

one of the model stations. I do not find any improvement in spending the amount as per the schedule. Will the Minister assure me that the amount will be spent as per the schedule and the passengers will get proper shelter for this Hampi Express train ?

[*Translation*]

SHRI MAHABIR PRASAD : We have noted the suggestion of the learned Hon. Member and we will try to provide more facilities there.

[*English*]

SHRI V. S. KRISHNA IYER : It was announced in the year 1987-88 that in Bangalore, which has been taken up for the construction of a model station, the work would commence in 1987-88. But till this date I don't see any sign of improvement to the Bangalore railway station. Will the Hon. Minister assure us that it is really included and if so when will the work be started ?

[*Translation*]

SHRI MAHABIR PRASAD : Sir, I have already said that we are making efforts to provide passenger amenities at the stations. The Department of Railways and the Railway Board are making all out efforts in this regard and I have already made it clear that we have always ..

MR. SPEAKER : You will not be allowed to make an ambiguous statement.

(*Interruptions*)

SHRI MAHABIR PRASAD : We shall see what we can do about Bangalore about which the Hon. Member has made a reference.

SHRI V. TULSIRAM : The Hon. Minister has furnished the list of those 55 stations in his statement which were improved in 1978-79. These include only two railway stations of Andhra Pradesh, i.e. Sikandarabad and Nellore. There are several other railway stations which require improvement. Does the Hon. Minister have any such report or information that he will make improvements in other stations also ? There

are a number of stations which are in a bad condition. Is there any such report that he is going to make improvements in those stations ? Not to speak of the big stations contained in his list, is he going to improve those several small stations like Jarcharala, Shadnagar, Mahboob Nagar and Balanagar and similar other stations in my constituency ?

SHRI BALKAVI BAIRAGI : Mr. Speaker, Sir, Shri Tulsiram is in full vigour to-day.

MR. SPEAKER : He has been sent by you to-day.

(*Interruptions*)

SHRI MAHABIR PRASAD : Sir, I have already stated, that improvement of railway stations is a continuous process. The railway Board has directed the railways to provide all the basic amenities at the stations where they are lacking by the year 1990-91. We are looking to it that we spend our money on the provision of basic amenities at those places where they are lacking. We will also see that the suggestions of the the Hon. Member are taken care of and we are hopeful that the norms prescribed by us for providing passenger amenities will cover those stations at their turn as has been in the case of two other stations in his constituency. We are making every effort to improve 6844 regular and flag stations, 1388 halt stations and 67 model stations falling under the Indian Rail network.

MR. SPEAKER : Now there is no questions of any more supplementaries. Is there any other question which still remains unanswered after this reply ?

(*Interruptions*)

Railway accident near Kadiri in
Guntakal railway division.

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*164. SHRI K. RAMACHANDRA
REDDY :
SHRI SRIHARI RAO :

Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are aware of the railway accident which occurred on 18 June, 1988 at a railway unmanned crossing near Kadiri in the Dharmavaram Pakala section in Guntakal Railway Division;

(b) whether it is a fact that three persons were killed, two injured and a tractor was damaged; and

(c) if so, the details of compensation given to the injured and dependents of the deceased and also the loss of property ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b). Yes, Sir.

(c) No compensation is payable to the next of kin of the deceased and the injured in such cases. Cost of damage to railway property has been estimated at Rs. 12,000/-.

[*English*]

SHRI K. RAMACHANDRA REDDY : On the side of the track there are villages with a population of five or six thousand people. On the other side of the track, the lands of these villagers are located. So these villagers have to cross these tracks to go to their lands for cultivation. Moreover, on the other side of the track there is a school also. Under these circumstances, the people have to necessarily cross the railway double-crossing.

That is why this accident has taken place. I think there is no prohibition in the Act for payment of compensation. The accident seems to have occurred while some agricultural labourers were going in a tractor. Since these three agricultural labourers have died, their families have become supportless. The main bread earners of the family have been killed. Under these circumstances, when there is no prohibition for giving compensation will the Government take a positive view and give some money to these people so that their kith and kin may have some relief out of the compensation given ?

SHRI MADHAVRAO SCINDIA : It has already been mentioned in the answer

that under the Act no compensation is payable as the accidents which take place on unmanned level crossings are considered the responsibility of the road user and not of the Railways. I am afraid compensation will not be paid in this case. As far as traffic is concerned the traffic census was taken on this unmanned level crossing earlier and it was 650 train vehicle units. After the accident another census was taken and it was 750 TVU. We normally consider manning a level crossing when the TVUs are about 10,000.

SHRI K. RAMACHANDRA REDDY : Sir, I request compassionate view be taken in this case. The level crossing is a must because there is a school just by the side of the railway track. Young students cross this unmanned crossing daily. Will the Government consider favourably and go ahead with the construction of the manned level crossing ?

SHRI MADHAVRAO SCINDIA : At present we are not considering manning of this level crossing because it does not come under the yardstick where such consideration can be given.

SHRI E. AYYAPU REDDY : It is the duty of the Railways to provide safety wherever there is population and there is possibility of frequent crossing of the railway line. As stated by my friend, there is a village nearby with a population of 5000 and the school is located opposite the level crossing. The entire village has to cross the railway track daily for going to their work. Does the Minister not consider it necessary to have a manned crossing at this particular place? Is it not the duty of the Railways to pay compensation when such accidents take place ?

SHRI MADHAVRAO SCINDIA : I have already answered the Hon. Member's question in my earlier reply to the supplementary.

SHRI BHADRESWAR TANTI : Sir, you are aware that the railway bridges including the railway stations in Assam are in a dilapidated condition. People have been suffering a lot. We have been pressing

hard to the Government to improve but no action has been taken. There are many places like Beelgoan and Chungajan in Surupathal in Assam where there is no level crossing and the people living there are finding it very hard to cross the railway lines as there is no level crossing. May I know from the Hon. Minister whether he is taking any step to construct a level crossing particularly at these places in Assam ?

SHRI MADHAVRAO SCINDIA : Individual cases will have to be inquired into separately. I will certainly look into this matter and furnish the information to the Hon. Member.

MR. SPEAKER : Shri Madhav Reddi — from one 'Madhav' to another 'Madhav'.

SHRI C. MADHAV REDDI : The Hon. Minister was taking shelter under the criteria laid down by the Railway Ministry long time ago regarding providing manned crossings. I would like to know whether it is so much necessary to stick to this criteria when the policy of the Railway Ministry was announced earlier that in a phased manner the Ministry should abolish all these unmanned crossings and convert them into manned crossings. In view of this, I would like to know, how many unmanned level crossings still exist in this country, where accidents occur.

SHRI MADHAVRAO SCINDIA : Totally, there are 15,000 manned crossings approximately and about 25,000 unmanned level crossings. The manning of level crossings is taken up on a very selective basis. The criteria have been laid down for this very purpose. So, we try to proceed according to the criteria

If you want to man the entire 25,000 level crossings, the cost would be in the range of Rs. 450-500 crores.

Workshop on Airport Management

*166. **SHRIMATI BASAVARAJESWARI :** Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether a two-day workshop on airport management was held in Delhi in first week of July to improve passenger movement at domestic airports;

(b) if so, the decisions arrived at and the action taken or contemplated thereon; and

(c) to what extent the management of the airport is expected to be improved thereby ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL) :

(a) Yes, Sir.

(b) and (c). The main subjects that formed part of the deliberations of the workshop on airport management related to improvement in maintenance, cleanliness, coordination and passenger handling facilities and it was decided that all efforts would be taken to bring about significant improvement, subject to the availability of funds.

SHRIMATI BASAVARAJESWARI : Sir, the reply which has been given by the Hon. Minister is very much of a general interest. But I would like to have a specific reply.

What steps the Government has taken to reduce rush at the airports ? How far has the workshop helped in managing the other facilities, like improvement in the food supply, better services, cleanliness, behaviour of the staff and also to improve the present runways, which are very unsafe ?

SHRI SHIVRAJ V. PATIL : The airports, which are being used by the airlines today, were constructed about 10, 20 to 30 years back. They were meant to cater to the demands of the small aircrafts. We have now introduced Jumbos and bigger aircrafts. And the number of flights have also increased. Because of that, all the airports and aerodromes are crowded. It is necessary to expand the terminal buildings and expand other facilities also to meet the present requirements.