

on the recommendations of the Group of Experts and a draft National Population Policy has been prepared.

[Translation]

#### Rural Industry Promotion Development Scheme

558. SHRI PHOOL CHAND VERMA : Will the Minister of INDUSTRY be pleased to state :

(a) whether the Government propose to grant 50 projects to different States under the Rural Industry Promotion Development Scheme in the Eighth Plan;

(b) if so, the details thereof;

(c) whether any project is likely to be sanctioned for the rural and tribal areas of Madhya Pradesh;

(d) if so, the locations thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (DEPARTMENT OF SMALL SCALE INDUSTRIES AND AGRO AND RURAL INDUSTRIES) (SHRI M. ARUNACHALAM) : (a) There is no scheme captioned as "Rural Industry Promotion Development Scheme" being operated by the Department of Small Scale Industries and Agro and Rural Industries. However, Government have launched the scheme of Integrated Infrastructural Development (IID) (including Technological Back-up Services) for small scale industries in rural backward areas, in March, 1994.

(b) to (e). The scheme of IID envisages to set up about 50 centres in the country during the Eighth Five Year Plan. The cost of each centre not exceeding Rs. 5.00 crores would be shared between the Central Government in the form of grant and Small Industries Development Bank of India (SIDBI) in the form of loan in the ratio of 2:3. Cost in the excess of Rs. 5.00 crores would be met by State/Union Territory Governments or the implementing agency. The proposals of the State/Union Territory Governments are to be appraised by SIDBI, which in

turn would be considered by the High Powered Committee constituted under the scheme for sanction. So far 13 projects have been sanctioned to 11 States and 2 Union Territories. One proposal of Madhya Pradesh to be located in village Nadan Tola, Tehsil Amarpatan, District Satna has since been appraised by SIDBI and the same is being placed before the High Powered Committee for sanction.

[English]

#### Train Accidents

559. DR. MUMTAZ ANSARI :

SHRI RAM BADAN :

SHRI SHANTARAM POTDUKHE :

SHRI GIRDHARI LAL BHARGAVA :

SHRI CHANDRESH PATEL :

Will the PRIME MINISTER be pleased to state :

(a) the number of train accidents and derailments occurred in each zone during each of the last three years upto Nov. 30, 1995 with particular reference to the accidents which occurred during the last six months;

(b) the main causes of those accidents and derailments;

(c) the number of accidents occurred due to failure of Railway staff and equipments, separately;

(d) the number of persons killed and injured therein together with the loss of property suffered by the Railways;

(e) the details of the assistance/relief provided to the victims of those accidents and derailments; and

(f) the remedial steps being taken by the Government to avoid such accidents?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SURESH KALMADI) : (a) Relevant information is as under :

Railway	Total No. of Accidents				Total No. of Derailments			
	1992-93	1993-94	1994-95	Apr.-Oct. 1995	1992-93	1993-94	1994-95	Apr.-Oct. 1995
Central	53	51	56	26	36	41	46	21
Eastern	46	47	35	14	35	37	28	11
Northern	66	70	74	26	46	43	54	22
North-Eastern	38	35	28	19	27	25	16	17

Railway	Total No. of Accidents				Total No. of Derailments			
	1992-93	1993-94	1994-95	Apr.-Oct. 1995	1992-93	1993-94	1994-95	Apr.-Oct. 1995
Northeast Frontier	50	45	50	12	50	40	49	11
Southern	50	50	62	27	40	36	31	15
South Central	56	57	50	25	45	47	39	19
South Eastern	107	104	92	44	96	91	84	40
Western	58	61	54	21	39	41	41	17
Metro	-	-	-	1	-	-	-	-
<b>Total</b>	<b>524</b>	<b>520</b>	<b>501</b>	<b>215</b>	<b>414</b>	<b>401</b>	<b>388</b>	<b>173</b>

(b) Train accidents, including derailments, took place due to failure of railway staff, failure of persons other than railway staff, failure of equipment, sabotage, incidental factors

(like cattle run over, falling of boulder on track etc.) and combination of factors.

(c) to (e). The information is as under :

	1992-93	1993-94	1994-95	Apr.-Oct. 95
Failure of Railway Staff	363	358	348	125
Failure of Equipment	57	55	38	24
No. of persons killed	282	379	305	480
No. of persons injured	823	905	687	648
Cost of damage to Railway Property (Rs. in crores)	66.1	57.09	52.34	35.18
Amount of Compensation paid (Rs. in lakhs)	237.16	178.01	176.69	203.28
Amount of ex-gratia relief (Rs. in lakhs)	15.62	20.29	11.70	39.06

\* Figures are provisional.

(f) The Railway accord highest priority to safety in train operation.

Maintenance of assets in good fettle and introduction of safety devices are essential pre-requisites for ensuring safety on Railways. The following action has been taken by the Railways to improve the safety standards :

1. Fouling mark to fouling mark track circuit has been completed on all the trunk route and main line stations

except for 362 stations which will be completed by March 1996. Starter to advance starter track circuit for remaining 679 stations will be completed by June, 1996. The above will cost about Rs. 100 crores.

2. Instructions have been issued for change in Signalling circuitry to prevent slot being given till starter and advance starter signal for the preceding train have been put back.

- The Station Master's Slide Control on advance starter will also be provided.
3. The Communication facility between station staff, driver and guard of running trains will be provided at a cost of Rs. 200 crores. This system is on trial on Nagpur-Durg and Delhi-Mughalsarai sections. These will have SOS button which will alert all trains and stations within 5 kms. radius.
  4. The track structure has been strengthened. The rails have been converted into long welded rail panels by welding and removing fish plates. About a half of the total track which covers almost all the important main lines has been laid on concrete sleepers with elastic fastenings.
  5. The track is maintained by Tie tamping and ballast cleaning machines. Track is also now being laid with track renewal trains and portal cranes.
  6. For monitoring of the track geometry and running characteristics of the track, sophisticated track recording cars, oscilograph cars and portable accelerometers are being progressively used.
  7. For detection of hidden flaws in the rail not visible to the naked eye, ultrasonic flaw detectors are used.
  8. To improve safety at unmanned level crossings, there is a proposal to instal audio-visual alarm. For this purpose, two audio-visual alarm sets, manufactured by M/s. BEL, are under trial near Bangalore. These will progressively be provided at other unmanned crossing also.
  9. It has been decided that no new unmanned level crossing shall be opened. All the new level crossings will be manned level crossings.
  10. The condition of rolling stock has been improved. Four-wheeler wagons are being replaced with better bogie Air-brake stock.
  11. The new coaches being manufactured are ICF/Steel body coaches with greater strength and antitelescopic features.
  12. To prevent cases of cold breakage of axle all ROH Depots have been equipped with ultrasonic testing equipment for timely detection of cases of flaws developing in the axles.
  13. Flasher lights have been installed on locomotives to give indication to drivers of trains running from opposite direction in case of mishap for prevention of further accident.
  14. The training of staff has been given new thrust with better training facilities like projector, slides, study and discussions of accident cases.
  15. Psychological tests have been introduced at entry level for operating categories (Assistant Station Masters and Assistant Drivers).
  16. Simulators have been installed for training of drivers. Two simulators are working, one each at Kanpur and Tughlakabad. Two more are being imported from Australia.
  17. Drivers are given breath-analyser tests for alcoholic drinks before starting. Special checks are also done.
  18. Auxiliary warning system for giving advance warning about signals at danger to driver of the running train and stopping the train if the driver does not respond within the pre-determined time interval has already been commissioned on Bombay suburban sections.
  19. Instant Action Groups have been formed on certain nominated trains to check entry of unauthorised passengers in reserved coaches and persons carrying inflammable/explosive material.
  20. The frequency of inspections and surprise checks has been increased. More safety drives have been launched.
- [Translation]
- Reservation to Economically Poor**
560. SHRI RAM VILAS PASWAN : Will the PRIME MINISTER be pleased to state :
- (a) whether the Government propose to provide reservation for the economically poor youths in the central services; and
  - (b) if so, whether a Constitution Amendment Bill in this regard is likely to be presented in the current session of Parliament?
- THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRIMATI MARGARET ALVA):  
(a) No Sir. No such proposal is under consideration at present.