

met by the import of crude of about 15.00 million tonnes, and from indigenous production to the extent of about 12.00 million tonnes. Imports of crude oil are generally arranged on a calendar year basis. The crude import requirements during 1978 are expected to be covered as follows:—

Source	Quantity in million tonnes
Iraq	3.0
Iran	2.0
Saudi Arabia	1.1
United Arab Emirates	1.0
U.S.S.R.	1.5
Iran (Rustom crude)	0.5
Darius crude from Iran for Madras Refineries Ltd.	2.8
Arabian crude through Exxon for Hindustan Petroleum Refinery	1.4
	13.3

The balance requirements will be firm'd up during the course of the year.

(c) The present average cost of imported crude on CIF basis comes to about Rs. 900 per tonne. The cost of production of indigenous crude oil is being worked out and will be laid on the Table of the Sabha.

M RTP Act vis-a-vis growth of industries

1044. SHRI S. R. DAMANI: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government have examined whether the M.R.T.P. Act has been detrimental to the growth of industries;

(b) whether associations of Chartered Accountants, Company Secretaries, lawyers and Solicitors etc. have represented to Government for modifications in the Act; and

(c) if so, whether they have been examined and what steps Government are taking to make the Act purposeful by removing unnecessary hurdles?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) No, Sir.

(b) The Expert Committee, which is presently reviewing the working of the Companies Act and the MRTP Act has received suggestions/memoranda from various bodies including the Institutes of Chartered Accountants of India, Costs and Works Accountants of India and Company Secretaries of India and also from individuals in response to the general notice and the questionnaire issued by the Expert Committee in September, 1977.

(c) These suggestions/representations are presently under examination by the Expert Committee and further action will be considered only after the Committee submits its report to the Government by 30th June, 1978.

Railway accidents during 1975-76 and 1976-77

1045. SHRI PRADYUMNA BAL:
SHRI SUKHENDRA SINGH:
SHRI RAJENDRA KUMAR SHARMA:
SHRI BIRENDRA PRASAD:
SHRI HARGOVIND VERMA:
SHRI AGHAN SINGH THAKUR:
SHRI SHAMBHU NATH CHATURVEDI:
SHRI B. P. MANDAL:
SHRI D. G. GAWAI:
SHRI MAHILAL:

Will the Minister of RAILWAYS be pleased to state:

(a) the total number of railway accidents and derailments of trains, with names of trains involved during 1975-76, 1976-77 and in 1978 to date, separately and the main factors responsible thereof;

(b) the number of persons killed and injured and the loss to Government and private property as a result thereof;

(c) the total amount of compensation paid to the victims of these accidents;

(d) the number of cases in which compensation has been paid, the num-

ber of remaining cases and the time by which these would be settled; and

(e) the security steps taken by Government to check growing rate of railway accidents?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) The number of train derailments and the total number of train accidents which took place on the Indian Government Railways during 1975-76, 1976-77 and 1977-78 (upto January, 1978), and the types of trains involved in these accidents are given below:—

Year	No. of train derailments			Total number of train accidents		
	Involving passenger trains	Involving Goods trains	Total	Involving passenger trains	Involving Goods trains	Total
1975-76	202	566	768	321	643	964
1976-77	166	467	633	264	516	780
1977-78 (upto January, 1978)	191	418	609	281	462	743

Since a large number of accidents involved goods trains most of which bear only numbers and not the names, information has been furnished in res-

pect of the types of trains involved in train accidents.

The causes of these accidents are as under:—

	1975-76	1976-77	1977-78 (upto January, 1978)
1. Failure of Railway staff	588	447	394
2. Failure of persons other than Railway staff	119	100	80
3. Failure of equipment	114	136	115
4. Sabotage	3	2	8
5. Accident	86	64	77
6. Act of God	—	—	1
7. Cause could not be established	24	31	14
8. Cause not finalised	—	—	54
TOTAL	964	780	743

(b) The number of persons killed railway property involved in these

and injured and the cost of damage to accidents is given below:—

Year	No. of persons		Cost of damage to Railway property (in Rs.)
	Killed	Injured	
1975-76	213	846	2,98,74,675
1976-77	167	664	2,74,73,862
1977-78 (upto January, 1978)	251	653	3,30,17,240

The cost of damage to private property is not maintained by the Railways.

(c) and (d). The compensation paid under Indian Railways Act, 1890 to the victims of train accidents during 1975-76, 1976-77 and 1977-78 (upto December, 1977 is as under:—

	Amount in R
1975-76	49.51 lakhs
1976-77	30.56 lakhs
1977-78 (upto December 1977).	11.83 lakhs

Altogether 437 claims for compensation under the Indian Railways Act, 1890 in respect of persons killed and injured in train accidents during 1975-76, 1976-77 and 1977-78 (upto 31st January, 1978) are pending settlement in the courts of *ad-hoc* Claims Commissioners/*ex-officio* Claims Commissioners.

The applications for compensation under the Indian Railways Act, 1890 can normally be preferred by the claimants within a period of three months of the occurrence of the accident to the *ad-hoc* Claims Commissioner/*Ex-officio* Claims Commissioner. The Claims Commissioners may, on good cause shown, allow any claim application to be made by the claim-

ant at any time within one year of the occurrence of the accident also. Full-fledged Court proceedings take place before a verdict is awarded by the Court and both the parties viz., the claimants, and the Railway Administration are given the opportunity to establish the claim in order to avoid any irregular payment of compensation to a wrong party. These claims are satisfied on the basis of the verdict of the Court without any delay on the part of the Railway Administration.

Information relating to payment of compensation due to the railway employees killed or injured on duty under the Workmen's compensation Act is being collected and will be laid on the table of the Sabha.

(e) Since failure of railway staff is the largest single factor responsible for accidents. Safety Organisations on the railways have been engaged in relentless campaign to create greater safety consciousness among the staff connected with the running of trains and to ensure that staff do not violate rules or indulge in short-cut methods. 10,000 additional posts of operational categories connected with running of trains and 2,700 additional posts of running staff have been sanctioned to implement Miabhov Tribunal Award and the 10 hours duty rule for running staff.

In order to reduce dependence on the human element, various sophisti-

cated aids like ultrasonic flaw detectors for wheels, axles and rails, track circuiting, automatic warning system etc., are being introduced progressively.

It has been decided recently to track circuit run through lines at 50 stations by 31st March 1978 and at the remaining 430 stations on the trunk routes by 1981. In addition, track circuiting from fouling mark to Advanced Starter at 25 vulnerable stations will be completed by 31st March 1978 and at another 75 such stations within the next one and a half years.

Besides keeping a close cooperation and coordination with the State Police by holding periodical meetings at various levels and assisting them in detection, apprehension and prosecution of miscreants, Railways have also employed 14,000 engineering gangmen and 11,000 R.P.F personnel to patrol the track, particularly in vulnerable areas as a preventive measures against sabotage.

Policy change in laying of Railway lines

1046. SHRI KACHARULAL HEMRAJ JAIN: Will the Minister of RAILWAYS be pleased to state:

(a) whether he had said to newsmen in Hoshiarpur on 30th January, 1978 that the policy regarding the laying of railway lines in areas which did not have rail connections would be changed; and

(b) if so, the salient features of the proposal in this regard?

THE MINISTER OF STATE, IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b). A new policy for construction of railway line in backward areas of the country is under consideration of the Government. The policy will be announced in the Parliament as soon as it is finalised.

निवारी स्टेशन में सुविधायें

1047. श्री लक्ष्मीनारायण नायक : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि झांसी मानिकपुर लाइन पर स्थित निवारी स्टेशन को इस सम्बन्ध में स्वीकृति दिये जाने के बावजूद इस बहाने से कि बिजली के कनेक्शन दूर से लेना पड़ेगा, अभी तक विद्युतीकृत नहीं किया गया है, जबकि कनेक्शन केवल लगभग 50 गज की दूरी से लिया जा सकता है और इस स्टेशन में कब तक विद्युतीकरण कर दिया जायेगा ;

(ख) क्या निवारी स्टेशन के प्लेटफार्म का स्तर बहुत नीचा है जिसके परिणामस्वरूप यात्रियों को गाड़ियों में चढ़ने-उतरने में कठिनाई होती है और क्या इस प्रयोजन के लिये प्राप्त किये गये प्रत्यनों एवं अन्य सामान के अन्यत्र भेज दिया गया है तथा क्या इसका स्तर शीघ्र ही ऊंचा किया जायेगा; और

(ग) क्या झांसी-मानिकपुर लाइन पर निवारी और बरवासागर स्टेशनों पर शेड लगाये जायेंगे क्योंकि इस लाइन पर इन दो बड़े स्टेशनों पर ही शेड नहीं लगाये गये हैं ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण): (क) निवारी स्टेशन पर बिजली नहीं लगायी गयी है। बिजली का सम्पर्क 50 गज की दूरी से प्राप्त करना होगा। रेल उपयोगकर्ता सुविधा समिति द्वारा इस निर्माण कार्य के अनुमोदित हो जाने और इस निर्माण-कार्य के स्वीकृत हो जाने और आवश्यक धन उपलब्ध हो जाने पर इस स्टेशन पर बिजली लगाने का काम किया जायेगा।

(ख) निवारी स्टेशन पर मध्यम सतह के प्लेटफार्म की व्यवस्था है जिसे पर्याप्त समझा जाता है। उक्त इमारतों सामान प्लेटफार्म के विस्तार के लिए प्राप्त हुआ था,