

M. V. "Kedarnath"

3714. SHRI S. M. KRISHNA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that M.V. 'KEDARNATH' went down in the Bay of Bengal on the night of 6th June, 1980;

(b) if so, the name of the owners of this vessel and the loss caused thereby;

(c) whether it has been possible to salvage the vessel;

(d) whether any enquiry has been ordered into this mishap; if so, the outcome thereof and if not, the reasons therefor; and

(e) what preventive measures have been or are proposed to be taken to prevent such mishaps occurring in future?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) M. V. KEDARNATH did not go down in the Bay of Bengal but stranded on the rocks of Preparis Island, north of Andaman Islands, at 0120 hrs. on 7-6-1980.

(b) M/s. Himalaya Shipping Company are the owners of the vessel. The vessel had no cargo on board. The vessel was abandoned by the crew and may be treated as total constructive loss. There was no loss of life.

(c) No, Sir.

(d) A Preliminary Inquiry under the Merchant Shipping Act, 1958 is being conducted by the Principal Officer, Merchantile, Marine Department, Calcutta.

(e) Measures and actions, if any, to prevent such occurrences depends on the findings of the Inquiry.

Accidents in Kanpur-Achenera Section of North-Eastern Railway during 1979

3715. SHRI DAYA RAM SHAKYA: Will the Minister of RAILWAYS be pleased to state:

(a) the details of accidents occurred in Kanpur-Achenera section of North-Eastern Railway during 1979;

(b) the causes of the accidents;

(c) the loss of life and property in each accident; and

(d) the steps taken by the railway administration to check and avoid accidents?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) From 1-1-79 to 31-12-79 there were 10 train derailments and 1 level crossing accident on Kanpur Achnera section of North-Eastern Railway.

(b) Of these 11 accidents, 8 were due to failure of railway staff, 2 were due to persons other than railway staff and one was due to failure of mechanical equipment.

(c) Loss of life and cost of damage to railway property involved in these accidents are given below:—

Category of Accidents	Persons Killed	Approximate cost of damage to Railway property
Deraillments	1	1,94,500
Level Crossing Accident	1	10,050

(d) Since failure of railway staff is the largest single factor responsible for accidents, Safety Organisation on the railway has been engaged in a relentless campaign to create greater safety consciousness amongst the staff connected with running of trains.

and to ensure that staff do not violate rules or indulge in short cut methods that may lead to accidents. Examination of trains and spot checks in carriage and wagon depots have been intensified and greater care is being paid to the proper maintenance of track. In order to reduce dependence on the human element, sophisticated aids like ultrasonic flaw detectors for wheels, axles and rails, track circuiting etc. are being introduced progressively.

As most of the accidents at level crossings are caused by rash and negligent acts of road users, the railway has been conducting educative campaigns amongst the road users advising them to be more careful while passing through the level crossings. Surprise checks are also conducted in coordination with the police authorities to ensure rigid compliance with Motor Vehicle Rules by road users.

Additional N.G. Diesel Engine on Pathankot-Joginder Nagar Section

3716. PROF. NARAIN CHAND PARASHAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the non-availability of 2 additional narrow gauge Diesel Engines has rendered the services of the trains on the Pathankot-Joginder Nagar Section, only partly useful to the public, in as much as only one train is reaching Joginder Nagar and only 2 trains reach Baijnath, Paprola out of the 4 trains, after the re-opening of the section to passenger traffic with effect from 29-12-1976 whereas previously 2 trains used to reach Joginder Nagar and all the 4 reached Baijnath, Paprola; and

(b) if so, the likely date by which the 2 additional N.G. diesel engines would be provided, so as to make the 3 trains run up to Baijnath, Paprola and one upto Joginder Nagar, as was the case prior to the closing down of this section?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes.

(b) Narrow Gauge Diesel Locomotives are now being taken up for manufacture and higher priority is being accorded for Jogindernagar-Pathankot section so that additional services on this section can be planned.

Regional Office of Northern Railway Public Service Commission

3717. PROF. NARAIN CHAND PARASHAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether a request for opening a Regional Office of the Railway Public Service Commission, Northern Railway at Simla, Jullundur or Pathankot, has been received by Government;

(b) if so, whether Government have taken any decision in this regard;

(c) if so, the nature of the decision; and

(d) if not, the reasons therefor and the likely date on which the decision would be taken?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes

(b) Not yet.

(c) Does not arise.

(d) This question is being examined.

Jobless Doctors in the Country

3718. SHRI K. PRADHANI: Will the Minister of HEALTH be pleased to state:

(a) the number of jobless doctors in the country as on the 31st December, 1979;

(b) the number of doctors who have gone abroad during the last two years;

(c) the steps which Government have taken to provide job opportunities to unemployed doctors; and