

operandi for forming of one union, then at least the major unions with whom we had consultations, will be the part of one union. After that if some other unions are there, they will exist only on paper and we will not take much cognisance of the paper union at all.

श्री मृत्युंजय प्रसाद वर्मा : आज हालत यह है कि पोलिटिकल पार्टियों के हाथों में यूनियनें हैं। अगर एक ही यूनियन रहे, तो फिर दूसरी छोटी यूनियनों के सदस्यों की क्या हालत होगी ? अपनी राजनैतिक विचारधारा के विरुद्ध होने पर भी उन्हें उसमें शामिल होना ही पड़ेगा।

प्रो० मधु इण्डवते : माननीय सदस्य ने जो दलील पेश की है, मैं समझता हूँ कि जो सवाल उन्होंने बाद में पूछा है, वह उसके खिलाफ जाती है। उन्होंने कहा कि विभिन्न राजनैतिक दलों के मानने वालों की अलग अलग यूनियनें हैं। अगर सिर्फ एक यूनियन हो जाती है, तो फिर किसी एक पार्टी का हित उस यूनियन में नहीं चलने वाला है।

Proposal for Off-shore Oil Survey in Kerala

*129. SHRI K. A. RAJAN: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government have a proposal under consideration to take up off-shore oil survey in Kerala; and

(b) if so, the main features thereof?

THE MINISTER OF PARLIAMEN-
TARY AFFAIRS AND LABOUR
(RAVINDRA VARMA): (a) Yes, Sir.

(b) It is proposed to deploy the O.N.G.C. Seismic Survey vessel "Anveshak" to survey this area after the current monsoon season is over.

SHRI K. A. RAJAN: In 1968, there was the seismic survey conducted for

off-shore oil in Kerala. The Kerala Government, after making a representation to the Central Government had promised to conduct the survey along with the west coast from February, 1977. My only request to the hon. Minister is to expedite it as early as possible.

SHRI RAVINDRA VARMA: I would like to inform the hon. Member that after the Russian survey was over in 1964, there was another reconnaissance survey of our continental shelf in the Arabian sea including portions of the Kerala coast in 1973 by a seismic vessel "Lady Clorita" belonging to Shell International Petroleum Company. The result of the survey made by this vessel did not indicate good sedimentary thickness except in the deeper portions of the continental shelf where the depth is so great that perhaps exploration and exploitation may be rather difficult. The O.N.G.C., however, also did its part of the work and carried out a small volume of seismic survey of the off-shore coast line of Kerala.

The hon. Member has suggested that the work should be expedited. He knows very well that during the monsoon season, much work cannot be done in that area. As soon as the monsoon season is over, the work will be undertaken by the "Anveshak".

SHRI VAYALAR RAVI: As regards off-shore drilling on the sea coast Kerala, we got an assurance from the former Minister of Petroleum and Chemicals that it would be expedited. He gave a hint to the House that there was a chance to get more oil in the off-shore coast of Kerala. The hon. Minister just now said that it is rather difficult, this and that. I would like to know from the hon. Minister whether he will give a serious consideration to this and see that all ways and means at the disposal of the Government will be utilised to find out the oil by exploring the off-shore sea coast of Kerala and also make a feasible proposal for its commercial exploitation.

SHRI RAVIDRA VARMA: I can understand the hon. Member's anxiety which I share with him. But the presence of oil does not depend on any assurance that any Minister—past or present—can give. As far as the exploration is concerned, as I said earlier, the survey itself pointed out that the continental shelf near the coast was narrow and the sedimentary thickness was very small, that further away from the coast line the thickness increased and that further away, the depth also increased. There is difficulty in exploration and exploitation where water is deep. This is what was stated by me earlier and this is what was stated by both the reports, the Russian survey report and also the survey made by the vessel "Lady Clorita". This does not mean that the Government will not make the necessary efforts to see whether prospecting, exploration and exploitation can be undertaken on an economic basis if it is proved that there are sufficient deposits of oil to warrant it.

Railway Accidents during the last three months

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*131. **SHRI VAYALAR RAVI:**
SHRI R. V. SWAMINATHAN:

Will the Minister of RAILWAYS be pleased to state:

(a) the total number of Railway accidents occurred during the last three months and how many people died and were injured therein;

(b) the total loss suffered by Railways as a result thereof;

(c) the causes of these accidents; and

(d) steps taken to avoid such accidents in future?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) to (d). A statement is laid on the Table of the Sabha.

Statement

(a) During the last three months i.e. March to May, 1977, there were

206 train accidents in the categories of collisions, derailments, level crossing accidents and fires in trains on the Indian Government Railways against 210 during the corresponding months of the previous year. 138 persons were killed and 322 injured in accidents which occurred during March to May, 1977.

(b) The cost of damage to railway property has been estimated at approximately Rs. 80,59,939.

(c) Causes of these accidents are as under:

(i) Failure of Railway Staff	—73
(ii) Failure of persons other than Railway Staff	—34
(iii) Failure of equipment	—50
(iv) Accidental	—11
(v) Cause could not be established	—4
(vi) Cause not yet finalised	—34

(d) As failure of human element is the largest single factor responsible for accidents, Safety Organisations set up on the Railways have been engaged in inculcating safety consciousness amongst the staff connected with the running of trains and in ensuring that the staff do not violate safety rules or indulge in short cut methods. Thorough inquiries are held into all accidents and appropriate remedial measures are taken.

SHRI VAYALAR RAVI: I hope, the hon. Minister will share with me the anxiety and concern about the increase in the number of railway accidents resulting in deaths. In the statement itself, the hon. Minister himself says that there were 206 train accidents and that 138 persons were killed and 322 persons were injured. He has given the reasons also. He has made a statement about safety measures also. Even with all the safety measures, the railway accidents are occurring from time to time resulting in the death of many people.