

fertilizer berths (Rs. 35.86 crores).

#### 4. Madras

(a) Container Terminal (Rs. 22.60 crores).

(b) Expansion of Jawahar Dock (Rs. 11.67 crores).

#### 5. New Mangalore Port

Construction of an additional general cargo berth (Rs. 7.28 crores).

#### 6. Visakhapatnam Port

Construction of general cum bulk cargo berth (Rs. 8.50 crores).

#### 7. Tuticorin Port

Construction of two additional berths (Rs. 11.33 crores).

#### 8. Paradip Port

(a) Construction of 3rd general cargo berth (Rs. 7.12 crores).

(b) Construction of one fertilizer berth at Paradip Port for Paradip Fertilizer Plant (Rs. 15.50 crores).

#### 9. Mormugao Port

Multi-purpose cargo berth (Rs. 11.71 crores).

The information in regard to progress made and expenditure incurred on these projects is being collected and will be laid on the Table of the Sabha.

#### Number of Railway accidents during the last three years

2016. SHRI CHANDRABHAN  
ATHARE PATIL;

SHRI RAM PYARE PANIKA:

SHRI A. K. ROY:

SHRI R. P. GAEKWAD:

SHRI GHULAM MOHAMMAD  
KHAN:

Will the Minister of RAILWAYS be pleased to state:

(a) the number and details of the railway accidents which took place during each of the last three years and so far in 1982, zone-wise;

(b) the extent of loss of life and property caused to the travelling public and Railways; and

(c) the preventive measures taken by Government to check the recurrence of such accidents?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) The number and details of consequential train accidents on each Zonal Railway during the last three years and the current year upto January are shown below:

Railway	Year	Collision	Derailment	Level Crossing accidents	Fires in Trains	Total
Central	1978-79	11	96	9	5	121
	1979-80	14	68	7	6	95
	1980-81	10	112	5	9	136
	1981-82*	16	84	5	8	113
Eastern	1978-79	7	54	1	..	62
	1979-80	7	38	1	6	52
	1980-81	9	48	5	6	68
	1981-82*	10	39	2	..	51

\*upt. January

Railway	Year	Collosion	Derailment	Level Crossing accidents	Fires in Trains	Total
Northern	1978-79	7	92	13	4	116
	1979-80	11	88	37	..	136
	1980-81	12	105	16	3	136
	1981-82*	16	107	16	3	142
North Eastern	1978-79	5	53	15	1	74
	1979-80	7	46	10	..	63
	1980-81	8	75	13	2	98
	1981-82*	7	97	12	3	119
North Frontier	1978-79	2	76	6	..	84
	1979-80	2	62	8	..	72
	1980-81	6	67	4	..	77
	1981-82*	7	89	8	..	104
Southern	1978-79	1	75	11	..	87
	1979-80	5	71	11	1	88
	1980-81	3	100	15	2	120
	1981-82*	6	70	3	..	79
South Central	1978-79	7	83	4	..	94
	1979-80	4	85	7	4	100
	1980-81	6	83	7	1	97
	1981-82*	3	91	10	3	107
South Eastern	1978-79	8	131	9	2	150
	1979-80	16	120	12	1	149
	1980-81	10	130	16	2	158
	1981-82*	12	126	8	2	148
Western	1978-79	7	118	18	..	143
	1979-80	6	114	22	3	145
	1980-81	5	105	9	4	123
	1981-82*	2	85	5	1	93
TOTAL	1978-79	55	778	86	12	931
	1979-80	72	692	115	21	900
	1980-81	69	825	90	29	1013
	1981-82*	79	788	69	20	956

\*Upto January

(b) The number of Railway staff and passengers killed and approximate cost of damage to railway pro-

perty caused by these accidents were as under:

Year	No. of Railway Staff and passengers killed	Cost of damage to Railway property (in lakhs of Rs.)
1978-79 . . . . .	68	515
1979-80 . . . . .	145	590
1980-81 . . . . .	170	934
1981-82 (upto January) . . . . .	309	939

A sum of Rs. 124 lakhs (approx.) have been paid during the period 1978-79 to 1981-82 (upto January, 1982) as compensation including for loss of property, to the victims of the train accidents so far.

(c) In order to ensure improved maintenance and operation of Railway assets and equipment and to arouse greater safety consciousness amongst all railway employees, the following further steps have been taken recently:

(i) A meeting of the General Managers was called on 23-1-82 to chalk out the steps to be taken to counter-act human failure. Two high level teams consisting of officers from different disciplines have been set up. These teams are meeting the cross section of field workers for rectification of lacunae that may exist in any area.

(ii) Senior Directors of Railway Board have been specially assigned the task of monitoring the work of these teams.

(iii) Active involvement of railway employees has also been ensured by holding meetings with cross section of staff directly concerned with the safety of railway working.

(iv) The Railway Administrations, have been advised to intensify foot-plate inspections, particularly during night.

(v) Technological aids like tracks circuiting axle counters, ultra-sonic flaw detectors are also being provided to help the staff perform their duty efficiently and safely and to detect hidden flaws in equipment.

(vi) Renewals/replacements of aged assets like track, wagons, coaches and engines have been accelerated.

(vii) Great stress is being laid on proper upkeep of infrastructural assets like track, wagons, coaches and signalling apparatus.

#### U.S. Activities in Indian Ocean

2017. SHRI H. N. NANJE GOWDA:

SHRI SATYASADHAN CHAKRABORTY:

SHRI SUBHASH CHANDRA BOSE ALLURI:

SHRI RAM VILAS PASWAN:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that the number of American ships in the Indian Ocean has increased considerably in the recent months;

(b) whether this is causing a destabilising factor in the region; and

(c) whether the Government have conveyed their anxiety on this issue