d) the amount of compensation paid to the victims; and

(e) the concrete measures proposed to be taken to check the increasing trend of accidents and derailments?

[English]

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) to (e) A Statement is laid on the Table of the Sabha.

Statement

(a) to (c) The details of number of consequential train accidents, number of persons killed and inju-

red therein, zone-wise from January of these accidents and the loss to to November, 1993, the broad causes Railway property are as under :

Sl. Railway No.	No. of Accidents	No. of Killed	Casualties injured	Cost of damage to Railway property (in lacs of Rs.)*
1. Central	46	27	154	1006.71
2. Eastern	41	4	21	239.78
3. Northern	67	40	73	1109.26
4. North Eastern	29	55	95	81.00
5. Northeast Frontier	35	3	4	407.84
6. Southern	52	34	78	304.95
7. South Central	55	8	21	338.63
8. South Eastern	97	36	129	782.49
9. Western	55	104	218	472.32
	477	311	793	4742.98

*Figures for the period January—September, 93.

BROAD CAUSES OF TRAIN ACCIDENTS

1. Railway Staff Failure	284
2. Mechanical Equipment Failure	30
3. Track Equipment Failure	20
4. Other Than Railway Staff	65
5. Sabotage	20
6. Combination of factors	1
7. Incidental	5
8. Under Investigation	52
Total	477

(d) An amount of Rs. 78.36 lakhs has been paid as compensation to the kith of deceased and to the injured.

(e) The trend of accidents is on decline. Some of the safety measures taken to avoid accidents include :—

(i) Renewal and rehabilitation of over-aged assets like track, bridges, rolling stock, etc.

(ii) Intensive inspections are carried out for signalling and telecom gears.

(iii) Staff in operational categories are given intensive training and their performance is monitored.

(iv) Inspection of track and examination of coaches, wagons and locomotives has been intensified.

(v) Ultrasonic testing of rails and axles is resorted to identify fractures.

(vi) Drivers are monitored and counselled with regard to their driving techniques.

(vii) Induction and extension of technical aids such as Auxiliary Warning Systems, Axle Counters, Route Relay Interlocking and Track Circuiting, etc.

(viii) Surprise checks against carriage of inflammable and explosive material in passenger carrying trains.

(ix) Provision of whistle boards, speed breakers and road signs at the approaches of unmanned level crossings and improving visibility for road users and train drivers.

(x) Publicity through various audio-visual means to educate the travelling public and road users to negotiate level crossings.

[*Translation*]

SHRI CHANDRESH PATEL: Mr. Speaker, Sir, I would like to tell the hon. Minister, through you, that traffic jams are caused at several places and accidents occur due to non-availability of over-bridges or under bridges. I would like to know whether the Railway Ministry has any proposal for the construction of level crossings. If so, the number thereof and the time by which these are likely to be constructed ?

[*English*]

THE MINISTER OF RAILWAYS SHRI C.K. JAFFER SHARIEF: There are level crossings and overbridges. I do appreciate his concern about the growth of traffic both in the rural and urban areas. This is not being done by the Railway Ministry itself. There is a sharing of costs between the State Governments and the Railways Ministry. So, the State Governments based on their traffic pattern in the rural and urban areas approach the Railway Ministry with a commitment that they would be spending the other 50 per cent on the related work. It is their responsibility.

[*Translation*]

SHRI CHANDRESH PATEL: In my written question, I had asked about a pit line laid near Jamnagar, which was broken during testing itself. Whether any such pit line

has been broken? If so, the loss incurred therein and the persons responsible for that? I have no information in this regard....
(*Interruptions*)....

MR. SPEAKER: Such questions are not asked. In place of a specific question you are asking a general question. The hon. Minister should have requisite information.

SHRI CHANDRESH PATEL: The pit line has broken there....
(*Interruptions*)....

(*English*)

MR. SPEAKER: I shall disallow this question if you continue like that.

[*Translation*]

SHRI CHANDRESH PATEL: I was told that the pit line was not broken. So the question of enquiry does not arise. I have a specific question. Many people are killed in accidents. I would like to know about the total loss incurred and who are guilty for that.

MR. SPEAKER: Thousands of questions are asked. If you do not ask a specific question, how will he reply. If the hon. Minister has the information, he may reply.

(*English*)

SHRI K.C. LENKA: Sir, for this specific question we have no information at the moment.

[*Translation*]

SHRI LAKSHMI NARAIN MANI TRIPATHI: Mr. Speaker,

Sir, recently two train accidents had occurred in Lucknow and Barauni divisions of North Eastern railway, in which some passengers inspite of having valid tickets were travelling on the roof of the trains, they were killed. I would like to know from the hon. Minister whether any compensation is being paid to such passengers who travel on the roofs of trains because of shortage of space in the coaches and meet with accidents. If not, the reasons therefor

(*English*)

SHRI C.K. JAFFER SHARIEF: Sir, it does not becomce the responsibility of the Railways. The passengers who might have even taken the ticket, are not supposed to travel on the roof. There are very specific guidelines that those who come within the purview of the Railways responsibility, are entitled to compensation.

[*Translations*]

SHRI DILEEP SINGH BHURIA: Mr. Speaker, Sir, maximum accidents occur in Western Railway and particulary in Ratlam division. Have you enquired about the reasons behind the accidents? If so, the outcome thereof and action taken thereon.

(*English*)

SHRI C.K. JAFFER SHARIEF: Sir, there are various factors responsible for accidents. We have very clearly indicated those factors. The accidents take place because of the human failure and also some-

times there is a failure of equipment or there is sabotage or there is combination of factors. So, like that, there are various reasons for accidents, human failure being the highest. But I am glad to inform you that these days, compared to what it used to be, even accidents due to human failure have profusely come down.

[*Translation*]

SHRI BRISHIN PATEL: Mr. Speaker, Sir, the hon. Minister has asked for additional funds in the supplementary budget of the Railway Ministry. Additional Fund were demanded for reaching the site of accident at the earliest by aircrafts. Is there any likelihood of more railway accident taking place in future in this country?

(*English*)

MR. SPEAKER: The question is disallowed.

(*Interruptions*)

[*Translation*]

SHRI DILEEP BHAI SANGHANI: Recently, several women died in a train accident in Bombay, but the Ministry do not have the capacity to pay them compensation. They are only enacting laws and issuing notifications. I would like to know as to what compensation has been provided to women, who died in a train accident in Bombay.

[*English*]

SHRI C.K. JAFFER SHARIEF: Sir basically it is not a railway

accident because it was purely a women's train. Unfortunately there appears to have been a rumour about some smoke. Out of scare the women seems to have jumped down from the running train and were overrun by the other running train which was passing by in the other track. (*Interruptions*) The Railways generally do not pay compensation for the accident in which the Railways have no responsibility. However, since this is a train meant for women and since working women are involved in this, the Railway Ministry is considering to give some compensation out of the Railway Minister's Fund.

Written Answers to Questions

[*English*]

KOTHARI COMMISSION

*66. **SHRI RAM PRASAD SINGH:** Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the main recommendations made by the Kothari Commission on Education ;

(b) the steps taken by the Government to implement them;

(c) whether all the recommendations have been implemented; and

(d) if not, the reasons therefore and the time by which these will be implemented ?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI ARJUN SINGH)

(a) to (d) : The Education Commission under the Chairmanship of Dr. D.S. Kothari was appointed by the Govt. of India in July 1964 and