

[Dr. Krupasindhu Bhoi]

Another point which I asked is, to check the radiation hazard, whether the hon. Minister will ask all the big hospitals which are under his control that they will use 100 m.m. X-Ray films, not less than that.

SHRI B. SHANKARANAND: Here is a presumption which is not correct. The presumption that the hon. Member has in mind is that only poor patients are sent to the Institute. It is not correct. The experience is otherwise. The cases referred to this Hospital are not categorised as rich or poor. But the rich people come to the Hospital, our experience is that they never declare their real income and they come under the category of poor and get the treatment.

श्री रीतलाल प्रसाद वर्मा : एक बरस में आल इंडिया मेडिकल इंस्टीट्यूट को गर्नमेंट को एक्स-रे के लिए कितना खर्च देना पड़ता है और डा० राम मनोहर लोहिया अस्पताल को कितना देना पड़ता है और दोनों से आय एक बरस में कितनी कितनी होती है ?

SHRI B. SHANKARANAND: As we have said earlier, this is done not with any intention to earn any income for the Hospital. This is done to provide free facilities to the poor patients. We do not have figures income-wise as to how much we have earned by these X-Rays. We do not maintain figures income-wise in the X-ray Department.

श्री रामावतार शास्त्री : आपने बताया है कि गरीबों और असमर्थ रोगियों को एक्सरे का शुल्क नहीं देना पड़ता । गरीबी और असमर्थता की जांच करने के लिए आपके पास कौन सा आला है, कि इनके कहने से किसी को आप गरीब मानते हैं ? इसका कोई मापदंड जरूर होगा । उस मापदंड की सूचना कृपया हम लोगों को दें ।

SHRI B. SHANKARANAND: About the category of the patient, rich or poor, he wants to know as to who is to certify. The best person is the person who comes to the hospital, that is, the patient himself; he is asked whether he is able to pay the fees or not.

Compensation to Passengers for Late Running of Trains.

*744 SHRI G.M. BANATWALLA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that passengers travelling by Sweden's National Railways are entitled to compensation if the trains run unduly late;

(b) whether Government would consider such measures in case of our Railways; and

(c) if so, the steps taken in this directions; and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) A statement is laid on the table of the sabha.

(b) No, Sir,

(c) The conditions in India are not comparable to those in Sweden.

Statement

The Swedish Rail Road have advised our Embassy at Stockholm as follows:—

"The Raidroad is not bound to compensate the traveller for any damage which has occurred on account of train being delayed, train service being discontinued or because of wrong connection. The traveller has, however, still a right to be compensated within reasons for expenses incurred because of the inci-

dent as to board and lodging, if this cannot be furnished by the railroad, also for telexes and continued journey. Expenses for continued journey by air or taxi for an uncommonly long distance are compensated only if special reasons are at hand. The Railways have explained to us that they will not compensate a traveller for any alleged loss of income or for very long taxi journeys etc. Claims on the Railways arising from late arrivals of trains or cancellations of trains are few, and compensation, even in the rate cases that it is paid, is of rather petty amount."

SHRI G. M. BANATWALLA: Mr. Deputy-Speaker, Sir, if not the Railway Minister, at least you will agree with me that this is a very interesting question. Because of this undue delay which is very common in the case of all the trains, a lot of inconvenience is caused to the passengers. Will the Government at least think of providing very simple facilities to the passengers who are victims of late-running of trains, for example, facilities in the matter of onward journey, facilities like telephone calls and other things? Will some such facilities be extended in case the trains run unduly late?

SHRI MALLIKARJUN: In the Scandinavian countries like Sweden, the conditions are entirely different. These conditions cannot be made applicable to the Indian Peninsula. The hon. Member has suggested providing telephone and other amenities to the passengers because of late-running of trains. May I bring to the knowledge of this august House that, from January 1980 to December 1980, there were unauthorised 2,86,576 cases of chain-pullings, hose-pipe disconnection, ticketless travel, etc. These social evils exist in India. Therefore, it is beyond the imagination of the Government to provide any such facilities to the passengers.

SHRI G. M. BANATWALLA: Sir, lame excuses are being put forward.

However, it is good that the hon. Minister has not put forward the excuse of financial constraints. Chain-pulling, etc., can be looked into while making proper legislation for the purpose. However, the purpose of my question is to focus the attention of the Government on the undue delay taking place in the running of trains. What steps is Government taking or has Government taken in order to ensure that trains really run on time?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): Of late, we have introduced a monitoring system, both in the Railway Board and at the Zonal railway level, to monitor every train and its movement. Secondly, we have also drawn up a scheme; each officer will own a train and he will look to the running of the train and ensure punctuality.

SHRI P. NAMGYAL: Generally all the trains in India are running late. I would like to know particularly about the Jhelum Express. There is not a single day when this train is not late. Particularly on the 3rd of this month, the Jhelum Express came late by nine hours and on earlier occasions also it was late by 13 hours and all that. Because of this, the tourists and pilgrims proceeding to Jammu & Kashmir have to suffer, have to face a great deal of problems. I would like to know from the hon. Minister what steps the Government is taking to improve the conditions, particularly in respect of the Jhelum Express which is coming from Poona—which is always late.

SHRI MALLIKARJUN: As I have already informed this august House, we are all no doubt concerned about the punctuality of the trains. The factors which are coming in the way of proper running of the trains are multifarious. Therefore, a special Cell has been created in the Board office to see to these. I would like to bring to the knowledge of the House that since the augmentation

has taken place in goods traffic, now we are also totally concentrating on regaining punctuality. Now we are also concentrating on drive on ticketless travel and regaining punctuality. Sir, we do have the feeling of agony so far as late running of trains is concerned ... (*Interruptions*)

MR. DEPUTY SPEAKER: I will call you. He also belongs to the Opposition—one among you.

SHRI A. K. ROY: Sir, this Ministry has a unique way of tackling late running of trains. They could not eliminate it. Instead of that, they change the time-table by accommodating and regularising that late running. For example, take the Rajdhani Express. Sir, its running time has been increased. Even after that, it is running late.

So, may I know through you whether at least for the superfast trains, the special express charges that are charged for the superfast train, will be refunded if the superfast train comes superslow ... (*Interruptions*)

SHRI MALLIKARJUN: Whether it is a superfast train or any train, it has to go on a track. Particularly in Bihar and those areas, there are explosions and so many other factors. Even the agitating advocates come and squat on the railway tracks as it happened nearby Delhi and Agra. So there are so many other factors. All that we try to control and sometimes for that reason, the train running is affected.

श्रीमती कृष्णा साही: उपाध्यक्ष महोदय, राज्यमंत्री महोदय ने अभी बताया कि जितनी गाड़ी चलेंगे, सब पर एक-एक अफसर रहेंगे।

श्री सी० के० जाफर शरीफ : , ना, ना।

श्रीमती कृष्णा साही : आपने जैसी बताया है, मैं यह जानना चाहती हूँ कि

जितनी गाड़ियाँ इनके पास चलती हैं, क्या उतने अफसरों को इनके पास व्यवस्था है — अभी डिप्टी मिनिस्टर महोदय ने यह बताया कि 300 चैन पुलिंग हुई हैं तो ऐसी स्थिति में एक अफिसर क्या करा-मात दिखाएगा जिससे गाड़ी ठोक चलने लगेंगे। अभी हालत यह है कि पहुंचना सुबह है तो शाम को पहुंचते हैं और शाम को पहुंचना है तो नैक्स्ट-डे सुबह पहुंचते हैं। इसके लिए मंत्री महोदय कौन सा स्पैसि-फिक स्टैप लेने जा रहे हैं जिससे यात्रियों को असुविधा न हो और सब लोग टाइम से पहुंच सकें।

श्री सी० के० जाफर शरीफ : मैंने यह नहीं कहा कि हर ट्रेन में एक अफिसर जाता है, मैंने यह कहा है कि एक-एक अफिसर की जिम्मेदारी में एक-एक ट्रेन की गई है, जिसकी मोनिटरिंग वह करते हैं।

My esteemed colleague has already explained to you the various reasons which are affecting punctuality like chain-pulling, disconnecting the hose pipes, etc. In addition, sometimes derailments, accidents, etc. are there. All these factors come into the picture. My friend, the hon. Member, Mr. A. K. Roy was talking about the superfast trains. Sir, our aim is to see that the trains run punctually. We are not trying to change the time-table to accommodate the late running of trains. Sometimes we give new halts. The hon. Members demand new halts. So we try to accommodate the local demand and also accommodate the interests of the members. For that the time-table has to be revised. So, Sir, in totality there are various factors which come in the way and our sincere effort is to see that those constraints are removed and punctuality achieved.

SHRI BAPUSAHEB PARULEKAR: Sir, the hon. Deputy Minister states that there are various factors why certain trains are delayed. I would like to ask a specific question. If the delays are due to the fault of the Railways, will the Railway Ministry give all those facilities which are given in the country which you have mentioned in this regard except for the income lost by the particular delays?

Here it is mentioned that the expense incurred is because of board and lodging as also for telexes and continued travel. The amount paid is petty. It may be a petty amount for the railways. If it is because of the fault of the railways, may I know whether the railways would pay this or not?

SHRI MALLIKARJUN: No doubt there are certain delays because of mechanical defects. Whereas we have catered to 3,505 million passengers in a year, in Sweden only 66 million passengers have been catered. The Embassy of India at Stockholm was contacted by Telex and they have clearly mentioned that the rails road is not bound to compensate for any damage which has occurred on account of trains being delayed, train services being discontinued or because of wrong connections. The traveller however has still the right to be compensated. But, still, it is not obligatory on the part of the Railroad in Sweden to pay all the passengers where the trains are being delayed. The conditions there, as I have mentioned, are entirely different as compared to those in this country.

SHRI T. R. SHAMANNA: There are certain trains like the Hubli-Bangalore Passenger, K. K. Express and Mahalakshmi Express which run late. What action will you take to give relief to commuters experiencing inconvenience on account of the late running of trains and steps taken to see that these are removed?

SHRI MALLIKARJUN: It has already been answered. There is no point in replying.

MR. DEPUTY-SPEAKER: Next question. Shri Ravani.

SHRI R. P. YADAV: I want to ask a question.

MR. DEPUTY-SPEAKER: We have taken more time. You give a notice. Next Question. Every member will have the right to put a question. More than seven minutes for a question will not be allowed. That is the ruling of the Chair. Shri Ravani.

Cases detected under prevention of Food Adulteration Act in Delhi

*745. **SHRI NAVIN RAVANI:** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to lay a statement showing:

(a) whether it is a fact that a number of cases have been detected in Delhi under the Prevention of Food Adulteration Act from the 1st February, 1980 to 28th February, 1981;

(b) if so, the details of such cases; and

(c) the action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) Yes, Sir.

(b) and (c) During this period, 1162 samples were lifted of these, 122 were reported by the Public Analyst as not conforming to the provisions of Prevention of Food Adulteration Act. After scrutiny prosecutions have been launched in 72 cases. 5 cases were not considered by the Delhi Administration fit for prosecution and the remaining 45 cases are under their examination.