

(b) No, Sir. The occurrence of train accidents during June and July '94 has been much less than that in June and July 1993, i.e. 86 against 105 showing a decrease of 18%.

The zone-wise train accidents, during the month of June and July '94, are detailed below:

Railway	June '94	July '94
Central	4	3
Eastern	2	6
Northern	6	5
North Eastern	2	2
Northeast Frontier	3	10
Southern	2	4
South Central	4	5
South Eastern	8	9
Western	3	8
Total	34	52

The main causes of the accidents include failure of railway staff, failure of 'persons other than railway staff', equipment failure, sabotage and other incidental reasons.

(c) During the period June and July '94, 36 persons lost their lives and 143 sustained injuries in train accidents.

(d) Some of the measures being taken to eliminate accidents are as under:

- (i) Induction of technical devices such as track circuiting, interlocking of level crossing gates, induction of Auxiliary

Warning System and Block proving Axle Counters, etc. to aid the human element.

- (ii) Track structure is being constantly upgraded on selected high-density routes and ultrasonic testing of rails is resorted to for identifying fractures.
- (iii) Continuous emphasis on renewal and rehabilitation of overaged assets particularly track, bridges and rolling stock.
- (iv) Monitoring the quality of out-turn from the workshops.
- (v) Intensive inspections of signal and telecom gears, maintenance depots of coaches, wagons and locomotives.
- (vi) Monitoring the performance of staff of critical safety categories as drivers, guards, station masters, etc. and to impart special training to such of them as are found wanting in their knowledge.
- (vii) 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.

[Translation]

Additional Coach in Hapa-Jammu Tawi Express

3083. SHRI GABHAJI MANGAJI THAKORE: Will the Minister of RAILWAYS be pleased to state:

(a) whether very few seats are available in Hapa-Jammu Tawi Express for Delhi from Rajkot, Junagarh and Bhavnagar;

(b) if so, whether the Government propose to add one more additional coach in this train;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) The reservation quotas available at Rajkot, Junagarh and Bhavnagar by 2497 Hapa-Jammu Tawi Express are as under:

	AC 2-tier	Sleeper Class
Rajkot (upto Jammu Tawi) upto Delhi	18	117
Junagarh (upto Jammu Tawi)	—	98
Bhavnagar (upto Jammu Tawi)	—	4
Bhavnagar (upto Jammu Tawi)	5	14

(b) No, Sir.

(c) Does not arise.

(d) Non availability of room in the train.

[English]

Fishing Complex at Bhitarkanika Sanctuary

3084. SHRI RABI RAY: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the attention of the Government has been drawn to an interim order passed by the High Court of Orissa on the establishment of the fishing complex including the jetties at the Bhitarkanika Sanctuary in Orissa;

(b) if so, the details thereof; and

(c) the steps taken by the Government in the matter?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) Yes, Sir.

(b) A copy of the order of Orissa High Court passed on 12th July, 1994 in O.J.C. No. 3128 of 1994 is given in the *Statement* enclosed.

(c) This Ministry has already suggested two names to be incorporated in the Committee of experts constituted by the Government of Orissa for making Environmental Impact Assessment of the construction of Fish landing centre, Road and bridges in Bhitarkanika Sanctuary and of three proposed fish landing centres in Mahanadi Delta. Action is being taken to file the counter affidavit as directed by the Hon'ble Court.