

1	2	3	4
7.	Keshod	7.08	4.56
8.	Porbandar	26.84	8.58
9.	Rajkot	61.05	70.64
10.	Surat (State Government)	2.38	2.27

(Airport navigational and Communication facilities are provided by AAI)

Train Accidents

732. SHRI MADAN PATIL :
SHRIMATI RANEE NARAH :
SHRI S.S. OWAISI :
SHRI TATHAGAT SATPATHY :
SHRI A.C. JOS :
SHRI TARIQ ANWAR :
SHRI RAJO SINGH :

Will the Minister of RAILWAYS be pleased to state.

(a) the details of train accidents/derailments including of Goods trains occurred during the last six months and till date, train/location/state wise;

(b) the causes of such accidents, accident-wise;

(c) the number of persons killed/injured in each of such accidents and the value of Government property damaged therein;

(d) the number of committees appointed to inquire into the causes of accidents during the said period;

(e) the important findings of the inquiry committees and the action taken by the Government on recommendation made by these committees;

(f) the amount of compensation given by the Government to the victims;

(g) whether the Government have formulated any action plan to improve safety and to check such accidents in future; and

(h) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) :
(a) The number of train accidents maintained Railway-wise during last six months (May to Oct. 1998*) are given here under.

Railway	Accidents	Derailments
Central Railway	30	24
Eastern Railway	18	13
Northern Railway	23	18
North Eastern Railway	09	08
Northeast Frontier Railway	14	12
Southern Railway	39	33
South Central Railway	33	26
South Eastern Railway	26	21
Western Railway	11	04
Metro Railway	—	—
Konkan Railway Corporation Limited	08	07
TOTAL	211	166

(b) The accidents were due to:

Human failure	—	133
Equipment failure	—	11
Sabotage	—	08
Other than Railway Staff	—	24
Other miscellaneous factors	—	35

(c) Casualty—(May to Oct.' 1998*)

Killed—157 & Injured—403

Damage to Govt. property is provisionally estimated at Rs. 28.25 Crores.

*Figures are provisional.

(d) and (e) Each of above accidents is inquired into by a committee of officers or Commissioner of Railway Safety depending upon the extent of damage. As per findings of the inquiry committee, the main causes of these accidents are human failure, equipment failure, sabotage and other miscellaneous factors. Action under 'Discipline and Appeal Rules' is initiated against the staff found responsible for these accidents.

(f) No compensation has so far been paid. Compensation will be paid soon after the claims are decreed by Railway Claims Tribunal.

(g) and (h) Steps taken to bring down the incidence of train accidents are as under:

- (i) The work of track circuiting has been accelerated on the trunk routes and other important main lines.
- (ii) Modification of the signalling circuitry has been carried out to minimise chances of human error in causing accidents.
- (iii) Auxiliary Warning System for giving advance warning about 'Signal at danger' to the driver of the running train has been commissioned on Mumbai suburban sections.
- (iv) There has been progressive increase in use of Tie Tamping and ballast cleaning machines for track maintenance.
- (v) For monitoring track geometry and running characteristics of the track, sophisticated track recording cars, oscillograph cars and portable accelerometerse are progressively being used.
- (vi) Maintenance facilities for coaches and wagons have been modernised and upgraded at many depots.
- (vii) To prevent cases of cold breakage of axles, Routine Over Hauling Depots have been equipped with ultrasonic testing equipment for detection of flaws in the axles.
- (viii) Whistle boards/speed breakers and road signs have been provided at unmanned level crossings and visibility for drivers has been improved.

- (ix) Audio-visual publicity campaigns to educate road users on how to make a safe crossing are conducted.
- (x) Steps have been taken to prevent inflammable and explosive materials from being carried in passenger trains.
- (xi) Training facilities for drivers, guards and staff connected with train operation have been modernised including use of Simulators for training of drivers.
- (xii) Refresher courses are regularly organised at specified intervals.
- (xiii) Performance of the staff connected with train operation is being constantly monitored and those found deficient are sent for crash training.
- (xiv) Periodical safety drives are conducted to inculcate safety consciousness among the staff.

Modernisation of Steel Plants

733.DR. LAXMINARAYAN PANDEY : Will the Minister of STEEL AND MINES be pleased to state:

- (a) the details of the Public/Private/Foreign companies involved in the modernisation programme of various big Steel Plants in the country;
- (b) whether any foreign assistance was involved in the modernisation Programme of Steel Plants; and
- (c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI RAMESH BAIS) : (a) There are many public/private/foreign companies involved in the modernisation programme of big steel plants in the country. The details are enclosed in the attached statement.

(b) and (c) No foreign equity investment was involved in the modernisation programme of these steel plants mentioned in the annexure to (a). However, foreign currency loan of DM 30 million and US \$ 17 million are involved in Phase-IV Modernisation Programme of Tata Iron & Steel Company Ltd., Jamshedpur.