

LOK SABHA DEBATES

LOK SABHA

Thursday, February 25, 1999/Phalgun 6, 1920 (Saka)

The Lok Sabha met at Eleven of the Clock

[MR. SPEAKER *in the Chair*]

OBITUARY REFERENCES

[English]

MR. SPEAKER : Hon'ble Members, I have to inform the House of the sad demise of two of our former colleagues, namely, Sarvashri Mohan Lal Pipil and G. Narayan Reddy.

Shri Mohan Lal Pipil was a Member of Sixth Lok Sabha representing Khurja Parliamentary Constituency of Uttar Pradesh from 1977 to 1979.

Shri Pipil was a well-known social and political worker. He was associated with various social and cultural organisations in different capacities. He worked relentlessly for the upliftment of the poor and the downtrodden. He also took keen interest in the women's welfare and village development.

As an able parliamentarian, Shri Pipil actively participated in the proceedings of the House and lost no opportunity to highlight the problems faced by the downtrodden.

Shri Pipil contributed several articles in various newspapers.

Shri Mohan Lal Pipil passed away at the All India Institute of Medical Sciences, New Delhi due to ill health on 13 August, 1998 at the age of 68.

Shri G. Narayan Reddy was a Member of Third Lok Sabha representing Adilabad Parliamentary Constituency of Andhra Pradesh from 1962 to 1967. He was also a Member of Rajya Sabha from 1970 to 1976.

Earlier, Shri Reddy was a Member of Andhra Pradesh Legislative Assembly from 1957 to 1962.

An agriculturist by profession, Shri Reddy worked for the upliftment of the farmers and welfare of the Scheduled Castes and Scheduled Tribes.

He was a vigilant parliamentarian and availed of every opportunity to highlight in the Lok Sabha problems faced by farmers and people belonging to Scheduled Castes and Scheduled Tribes.

Shri Narayan Reddy was tragically murdered on 16 December, 1998 at the age of 72.

We deeply mourn the loss of these friends and I am sure the House will join me in conveying our condolences to the bereaved families.

The Members may now stand in silence for a short while as a mark of respect to the deceased.

11.04 hrs.

The Members then stood in silence for a short while.

11.05 hrs.

ORAL ANSWERS TO QUESTIONS

Train Accidents

*41. SHRI K.D. SULTANPURI :
DR. T. SUBBARAMI REDDY :

Will the Minister of RAILWAYS be pleased to state:

(a) the number of train accidents/derailments/fire in trains, including goods trains which occurred during the last three months and till date, train/location/State-wise alongwith reasons therefor;

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

(c) the number of Committees appointed to inquire into the causes of such accidents;

(d) the findings of the inquiry committees and action taken thereon;

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

(f) the steps taken by the Government to check such accidents?

THE MINISTER OF RAILWAYS (SHRI NITISH KUMAR) : (a) to (f) A statement is laid on the Table of the House.

Statement

(a) The number of consequential train accidents including Goods trains during the last three months from November 1998 to January 1999 are given below:—

	Passenger	Others	Total
Collision	3	3	6
Derailements	25	35	60
Level Crossing	18	4	22
Fire	—	—	—
Total	46	42	88

Figures are provisional

(2) Railways do not maintain State-wise accident statistics. However, Zonal Railway-wise break up of consequential train accidents for period November 1998 to January 1999 is as follows:—

	Collision	Derailements	Manned	Unmanned	Fire	Total
	1	2	3	4	5	6
CR	—	19	—	3	—	22
ER	—	5	1	—	—	6
NR	3	6	2	3	—	14
NE	2	5	—	1	—	8
NF	—	5	1	—	—	6
SR	—	9	—	1	—	10

	1	2	3	4	5	6
SC	—	—	—	3	—	3
SE	1	6	2	5	—	14
WR	—	5	—	—	—	5
Metro	—	—	—	—	—	—
KRC	—	—	—	—	—	—
Total	6	60	6	16	—	88

Figures are provisional

(3) Broad cause of Railway accidents for the period are given below:—

Failure of Railway Staff	43
Equipment Failure	21
Other than Railway Staff	18
Combination of Staff	2
Incidental	2
Could not be established	1
Under Investigation	1

Figures are provisional.

(b) No. of persons killed/injured in Railway accident for period November 1998 to January 1999:—

Killed	—	255
Injured	—	270

The accident wise details of no. of persons killed/injured is attached at Appendix A. The figures are provisional.

(2) The provisional value of the Government property damaged in the above accidents is 15 crores.

(c) and (d) Each of above accidents is inquired into by a committee of officers or in some cases by Commissioner of Railway Safety, depending upon the extent of damage. As per findings of the inquiry committee, the main causes of these accidents has been classified as 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.

(e) Accident compensation claims are decided by Railway Claims Tribunal. No decree from the Railway Claims Tribunal for the accidents that have occurred during the last 3 months has so far been received. However, in each case of train accident involving passenger casualties, ex-gratia payment is made as follows: death—Rs. 15,000/-, grievous injury—Rs. 5,000/- and simple injury—500/-.

(f) Steps taken to bring down the incidence of train accidents on Indian Railways 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 signaling circuitry is being carried out to minimise chances of human error.

- (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) Walkie-Talkie sets are being progressively supplied to Drivers and Guards on selected routes.
- (v) There has been progressive increase in use of Tie Tamping and ballast cleaning machines for track maintenance.
- (vi) For monitoring track geometry and running characteristics of the track, sophisticated track recording cars, oscillograph cars and portable accelerometers are being progressively used.
- (vii) For detecting rail fractures and weld failures 96 more double rail Ultra Sonic Flaw Detectors are being procured.
- (viii) In addition to the above, 2 Self Propelled Ultra Sonic Rail Testing Cars are also being procured.
- (ix) Maintenance facilities for coaches and wagons have been modernised and upgraded at many depots.
- (x) 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.
- (xi) Whistle boards/speed breakers and road signs have been provided at unmanned level crossing and visibility for drivers has been improved.
- (xii) Audio-visual publicity campaigns to educate road users on how to make a safe crossing are conducted.
- (xiii) Steps have been taken to prevent inflammable and explosive materials from being carried in passenger trains.
- (xiv) Training facilities for drivers, guards and staff connected with train operation have been modernised including use of Simulators for training of drivers.
- (xv) Refresher courses are regularly organised at specified intervals.
- (xvi) Performance of the staff connected with train operation is being constantly monitored and those found deficient are sent for crash training.
- (xvii) Periodical safety drives are conducted to inculcate safety consciousness among the staff.

ANNEXURE

S. No.	Date	Railway	Division	Type	Train	Brief Particulars	K	G	S
1	2	3	4	5	6	7	8		
1.	01/11/1998	North Eastern	Varanasi	Collision	Up Amausi & 5203	Up Amausi load standing at Km. 458/13 due to engine trouble, when 5203 Express dashed in rear		2	1
2	20/11/1998	South Eastern	Chakradharpur	Derailment	DN SSSR GOODS	While the train was on run, driver disregard Home Signal and entered catch siding resulting in derailment of train engine and six BOBS			2
	20/11/1998	Northern Railway	Moradabad	Unmanned	Light Engine No. 17963	One Vikram-tempo dashed against light engine at unmanned level crossing		2	

1	2	3	4	5	6	7	8		
							K	G	S
4	24/11/1998	Central Railway	Mumbai	Unmanned	2618 EXP.	While on run road roller dashed against train engine at UMLxing resulting in derailment of engine and rest 4 coaches	1		
5	26/11/1998	Northern Railway	Ambala	Collision	2903 EXP. & 3152 EXP.	While on run, 2903 derailed and parted encroaching other line, 3152 Exp. collided with derailed coaches of 2903 Exp.	212	95	43
6	29/11/1998	South Eastern	Sambalpur	Manned	8452 EXP.	While the train being piloted due to defective gate interlocking, one bus broke and opened the gate barrier and dashed against the train	6		6
7	29/11/1998	North Eastern	Varanasi	Collision	DN NBQ-1 & DN NBQ -2	NBQ-1 was waiting at Home Signal of Swan-NBQ-2 train collided in rear of NBQ-1			2
8	02/12/1999	North Eastern	Samastipur	Unmanned	5201 EXPRESS	While on run train dashed against a Jeep at Unmanned Level crossing gate no. 127/C.	1	1	4
9	02/12/1998	South Eastern	Waltair	Unmanned	UP BCX GOODS	While on run train dashed against a Maruti Car at Unmanned level crossing.		1	2
10	03/12/1998	Central Railway	Bhusaval	Derailment	8029 EXPRESS	While on run train engine & 11 coaches derailed out of which 5 coaches capsized.	9	12	42
11	04/12/1998	Northern Railway	Delhi	Unmanned	9367 EXPRESS	While on run train dashed against a Tractor at Unmanned level crossing no. 89 C	1		
12	08/12/1998	Central Railway	Sholapur	Derailment	6012 EXPRESS	While in to the main line loco & 6 coaches derailed blocking through communication.		1	1
13	10/12/1998	South Eastern	Khurda Road	Derailment	8410 EXPRESS	While on run in block section, 12 coaches derailed blocking through communication			4
14	10/12/1998	Northern Railway	Ambala	Manned	6 LJK PASS	While on run train dashed against Tata Sumo at Manned level crossing gate no. 42 C.	2		1
15	11/12/1998	Central Railway	Mumbai	Unmanned	6635 EXPRESS	While on run train dashed against Empty Gas Tanker at Unmanned level crossing no. 51.	1		1
16	13/12/1998	Northern Railway	Delhi	Manned	2011 EXPRESS	While on run train dashed against a Tractor at Manned level crossing gate no. 19 C.	1		

1	2	3	4	5	6	7	8		
							K	G	S
17	14/12/1998	South Central	Vijaywada	Unmanned	7616 EXPRESS	While on run train dashed against a Car at Unmanned level crossing Gate.	2	1	1
18.	15/12/1998	South Eastern	Waltair	Unmanned	238 DN DMU	While on run, train dashed against Truck at Unmanned level crossing gate. on BG line running blocking through communication.	1		
19	15/12/1998	North Frontier	Alipurduar	Manned	5813 EXPRESS	While on run the train dashed a Truck no. WB-031738 resulting in obstruction parallel to MG route.			1
20	19/12/1998	South Eastern	Waltair	Manned	7479 EXPRESS	While train was on run, it dashed against Bullock cart at Manned Level crossing gate no. 43 resulting blocking Up line.			1
21	20/12/1998	Central Railway	Bhopal	Unmanned	9167 EXPRESS	One Tractor suddenly came on track at Unmanned Ldng No. 74 and hit against the train engine. No blockage to traffic.	2		
22	25/12/1998	South Central	Hubli	Unmanned	TRIPPLE LIGHT ENGINE	While on run one Truck dashed against engines at Unmanned level crossing no. 19. No blockage to traffic.	1		4
23	25/12/1998	Central Railway	Sholapur	Deraiment	EMPTY PETROL TANK	While on run one OT (E) derailed near Home signal of Loni station blocking Up line only.	1		5
24.	25/12/1998	Eastern Railway	Dhanbad	Manned	7054 JDK SPL	While on run one BCCL Bus forcibly opened the gate and dashed against the train engine blocking through communication.	10		5
25.	02/01/1999	South Eastern	Adra	Deraiment	315 PASS	While on run in block section 5 reannost coaches derailed blocking through crossing		2	3
26.	04/01/1999	Northern Railway	Delhi	Unmanned	2 RKB PASS	While on run, one tempo dashed against the train engine at Unmanned Level crossing	2		3
27	08/01/1999	South Central	Sambalpur	Unmanned	8446 EXP.	While on run in block section, one tractor dashed against the train engine at unmanned crossing gate	1		
28	11/01/1999	South Eastern	Khurda Road	Unmanned	8478 Exp.	While on run in block section, one tractor dashed against the train engine at unmanned crossing.	1		
29.	13/01/1999	Southern Railway	Bangalore	Unmanned	TS 1 EMU	While on run in block section, one auto rickshaw dashed against the train engine level crossing.	1		

1	2	3	4	5	6	7	8			
								K	G	S
30	15/01/1999	South Central	Vijaywada	Unmanned	351 Pass.	While on run in block section, one tractor with trolley dished against train engine level crossing.	3	3		
31.	27/01/1999	South Eastern	Bilaspur	Unmanned	8477 Exp.	While on run in block section, 1 truck dished against the train engine at unmanned crossing.			1	2
32.	30/01/1999	North Eastern	Lucknow	Derailment	1144 Exp.	While on run, 9 coaches derailed on Br. No. 263 blocking through communication			1	9

K= Killed, G = Grievous Injury, S = Simple Injury

[Translation]

SHRI K.D. SULTANPURI : Hon'ble Mr. Speaker, Sir, Hon'ble Minister has stated in his statement that 255 persons have been killed and 270 injured in train accidents. He has also stated in his reply that the Rs. 15000 are given to the Kith and Kin of those killed, Rs. 5000 to seriously wounded and Rs. 500 to slightly injured. But I am very surprised to read his reply that the Government are still not aware as to how the poor people are killed in railway accidents and there provision for compensation and not any single victim has been provided full amount of compensation within three months.

When they have identified the number of persons killed, they might have given Rs. 15000/- to their family members after re-identifying them. But it is matter of sorrow that these people have not been provided full amount of compensation. The Minister has stated that the court is looking into these cases regarding railway accidents. He also has not given the statewide details of the persons killed and on what basis they have provided Rs. 15000 or 500 to them. I am unable to know how much money has been given to whom. The details showing 255 persons killed and 270 persons injured does not state how much money has been disbursed among them. Through you, I would like to know from the Hon'ble Minister on what basis he has provided money to them.

SHRI NITISH KUMAR : Mr. Speaker, Sir, an ex-gratia payment is made by Railways to the people killed or injured in train accident as immediate relief. However it is made as follows: Death Rs. 15,000/-, grievous injury Rs. 5,000/- and simple injury Rs. 500. It is not an compensation rather it is an ex-gratia payment. The amount of compensation is provided by Railways Claims Tribunals after settling the claims. The compensation of Rs. four lakh is provided in the event of death. The

compensation to a seriously injured is given after determining the degree of physical disability of a person. In some cases, the compensation of Rs. four lakh is given to a person who has become physically disable but the claims are settled by Railways Claim Tribunal. The payment of compensation is made thereafter only.

SHRI K.D. SULTANPURI : I want to say that the compensation of Rs. fifteen thousand or five thousand is provided to the injured persons after it has been settled by the Railways Claims Tribunal as the Minister has just stated. What criteria is adopted by you in this regard and how much time the Railway Claims Tribunal takes to decide that the victims should be provided relief. When the persons eligible for compensation are already identified, what is the necessity of identifying them again. It is a problem for them because most of these persons have small children. The Government should pay attention to this problem. Secondly, the Minister says that Walk-talk sets are being progressively supplied. I would like to know from the Hon'ble Minister the time by which these sets are likely to be supplied alongwith the number of places where these sets are to be supplied. No detail has been furnished in this regard but it has been stated only that these are immediately supplied. He has stated that there has been progressive increase in use of TIC Tamping and ballast cleaning machines for track maintenance.

[English]

MR. SPEAKER : Shri Sultanpuri, please ask your Supplementary. Anyhow, today the Hon'ble Minister is going to present the Railway Budget.

[Translation]

SHRI K.D. SULTANPURI : If he presents the Railway Budget, he should be awarded a commendation certificate

because when the two persons were killed, in a rail accident Shri Lal Bahadur Shastri had resigned from the Ministry. But so many persons have been killed that it is difficult to keep on account. I recommend that he should be awarded with a commendation certificate on behalf of the House because he is doing a very good work. You have written in your reply that you will supply Walkie-Talkie sets. I ask you by when you will supply these Walkie-Talkie sets so that the accidents may be checked. The chowkidars at the railway crossings should be deployed in such a way so that train accidents may be avoided. If you have such scheme. Please tell the House.

SHRI NITISH KUMAR : Mr. Speaker, Sir, I am able to understand only one question that have been asked in this long speech, that is, the time by when the Walkie-Talkies are being supplied for contact between a driver and a guard.

I want to submit that Walkie-Talkie sets would be provided in all the passenger trains throughout the country to establish a link between the driver and the guard by 31st March, 1999 and this facility will also be provided in all the goods trains during the ensuing financial year.

[English]

DR. T. SUBBARAMI REDDY : Mr. Speaker, Sir, it is very surprising and amazing that during three months from November, 1998 to January, 1999, more than 80 accidents have taken place and hundreds of people have been killed. The Minister always says that he has got the Railway Standing Committee and also the Experts Committee to advise on safety measures. Now, when he has come to know through the inquiry committees that most of the accidents have taken place because of human failures, equipment failures and sabotage, he gives a normal reply that the Expert Committee is there, he is giving walkie-talkie to staff, there is no problem and everything is under control. But again the accident takes place and again an inquiry is instituted. That is of no use. This is a very serious matter where human lives are involved. 90 crore people are very much concerned about these accidents. Accidents have been taking place for the last 50 years, but why have more than 80 accidents taken place during these three months? The House should know about it. Hon'ble Speaker, Sir, the Hon'ble Minister must come forward with a concrete and categorical assurance as to whether he is going to appoint another Expert Committee, in addition to the Standing Committee of Railways comprising the Members of this House, to see that what best safety measures of international standards he can provide.

MR. SPEAKER : Please conclude now.

DR. T. SUBBARAMI REDDY : Are you not interested in safety from accidents? I am not pleading for myself. I normally travel by plane. I am pleading for the poor man, the common man. So, please do not take it so lightly.

Sir, Shri Nitish Kumar is supposed to be a dynamic Minister and he will take dynamic measures also. He must introduce safety measures of international standard. In the world, in how many countries have so many railway accidents taken place? Why are more accidents taking place in this country? He should tell the people of India about what specialised systems he is going to introduce and what he is going to do.

[Translation]

SHRI NITISH KUMAR : Mr. Speaker, Sir, the hon'ble member has been mentioning the accident figures of the last three months. But if we look at the figures of accidents in Indian Railways, then during the year 1960-61 a total number of 2131 accidents took place. Later on this figure has come down to 400 during the last three-four years. Therefore it is wrong to say that accidents are increasing in the Indian Railways. The number of accidents are coming down due to the safety measures being adopted during the last few years. It would be better if we achieve the state of no-accidents. Continuous efforts should be made in this regard. If we take into consideration the figures as to how many accidents have taken place per million train kilometers then these were 5.5 percent during the year 1960-61, which come down to 0.61 per cent during the year 1995-96 and which further came down to 0.58 per cent during the year 1997-98. So the number of accidents have been continuously decreasing. As per the internationally recognised standards our performance have been continuously improving so far as safety measures are concerned in comparison to the previous years. Therefore it is wrong to say that the accidents are increasing. Still efforts should be made to eliminate possibility of accidents. The Indian Railways have set up Accidents Enquiry Committee so many times. So as to devise safety measures to avoid the accidents. Last year three such committees were set up. Last year a new Expert Committee was set up under the chairmanship of Justice H.R. Khanna to review the safety measures. All the experts are there in the committee and they are enquiring into it. This Committee was set up last year itself. They will submit their report as to what safety measures the Indian Railway should adopt in the changing scenario and the extent to which the recommendations of the experts of the committees set up earlier have been implemented. They are contemplating in that regard. Let us wait until their report is submitted.

Several measures are taken after learning lessons from every accidents. This is an ongoing process.

[*English*]

DR. T. SUBBARAMI REDDY : When that Expert Committee gives its final report, the Minister may again take the House into confidence and inform us about the measures he would be taking regarding safety of passengers.

[*Translation*]

SHRI NITISH KUMAR : The report of the committee would be laid on the table of the House when it is submitted.

[*English*]

SHRI ANNASHEB M.K. PATIL (Erandol) : Sir, as per the report given by the Minister, the maximum accidents have taken place because of jointing between the two rails.

Now-a-days, the jointing of the two rails is done by welding, and it is checked by ultrasonic testing. The accident which took place on the 3rd of December in Bhusaval was totally due to the failure of the jointing system. When the matter was discussed with the engineers, I was told that this type of jointing method is a faulty one. I would like to know whether the hon'ble Minister is aware of the particular aspect of jointing. In the olden days, jointing was done by bolting which was much supported than jointing by welding. If it is so, I would like to know whether he would like to switch-over to this method of jointing of the two rails.

[*Translation*]

SHRI NITISH KUMAR : Mr. Speaker, Sir, in past two rail lines were jointed by fish plates and the trains moving on them did not travel on high speed. Keeping in view the speed factor, the welded rails were used so as to gain high speed. As far as welding technology is concerned, it is also improving and we are making efforts to achieve good welding results by using improved welding technology. ...(*Interruptions*)

SHRI KANTI LAL BHURIA : Mr. Speaker, Sir, is there any possibility of an accident between Shri Nitish Kumar and Shri George Fernandes in Bihar? ...(*Interruptions*)

SHRI LALU PRASAD : Mr. Speaker, Sir, the hon'ble Minister clearly avoiding the basic issues, explained the

procedural details as to how much money is given by the tribunal in cases of accidental death and simple injury. However, the basic question raised, remains unanswered. The basic question was as to how many accidents occurred, the extent of property damaged and the steps taken by the Government thereafter. These details are of the last three months. Since the time you took over as the Railway Minister, not a single day has passed when we have not heard of rail accidents, a large number of accidents are taking place in the country especially in Bihar. This is the basic question. The original question is

[*English*]

- "(a) the number of train accidents/derailments/fire in trains, including goods trains which occurred during the last three months and till date, train location/State-wise along with reasons therefor
- (b) the number of persons killed/injured in each of such accidents and the value of Government property damaged thereby;"

[*Translation*]

You must answer it. These days, people in general and middle classes in particular are very scared if travelling in trains as there is no safety and security of life and property in train coupled with increasing number of train accidents. ...(*Interruptions*)

SHRI NITISH KUMAR : Mr. Speaker, Sir, I have listened to the question, won't you listen to my answer? The Hon'ble Member has just read out the question but has not read the answer tabled in the House. The answer to all the questions. ...(*Interruptions*)

SHRI LALU PRASAD : No, Sir, are you facing any difficulty in providing oral answer? You are a Minister, the officers have written answers, is it my job to read them?

SHRI NITISH KUMAR : This is the procedure here. The answer to each question is there in the lobby. You can get it in the notice office as well. The answer to the original question raised by Hon'ble Member has already been furnished. He should be advised to go through the answers also.

SHRI LALU PRASAD : I have not read it, can't you tell me?

SHRI NITISH KUMAR : As far as the question of accidents is concerned, it has already been replied as to when and how many accidents have occurred. As far as

Bihar is concerned you also share it. For the last two-three years in Bihar, you have been making the railways your target. Even that also contribute to it.

SHRI LALU PRASAD : When did the accident occur because of that?

[English]

PROF. A.K. PREMAJAM : In the answer laid on the Table it is stated that failure of the railway staff is causing the maximum number of accidents and that 42 is the number of accidents that occurred because of this. In most of the Zones and Divisions the staff is not sufficient in number. Those Zones and Divisions are under-staffed and as such the staff there is overburdened. When the staff is overburdened with the work, their efficiency is bound to be badly affected. Have the Committee enquiring into this issue gone into this aspect of the problem before saying that the failure of the railways staff is causing the maximum number of accidents?

[Translation]

SHRI NITISH KUMAR : When causes of the accident are analysed, it is found that maximum number of accidents take place due to human failure, which is true. As far as shortage of staff is concerned, the Railway Safety Review Committee will look into this aspect also. As far as I know, shortage of staff has never been reported to be a cause of accident.

SHRI RAVI PRAKASH VERMA : The Hon'ble Minister has laid the answer on the table concerning the train accidents. At many places in the north eastern railways we have noticed that accidents have taken place a number of times at a particular place between Gola Gokaran Nath and Mailani. I have written a number of letters to you with regard to the maintenance. Accidents in the north eastern railways can be attributed to lack of maintenance. We do not even get the reply to whatever correspondence we make with the Hon'ble Minister.

SHRI NITISH KUMAR : You will get a letter in response to your letter, before that an enquiry will be held about the specific place which you have mentioned. If it is found correct responsibility will be fixed.

SHRI RAVI PRAKASH VERMA : We receive only acknowledgement and not the reply.

DR. SHAKEEL AHMAD : Mr. Speaker, Sir, it is generally seen that whenever any major train accident occurred the people of the country gets its news is widely

through the T.V., radio and newspapers and the Hon'ble Minister's reacts only afterwards. While accidents that occur every other day on the unmanned crossings if the country, barely capture anybody's attention. The Government has given a statement it was perhaps given by the hon'ble Minister or by the Minister of State and it was stated that unmanned crossings will be manned very soon. I would like to know the time by when you propose to man the unmanned crossings in the country in general and Darbhanga in particular in the Madhubani district of Bihar which falls under your commissioner.

SHRI NITISH KUMAR : There are more than 40,000 level crossings in the country amongst which 24,000 crossings are unmanned. A capital investment of Rs. eight to ten lakh is required to man one crossing, so you can very well estimate how much money would be required to man 24,000 unmanned crossings. Therefore, please wait for sometime, we also have some proposal.

[English]

Uniform Editorial Policy for Doordarshan

+
*42. **SHRI P.C. THOMAS :**
SHRI G.M. BANATWALLA :

Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Government propose to bring out a UNIFORM EDITORIAL POLICY for both in-house and Private News Bulletins on Doordarshan;

(b) if so, the details thereof and the reasons therefor;

(c) whether the Government propose to curb the freedom of Doordarshan listeners to know facts and get news which are not be the liking of the Government;

(d) if so, the reasons therefor;

(e) whether the producers of "Aaj Tak" are not conforming to the policy of the Government; and

(f) if so, the details thereof and the action taken by the Government in this regard?

THE MINISTER OF INFORMATION AND BROADCASTING AND THE MINISTER OF FOOD PROCESSING INDUSTRIES (SHRI PRAMOD MAHAJAN):
(a) The editorial policy and content of news bulletins on Doordarshan is not determined by the Government and comes within the purview of Prasar Bharati.