

a key promoter of Cochin. It is in my Constituency. It is progressing very well. Our Chief Minister has promised that it will be completed by December. Will the hon. Minister be kind enough to send airport authority officials to Cochin? The hon. Minister has gone to Bhubaneswar. I would invite the hon. Minister to come to Cochin because it is a beautiful scene to see the work progressing there. The Airport Authority should also send machinery and other things as early as possible so that the airport at Cochin can be commissioned by December this year itself.

MR. SPEAKER : It is a suggestion.

SHRI ANANTH KUMAR : The hon. Member's suggestion is well taken. . . .(Interruptions)

[Translation]

SHRI N.B.PATIL : First you strengthen domestic airports, develop, small airports and then you talk about international airports.

[English]

MR. SPEAKER : No. you are not supposed to speak like that.

Train Accidents

*127. SHRI MULLAPALLY RAMACHANDRAN :
DR.T. SUBBARAMI REDDY :

Will the Minister of RAILWAYS be pleased to state:

(a) the details of train accidents/derailments including of goods trains occurred during the last one year, and till date Zone-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 thereby;

(d) the number of commissions appointed to enquire into the causes of accidents during the above period;

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

(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; and

(h) if so, the details thereof?

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

Statement

(a) to (c) Railway Zone-wise break-up of consequential* train accidents including derailments of Goods Trains during last one year (i.e., April 1997 to March 1998 and till 31st May 1998) and casualties therein, are as under:-

Railway	No. of Accidents	No. of Persons Killed	No. of Persons Injured
Central	73	17	166
Eastern	31	18	67
Northern	56	108	161
North Eastern	26	39	86
Northeast Frontier	28	15	28
Southern	78	15	32
South Central	53	47	21
South Eastern	73	111	415
Western	49	30	79
Metro	1	-	-
K.R.C.	3	-	1
Total	471**	400**	1056**

NOTE: * Collisions, derailments, accidents at level crossings and fire in trains are termed consequential train accidents,

** Figures are provisional.

These accidents occur mainly due to human failure, equipment failure and sabotage. The break-up of causes of accidents for the period 1997-98 and 1998-99 (upto 31st May, 1998) are given below:-

Causes	1997-98	1998-99 (As on 31st May, 1998)
Failure of Railway Staff	262	37
Failure of persons other than railway staff	53	13
Failure of equipments	12	6
Sabotage	18	1
Combination of factors	22	1
Incidental	8	1
Could not be established conclusively	3	-
Under Investigation	18	16
Grand Total	396	75

Note : Figures are provisional.

The cost of damage to railway property on account of these consequential accidents has been provisionally assessed at Rs. 43.13 crores.

(d) & (e) No Commission of Enquiry has been appointed during the last one year for enquiring into the causes of accidents, hence no recommendation was to be acted upon.

(f) During last one year (April 1997 to March 1998), An amount of Rs.240.89 lakhs has been paid as compensation by the Railways to the victims of train accidents.

(g) and (h) Some of the measures taken to improve safety and prevent 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 is being 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 Bombay 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 accelerometers are being progressively 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 Haul 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.

SHRI MULLAPALLY RAMACHANDRAN: Mr. Speaker, Sir, if we look at the table given by the hon. Minister, we will come to know that the maximum number of train accidents during the year 1997-98 has taken place in the Southern Railway. These accidents were mainly due to the failure on the part of the Railway staff.

May I know from the hon. Minister what concrete steps have been taken by the hon. Minister to minimise the chances of human error?

[Translation]

SHRI NITISH KUMAR : Sir, a large number of rail accidents occur due to human error and causes for it have already been given in the statement. Training programmes continue regularly for railway staff to minimise the chances of human error. There may be various types of human failure. Whenever any such accident takes place, a detailed inquiry and study is conducted to find out its causes. Thereafter necessary steps for human resource development are taken.

[English]

SHRI MULLAPALLY RAMACHANDRAN : The Mangalore-Chennai railway line is one of the oldest railway lines laid by the Britishers. But there has not been any improvement or proper maintenance of the track from Mangalore to Shoranur. Cracks often develop on the track which ultimately lead to derailment of a good number of goods trains there.

May I know from the hon. Minister what concrete steps are being taken by the Minister for the repair and proper maintenance of the railway track from Mangalore to Sharanur?

[Translation]

SHRI NITISH KUMAR: Mr. Speaker, Sir, from the general subject the hon. Member has come to a specific subject now. He has mentioned a particular route. I will inform him about this particular route after getting information. As regards the maintenance of track I would like to state that it is a continuous work. Last week while replying to a question detailed information about track

renewal was given. The work of track renewal is continuing and as compared to last year more funds have been provided in the current budget for this purpose.

[English]

DR. SUBBARAMI REDDY: Mr. Speaker, Sir, I would like to know from the hon. Minister of Railways one thing. These days, people are very much afraid of travelling by trains. They feel boats are safer, flights are safer and cars are safer than the Railways. Of course, he will give a very simple reply saying that, "they are making efforts: they have instituted an Inquiry Commission and expecting the results." These things are different. Shri Nitish Kumar is a more progressive and a socialist personality. Now, I want to put this question. What action are you going to take besides the action taken by the former Ministers in order to improve the situation. What impact are you going to create in the minds of the travelling passengers in this country?

A sum of Rs. 400 crore is expected to be provided for signalling and safety system, but you have provided only Rs.200 crore. Therefore, I want to know why it has not been done. This is the first question.

MR. SPEAKER: There is only one question. There is no second question.

(Interruptions)

DR. T. SUBBARAMI REDDY: Besides the allocation of Rs. 400 crore, you must provide the walkie-talkie system also between the drivers and the Coordination Committees which will also improve the situation. So, I want to know what new systems, what new technology you are going to introduce in order to provide more safety for the people of India.

[Translation]

SHRI NITISH KUMAR : Mr. Speaker, Sir, safety is given utmost priority in railways and required measures are taken to improve the situation. Shri Reddy has asked about our plan in the field of signalling and telecommunications. I would like to say that more funds have been allocated for signalling and telecommunications in the current budget. Last time a provision of Rs. 201 crore was made for it which has been increased to Rs. 361 crore this year. As regards providing walkie-talkie system or any other system I would like to tell that at present we are using auxiliary warning system on sub-urban routes and it will be introduced on some other routes as well as magnetic device installed along the tracks in auxiliary warning system can be stolen. I have mentioned it in my Budget speech also. Now we are trying to replace it with a theft proof instrument. But we require more financial resources for it which are not there. With the available resources. . . (Interruptions)

SHRI MOHAN SINGH: The Finance Minister will not give you the required funds because you do not belong to his party. . . (Interruptions)

SHRI NITISH KUMAR: It is not so. From last year the Finance Minister has raised budgetary support. This time a budgetary support of Rs.2200 crore has been given. I am telling this for your information. But Reddyji knows very well that resources are limited and even then provision for signals and telecommunications has been increased.

[English]

DR. T. SUBBARAMI REDDY: Safety is important for the people. You should give top priority to this.

SHRI NITISH KUMAR: We have got top priority for the safety of the people.

[Translation]

SHRI RAM NAGINA MISHRA : Mr. Speaker, Sir, I would like to know from the hon. Minister about the train accidents. The number of train accidents are increasing day by day. So for several commissions had been constituted to inquire into the causes of accidents and they had submitted their reports. Is it a fact that some of these accidents occurred due to negligence of railway staff and some due to sabotage by extremists? In southern part of the country and Bihar incidents of removal of nut-bolts of railway tracks have come to notice. I would like to know as to what measures are being taken for preventing accidents?

SHRI NITISH KUMAR : Mr. Speaker, Sir, first of all, I would like to refute the charge levelled by the hon. Member that number of rail accidents are increasing. It is not a fact. In 1960-61 a total of 2131 rail accidents occurred and this number is decreasing continuously and in 1996-97 this number decreased to 381. In 1997-98 this number increased a little bit and 396 rail accidents took place and upto 31st May of this year, a total of 75 accidents occurred. The incidents of train collision, derailment, level crossing accidents and incidents of fire are included in it. Thus the number of rail accidents is decreasing. It is really a matter of concern and we are trying to bring it down to zero and our efforts are continuing in this direction. As the hon. Member has mentioned, cause of some train accidents is sabotage. State government should take initiative in this regard because the state governments are responsible for law and order and not the railways. In case of such rail accidents commissioner of Railway safety conducts inquiry. . . (Interruptions) I am saying this about safety. He has mentioned the incidents of sabotage. . . (Interruptions) I am saying this about safety. He has mentioned the incidents of sabotage. . . (Interruptions) Mr. Speaker, Sir, Hon. Minister can ask any other question. I am ready to reply. In cases of major accidents involving

loss of lives and property, an inquiry is conducted by commissioner of Railway safety and preventive measures are taken on getting report thereon.

12.00 hrs.

[English]

SHRI VARKALA RADHAKRISHNAN: Mr Speaker, Sir, I would like to ask the hon. Minister. . .

MR. SPEAKER: You put only a pointed supplementary otherwise, you will not get any reply. It is already 12 o'clock.

SHRI VARKALA RADHAKRISHNAN: Sir, I want to ask the hon. Minister of Railways about the accidents that are caused due to unmanned level-crossings. In Kerala, we have a number of unmanned level-crossings. Due to this, we loss valuable lives. Every week, three to four people die because of this unmanned railway level crossings.

So, I would request the hon. Minister to take immediate steps to man these unmanned level crossings. It may be a recurring expenditure adding on the State. But the question is that there must be a man to control it.

MR. SPEAKER: Shri Radhakrishnan, please put your supplementary.

SHRI VARKALA RADHAKRISHNAN: It is a Human Rights problem also. So, I would request the hon. Minister to take steps in this regard in Kerala also.

[Translation]

SHRI NITISH KUMAR : Mr. Speaker, Sir, accidents occur at level crossings, unmanned crossings and manned crossing. So far as the question of manning the unmanned crossings is concerned, I would like to say that state governments have to make their contribution for this purpose. In this regard I request the hon. Member to prepare the state government to make their contribution. Railways are always ready to provide the necessary assistance.

WRITTEN ANSWERS TO QUESTIONS

[English]

Security Cases against Private Airlines

*125. SHRI S. S. OWAIŚI : Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of cases which have come to the notice of the Government against private air operators regarding breach of security during the last three years;

(b) whether the Government have taken any action against these operators;

(c) if so, the details thereof;

(d) whether the Government propose to frame fresh guide lines for the private air operators in this regard; -

(e) if so, the details thereof; and

(f) the time by which these guide'ines are likely to be issued?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a) No case of breach of security by private operators has come to the notice of the Government in the last three years.

(b) and (c) Do not arise.

(d) Instructions issued from time to time for scheduled air operators are also applicable to private air operators. A new Civil Aviation Act is on the anvil which will be applicable to all air operators including private airlines.

(e) and (f) Do not arise.

Julka Committee Report

*126. SHRI MOHAN RAWALE : Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Airports Authority of India set up a subcommittee to examine the recommendations of the Julka Committee report for Air Traffic Controllers;

(b) if so, the details thereof;

(c) whether the said subcommittee has submitted its report;

(d) if so, the reaction of the Government thereto; and

(e) if not, the time by which the report is likely to be submitted?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a) to (e) A working Group was constituted by AAI to study the financial and the administrative implications of the recommendations of the Julka Committee and its impact on the organisation as a whole. This group consisted of the representatives from Finance & Personnel Departments of Airports Authority of India (AAI). However, in view of the industrial action by the Air Traffic Controllers Guild, direct negotiations were held between the representatives of the Guild and the management of AAI for the implementation of the various recommendations of the Julka Committee and an agreement was signed on 19.11.97.

Modernisation/Expansion of Airports

*128. SHRI A.C.JOS :
SHRI RANJIB BISWAL :

Will the Minister of CIVIL AVIATION be pleased to state:

(a) the progress of work of expansion/modernisation