

planning programme of this country which has been received by the Red Cross Society. So, on this part of the question, I cannot answer. As regards the discrimination which they allege to be existing in various health centres of the country, if the hon. member brings to my notice any such discrimination has been committed, I shall severely take action.

श्री राजनाथ सोनकर शास्त्री : रेफ्रिजरेटर और दूसरे उपकरण जो प्राथमिक स्वास्थ्य केंद्रों पर नहीं और इसकी वजह से दवाएं एकमपायर कर जाती हैं, क्या सरकार की ओर से कुछ ऐसे प्रावधान बनाए गए हैं या सरकार ऐसा सोच रही है कि वहाँ दवाओं को सुरक्षित रखने के लिये रेफ्रिजरेटर और अन्य उपकरण भेजे जायें?

SHRI B. SHANKARANAND: To maintain a refrigerator in its effective functioning, we need electricity and power; without it, we cannot run any refrigerator. So, under these circumstances, there are cases where certain medicines which could not be used go beyond the expiry date.

श्री राजनाथ सोनकर शास्त्री: ऊर्जा मंत्री वरगबर यह कहते हैं कि हमने हिन्दुस्तान के मारगे गांव में बिजली पहुंचा दी।

अध्यक्ष महोदय : ऐसा कहीं नहीं कहा है।

Safety Monitoring Teams

*827. SHRI BALKRISHNA WASNIK: Will the Minister of RAILWAY be pleased to state:

(a) whether Government have appointed two Safety Monitoring Teams to suggest safety measures;

(b) when these safety teams were set up;

(c) the number of divisions toured by them;

(d) whether they have suggested any safety measures so far;

(e) the salient features thereof; and

(f) the extent to which these safety measures have been implemented.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (f). A statement is laid on the Table of the Sabha.

STATEMENT

(a) Two High Level Safety Monitoring Teams of railway officers have been appointed to monitor adherence to the safety provisions on Railways.

(b) These teams were constituted on 2.2.82.

(c) 44 (Forty Four).

(d) to (f). The main thrust of the functioning of these teams is to ensure that measures to improve safety consciousness amongst railway staff and officers are ensured. For this, the teams are carrying out extensive inspections of stations, yards, track, bridges, loco sheds, signalling installations. The teams are discussing their observations with the local staff and officers to ensure immediate rectification of the lacunae and deficiencies which come to their notice.

SHRI BALKRISHNA WASNIK: Can the hon. Minister tell us the composition of these teams and whether the results of the suggestions made by the teams are satisfactory so far?

SHRI MALLIKARJUN: Two High Powered Safety Monitoring Teams have been constituted recently in the month of February and the composition of them is that they consist of senior administrative officers from various disciplines like mechanical engineering, civil engineering, signalling and telecommunication and operation.

and operation and from all these disciplines they constitute, senior administrative officers, and these teams have been going round in order to see the safety consciousness and to prevent accidents particularly as has been emphasised in this august House by the Minister for Railways and we are all concerned about it. And so far as their suggestions are concerned, they have visited about 44 divisions and they made various inspections of stations, yards, marshalling yards, signalling and tele-communication system and so on and so forth. Ultimately they have made certain observations and also given certain suggestions in regard to Mechanical Engineering and Civil Engineering and the other disciplines.

Now, some of the suggestions given by this high-powered safety team are under consideration which will be immediately taken up and about some of the recommendations, in regard even to the Directorate of Establishment and so on and so forth, instructions have also been given and the Government is very much concerned about the prevention, occurrence and recurrence of accidents.

SHRI BALKRISHNA WASNIK: One of the reasons for accidents in the Railways is human failure. May I know whether in their recommendations they have made suggestions on this aspect?

SHRI MALLIKARJUN: It is true that human failure is the biggest cause so far as Railway accidents are concerned. The observations which have been made by the Team are, first to finalise the accident inquiries and then to see why disciplinary action against the staff cannot be taken and the adequacy of punishments so far as the staff are concerned; and in respect of other matters also in addition to the operational matters, they have made observations.

श्री सत्य नारायण जटिया : यह बधाई की बात है कि रेल मंत्रालय ने दुर्घटनाओं को टालने के लिए या व्यवस्था में सुधार करने के लिए दो निगरानी दलों का गठन किया है। जैसा कि उत्तर में बताया गया है, इन दलों ने 44 स्थानों का दौरा किया है। इन दलों ने जो कमियां बताई हैं, उन्हें पूरा करने के लिए रेगुलर स्टाफ पर्याप्त नहीं है, जिसके कारण दुर्घटनाएं होती होंगी। मैं जानना चाहता हूँ कि इन दलों के सुझावों का इम्प्लीमेंट करने के लिए क्या रेल मंत्रालय अलग से कोई व्यवस्था करने पर विचार कर रहा है।

THE MINISTER OF RAILWAYS (SHRI P. C. SETHI): We have actually now separated the Directorate of Safety and Coaching and now there are two separate Directors, one for safety and another for Coaching. Similarly, this will go right up to the divisional level and we will have a separate safety officer. There is no dearth of officers and manpower in the Railways and therefore even with the present staff itself the suggestions given by the Safety Team can be gone into and they are being gone into and we are looking into them; and wherever lacunae have been found—in their first visit they have pointed out lacunae and in the next round they will evaluate and do the evaluation of the various divisions and this is the whole thinking.

DR. SUBRAMANIAM SWAMY: It is a matter of credit to Mr. Sethi that since he took over there have been fewer accidents. I hope there is no accident today! The other Ministers also share the credit.

श्री फल चन्द्र वर्मा : क्या एकिगडेंट वास्तव में कम हो गए हैं ?

डा. सुब्रह्मण्य स्वामी: पता नहीं। आज तो जाए।

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR): What an unpious wish!

DR. SUBRAMANIAM SWAMY: Unpious? I give a compliment and they throw it back at me. Anyway, I withdraw my remark. But, Sir, I would like.... (Interruptions)

MR. SPEAKER: That is not a remark. That is a compliment.

DR. SUBRAMANIAM SWAMY: Yes, Sir. I paid a compliment. But they do not understand a compliment. They think that we must attack them all the time. Only then they feel happy. (Interruptions)

SHRI P. SHIV SHANKAR: You said, there may not be an accident today! (Interruptions)

DR. SUBRAMANIAM SWAMY: But if there is an accident today, it will be embarrassing tomorrow. (Interruptions)

I want to bring to the Minister's notice, that we had seen press reports earlier about this Safety Team. But we find that in the Bombay suburban service, there has been no such survey. No survey was conducted, and in fact, this is where all the terrible accidents have taken place in that region. I want to know whether special attention will be paid to the suburban commuter traffic as far as safety is concerned.

MR. SPEAKER: Why should a preferential treatment be given to Bombay?

SHR P. C. SETHI: Recently, I visited the Bombay suburban traffic; and I had detailed discussions with the hon. Member there. And whatever deficiencies we have found, those would certainly be looked into. We would try to improve the suburban railway service.

SHRI KAMAL NATH: We have heard for the last two years many a time in this House as well as in the press that teams have gone to evalu-

ate safety and suggest measures of safety. But the composition of these teams has consisted many times, what I am told, of people, who have no knowledge of operations. If 12 people have to go, they have picked up 12 people on a lottery basis rather than trying to evaluate that these people have some knowledge of operations.

MR. SPEAKER: Have you not heard that ignorance is bliss?

SHRI KAMAL NATH: I know, Sir, but it is this bliss that I am talking about.

The net result has been that the more number of teams which have gone in the last two years, there have been more accidents. Maybe it is a good idea stopping sending these teams.

Anyway, these teams have come back with certain suggestions. I hope and presume that they are good suggestions and the Minister has stated that they are being considered and will be implemented. Despite the suggestions, implementation does not take place. What special steps are being taken to implement those suggestions which have been accepted by the Government? How will the implementation of these be monitored? Are steps being considered for that so that they are really, truly and positively implemented?

SHRI P. C. SETHI: These teams were constituted only on 2nd of February, 1982. Therefore, there is no question of these teams going round for the last two years. (Interruptions)

MR. SPEAKER: Can it not have retrospective effect?

DR. SUBRAMANIAM SWAMY: He should take Mr. Kamal Nath's expertise because he knows how to get accidents.

SHRI SOMNATH CHATTERJEE: Very upto the mark with Railways.

SHRI P. C. SETHI: It is not as if they have taken the people on lottery basis. Senior officers from transportation, tele-communication, engineering, mechanical engineering, signalling...

SHRI KAMAL NATH: Not catering?

SHRI P. C. SETHI: Catering does not come in the area of accidents.

SHRI KAMAL NATH: People have gone from the Catering also.

SHRI P. C. SETHI: People have been taken from important disciplines.

As far as the recommendations of these teams are concerned, they are being monitored at the General Manager's level and at the same time, we are having regular meetings in the Board with these teams. I have also been visiting various zones to meet these teams, to go into the recommendations given by them. I can assure the hon. Members that we would certainly like to implement these suggestion which we have accepted.

श्री फूल चन्द वर्मा : मंत्री महोदय ने बताया कि 44 डिब्बों का आप के सुरक्षा दल ने अवलोकन किया और जो विभिन्न क्षामियां थीं उस के सम्बन्ध में रिपोर्ट वगैरह प्रस्तुत कर रहे हैं। मैं जानना चाहता हूँ कि यह सुरक्षा दल विभिन्न स्थानों पर जो गया था क्या वह रेल से गया था या हवाई जहाज से गया था ? अक्सर यह होता है कि रेलवे बोर्ड के चयन से तो हवाई जहाज से सफर करते हैं और हमारे सेठी जी रेल मंत्री होने के बाद भी रेल से इन्दौर जाते हैं। इसलिए रेल में सधार करने के लिए हवाई जहाज से जाना पड़े यह जरा विचारणीय प्रश्न हो जाता है। एक तो मैं यह जानना चाहता हूँ।

दूसरे, मैं यह जानना चाहूंगा कि मध्य प्रदेश से वेस्टर्न रेलवे और सेंट्रल रेलवे दोनों ही गुजरती हैं, आप की जानकारी में भी यह होगा और मेरी जानकारी में तो है ही, हम दोनों एक ही स्थान से आते हैं, क्या यह सही है कि इन दोनों रेलवेज में विशेष कर तीन पत्ती के लिए जगह खोजने वाले

लागे रहते हैं ? अभी पिछले दिनों एक व्यक्ति से 3 हजार रुपये छीन लिए गए लेकिन उस को पकड़ा नहीं गया। तो क्या रेलवे सुरक्षा दल को जांच में सब बातें भी आएंगी या नहीं ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): The question does not arise out of the main question.

श्री फूल चंद वर्मा : अध्यक्ष महोदय, जवाब नहीं आया।

अध्यक्ष महोदय : जवाब तो सवाल में ही आ गया।

श्री फूल चंद वर्मा : जवाब कुछ तो जाना चाहिए।

SHRI C. K. JAFFER SHARIEF : The question does not arise out of the main question.

श्री फूल चंद वर्मा : मैंने यह तो नहीं कहा कि मंत्री मुंडाते ही आले पड़े। आप जैसे ही रेल मंत्री बने रेल दुर्घटना हो गई।

अध्यक्ष महोदय : मंत्री बनते ही रेल दुर्घटना बन्द हो गई।

Indians in Burmese jail

*829. SHRI RAJESH KUMAR SINGH:

SHRI CHINTAMANI JENA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that there are a number of Indians in Burmese jails;

(b) if so, the number of such Indians and since when they are in Burmese jails; and

(c) the steps Government have taken to secure the release of Indians detained in Burmese jails and to ensure protection of the interest of the Indian community in that country?