

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.

Recently two accidents have occurred with in a short interval at the same place near Arakonam. As a result of these accidents, some steps have been taken. According to one of the reports, more than two people have been killed. I am only worried about the accident. I would like to know from the hon. Minister what concrete steps have been taken—where it is due to human failure—and what steps you would propose to take further to avoid all these accidents?

PROF. MADHU DANDAVATE: Though factually the number of accidents that had taken place in the last three months was less than that during the corresponding months of the previous year, I am not satisfied at all. I want the situation, under the Janata Government, to improve. I am not satisfied merely with the *status quo*. I have not tried to cover up any lapses on the part of the administration or the staff. I have given all the details, the break-up of the accidents, the reasons for the accidents and what steps are being proposed. I wish to make it very clear to the House that these accidents should be avoided in the future. We have seen to it that the maintenance agency has been strengthened, the periodical inspections have been intensified and we will see where track packing is loose, that it should be set right. Where recurring accidents are there, we will also see that they are completely eliminated. As far as failure is concerned, in the case of staff failure, in the case of equipment failure and in the case of failure of the general public, in all these cases, we have found out the reasons. Where there are crossings, some motor drivers have dashed against the trains and there have been collisions. Even in the case of manned gates, certain accidents are taking place. As far as the break-up is concerned, it is already given. Investigations are already going on. In the course of three months, whatever accidents have taken place, we have tried to categorise how many of them are due to equipment failure and how many of them are due to the

failure of the staff. All those enquiries are going on, and where staff is responsible in these accidents, we will take very stern action. That is the assurance that I would like to give to the House.

SHRI VAYALAR RAVI: As far as the compensation amount is concerned, I would like to know from you whether it includes the compensation paid to the people who died as well as injured? I would also like to know what steps are taken to see that the compensation amount should be paid in a short time?

PROF. MADHU DANDAVATE: As far as this amount is concerned, it does not include the compensation amount at all. A separate provision of Rs. 9 crore is made. That is a separate provision. I may point out that the present provision of compensation is upto a limit of Rs. 50,000 and our Ministry is trying to apply its mind to find out why there should be a disparity between the compensation paid in the case of air-crash—in the case of victims of air-crash, it is Rs. 1 lakh—and the rail accident, and I had already made that statement. We are trying to examine that proposition financially and will come forward with concrete suggestions to improve the situation. As far as *ex-gratia* payment is concerned, usually, it is fixed at Rs. 1000 for the kins of the dead and Rs. 750 for the injured. Where specific instances are there, for instance, Gauhati accident, on the spot, the Minister, in his discretion, can increase the *ex-gratia* payment. We have increased the *ex-gratia* payment.

SHRI VAYALAR RAVI: What about this Rs. 50,000 as compensation?

PROF. MADHU DANDAVATE: A claim commissioner is appointed. He goes into a particular case because one ranger is there. Very often someone may point out that he is his (dead person's) near relative and may make the claim, whereas somebody else may be his near relative. Therefore, the claim is to be analysed and examined by the commission.

PROF. P. G. MAVALANKAR: Sir, an accident is after all an accident! One cannot help it. So, some accidents may take place. But, may I ask the hon. Railway Minister whether he has categorised them into avoidable accidents and non-avoidable accidents? From the statement he has given, I can see that a good number of them can be put into the category of avoidable accidents, because, he has mentioned: failure of equipment 50 cases and failure of railway staff 70 cases. In view of these appallingly large figures, will he assure the House that he will take prompt action with regard to improving the equipment so that accidents on that score are minimised and that he will take educative and punitive measures in respect of employees who make serious faults? Regarding level crossings, particularly unmanned, in urban conglomeration, in major cities, will he see that they are made manned as early as possible?

PROF. MADHU DANAVATE: I accept the suggestion of the hon. Member and I may point out to him that, in the break-up that I have given, of the accidents that have been mentioned, only 11 have been shown as accidental. Of course, accidental accident is perhaps a contradiction in terms, but the hon. Member will realise what it means in the context of the other figures. It is possible to avoid these accidents. We will take stern measures against those who are responsible for the failure of their duties, and as far as equipment is concerned, we will try to reinforce with better equipment so that maintenance can be improved.

PROF. P. G. MAVALANKAR: What about level-crossings?

PROF. MADHU DANAVATE: I have referred to that earlier.

श्री ईश्वर चौधरी अध्यक्ष जी, आज कल रेल दुर्घटनायें बहुत व्यापक हो गई हैं। जब से यह रेल प्रशासन चला है, तब से दुर्घटनाएं कहीं-कहीं होती ही रहती हैं, सदन इसके लिए काफी चिन्तित है। मैं मंत्री

जी से जानना चाहता हूँ—इसकी जवाबदेही जिन अफसरान की है, चाहे वे रेलवे इंस्पेक्टर हों। दूसरे इंजीनियर हों या जो भी हों, क्या इनकी तरफ से अफसरों के विभाग को रिपोर्ट बराबर मिलती रहती है ?

रेलवे विभाग के पास ओवर-ब्रिज या गण्डर-ब्रिज बनाने के लिए समय समय पर मांगें आती रहती हैं। बहुत सी क्रासिंग्स पर ऐसा होता है कि फाटक बन्द होने के बावजूद भी लोग उसको कास कर लेते हैं और इससे एक्सीडेंट्स हो जाते हैं। मैं जानना चाहता हूँ कि क्या सरकार का ध्यान उन ओवर-ब्रिज की तरफ गया है, जिनके बनाने की बहुत ज्यादा जरूरत है। अक्सर ऐसा होता है कि मांगें आती हैं लेकिन अफसरान उनकी परवाह नहीं करते। इस बारे में तत्काल कदम उठाने के लिए सरकार क्या कदम उठाने जा रही है।

प्रो० मधु दानवते : जहां तक ओवर-ब्रिज बनाने का सवाल है, हमारा नियम है कि खर्च का 50 प्रतिशत राज्य सरकार की तरफ से दिया जाता है और 50 प्रतिशत रेल विभाग की तरफ से दिया जाता है। इसलिए रेलवे यदि चाहे भी कि ओवर-ब्रिज बनाया जाए, तब भी जब तक स्टेट गवर्नमेंट की तरफ से इजाजत नहीं मिलती है और खर्च का प्रबन्ध नहीं होता है, तब तक उसका बनाना संभव नहीं होता है। इसलिए जहां ऐसा हो जायगा वहां हम उसको बनाने की कोशिश करेंगे।

जहां तक अफसरों का सवाल है, उनका इंस्पेक्शन होता है और उनकी निगरानी रखी जाती है। इसमें अगर कोई गलती हो जायगी तो जरूर उनके खिलाफ कार्यवाही की जायगी—यह यकीन मैं सदन को दिलाना चाहता हूँ।

SHRI L. K. DOLEY: Regarding the railway accident that took place at Gauhati in Assam, our information is that the flood level was higher than the rail line. Another thing is that the

bridge-connection was in a dilapidated condition. The flood level being higher, this has been a recurring feature after the great earthquake of 1950. This is due to the fact that the level is constantly rising because of silting. The condition of the roads in Assam is also the same. In view of this, may I know whether Government is seriously contemplating to raise the railway lines and also the roads above the flood level?

PROF. MADHU DANDAVATE: As far as this aspect is concerned, it is a suggestion for action and we will take note of that. As far as the earlier aspect is concerned, as I have already said in the comprehensive statement submitted to the House, from Bridge No. 139 to Bridge No. 141, due to lowering of the sluice gates, there was an outburst. There is some doubt in the minds of many villagers from that locality that the control of the sluice gates was not properly managed. I do not want to cast any aspersions. It is the responsibility of the Irrigation Department. A judicial enquiry has been ordered. That problem also will be placed before them, and whatever be the final verdict, on the basis of that we shall proceed further.

श्री तैजप्रताप सिंह : यह तो ठीक है कि जौ ए पलाई गलती करेंगे उन के खिलाफ आप कार्यवाही करेंगे, लेकिन क्या इस तरफ भी आप का ध्यान जा रहा है कि कोई ऐसी मेकैनिकल डिवाइस निकाली जाय, जिस के द्वारा रेल-एक्सीडेंट्स को रोका जा सके ?

प्रो० मधु दण्डवतें : मैं खुद साइंटिस्ट हूँ और यह कह सकता हूँ कि अभी ऐसी कोई मिकेनिकल डिवाइस नहीं है जिससे एक्सीडेंट्स को पहले से ही मालूम किया जा सके जैसे कि सिसमोग्राफ से अर्थक्वेक्स के बारे में मालूम किया जा सकता है। ट्रेक चेकिंग के लिए मिकेनीकल डिवाइस है और जहाँ तक रेलों पर क्रेक्स का सवाल है उन को देखने के लिए इलेक्ट्रॉनिक डिवाइस का इन्तखाम हो सकता है और इस का हम जरूर करेंगे।

SHRI KRISHNA CHANDRA HALDER: The Minister has stated in the statement that the number of accidents due to the failure of persons other than the railway staff is 34. How many persons died and how much compensation was paid?

Again, under (v) it has been stated that the number of accidents where causes could not be established is four. I would like to know the reason why causes could not be established.

PROF. MADHU DANDAVATE: As far as payment of compensation is concerned, this number relates to the accidents during the last three months. The Claims Commissioner goes into each case. I cannot tell you just now how much was the compensation in each case; all that I can inform the House is that the maximum compensation payable to the nearest of kin of the dead is Rs. 50,000 and we have made no exception.

As far as those four cases are concerned, the statement that the causes have not been established itself indicates that we have not been able to find out how these accidents took place and they were in a true sense, accidental accidents.

As far as the other cases are concerned, we have given the reasons and all the defects are being rectified.

श्री शिवनारायण : मैं सरकार से यह जानना चाहता हूँ कि जब रेलवे मिनिस्ट्री गवर्नमेंट ग्राफ इण्डिया का एक फुल-फ्लेज्ड डिपार्टमेंट है, तो फिर स्टेट गवर्नमेंट क्यों दें? इस तरह से लोगों के मामले लटके रहेंगे। मैं यह भी चाहता हूँ कि जहाँ कहीं एक्सीडेंट्स होते हैं, उन को कैसे रोका जाए, इसके बारे में फॉरेन स्पेशलिस्ट्स से कन्सल्ट करें ?

प्रो० मधु दण्डवतें : वही हम कर रहे हैं।

SHRI JAGANNATH RAO: Regarding payment of compensation, I would like to know whether it is paid uniformly in the case of Class II, Class I and Air-conditioned coach passengers

or whether the poor passengers travelling by the II Class are paid at a higher rate.

PROF. MADHU DANDAVATE: We don't consider at all the Class by which the passengers were travelling. At least in death there should be uniformity.

Areas of Work assigned by I.O.C. to Engineers India Limited

*132. **SHRI C. K. CHANDRAPPAN:** Will the Minister of PETEROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) the areas of work which have been assigned by the Indian Oil Corporation to Engineers India Limited so far;

(b) how many assignments have been completed; and

(c) what is the Government's experience of the works so far completed by the Engineers India Limited technically, administartively and financially and the broad outlines thereof?

THE MINISTER OF PARLIAMEN- TARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) and (b): Six major projects have so far been assigned by Indian Oil Corporation (IOC) to Engineers India Ltd., (EIL). A statement giving the names of these projects, the areas of work assigned to EIL and their status is laid on the Table of the House.

(c) The performance of EIL in relation to the projects completed by them so far has been satisfactory. The payments made to them for the services are also considered reasonable.

Statement

Name of the IOC Project	Areas of work entrusted to Engineers India Ltd.	Status
LPG Bottling Plant Barauni Refinery Bihar	Turkey job for LPG Transfer and filling system	Completed.
Coke Calcination Plant, Barauni Refinery	Turkey job for calcination of petroleum coke.	Completed.
Haldia Refinery Haldia, West Bengal	Detailed engineering, procurement in India, site construction supervision and project management.	Completed.
Gajarat Refinery Expansion, Baroda	Process design, detailed engineering, procurement, construction, supervision, commissioning and project management.	Under implementation
Mathura Refinery, Mathura (U.P.)	Detailed engineering procurement for certain units and off sites, supplementary engineering and construction supervision.	Under implementation
Off-shore Oil Terminal & Submarine Pipeline, Gulf of Kutch	Detailed Project Report, and Project Management including Construction Supervision.	Completed. Under implementation.