

WRITTEN ANSWERS TO
QUESTIONS

Trade Delegation from U.A.R.

*35. SHRI ANBUCHZHIAN:
SHRI N. R. LASKAR:
SHRI CHENGALRAYA
NAIDU:

Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that a trade delegation from the U.A.R. visited India recently.

(b) if so, the subjects discussed and how far it is likely to increase trade prospects between the two countries;

(c) whether it is also a fact that a Tripartite Agreement between India, U.A.R. and Yugoslavia on economic cooperation was reached during April last;

(d) whether both the Governments agree that little progress has been made in its implementation; and

(e) if so, the measures suggested for its implementation?

THE MINISTER OF COMMERCE
(SHRI DINESH SINGH): (a) Yes, Sir.

(b) The U.A.R. and Indian delegations finalised the Indo-UAR Trade Arrangements for 1968-69. This provides for trade exchanges between the two countries of the order of Rs. 64 crores. The question of closer industrial cooperation between the two countries was also discussed.

(c) The Indo-UAR-Yugoslavia Agreement on Trade Expansion and Economic Cooperation was signed in December 1967, and came into force on April 1, 1968.

(d) and (e). Positive results have been achieved in improving the trading conditions for goods of the three countries in each others markets. Steps are now being taken to achieve concrete results in industrial collaboration.

Railway Accidents

*36. SHRI S. C. SAMANTA: Will the Minister of RAILWAYS be pleased to state:

(a) after the revelation to the effect that there were "slackness" among the Railway Operating staff in observing the rules on "train passing" due to which rail accidents have been occurring, the steps which Government have taken to (i) enthuse obedience to rule on train passing, (ii) prevent recurrence of accidents, and (iii) punish the erring staff;

(b) the steps which had been suggested at the special meeting of some Members of Parliament, which was held on the 8th July, 1968; and

(c) whether it is a fact that accidents are deliberately caused by discontented members of the Railway staff?

THE MINISTER OF RAILWAYS
(SHRI C. M. POONACHA): (a) A statement is laid on the Table of the House.

(b) The meeting, which was scheduled for the 8th July, actually took place on the 20th July. There was a preliminary exchange of views at this meeting on, among other matters, the steps to be taken to tackle the problem of human failure as a cause of train accidents. The discussion covered several aspects, such as the need for discipline among railway staff, rules relating to hours of work and rest, Union activities etc. It was decided that, after a note on the subject had been circulated, another meeting should be held in order to have a fuller discussion.

(c) No, sir.

Statement

(a) (i) Safety campaign which is primarily educative in content has been further intensified to bring home to the staff not only the prescribed rules and procedures but also their implications and the imperative need

of observing them meticulously. The Safety Organisation besides making extensive use of the available audio-visual media contacts the staff in the operating categories on man to man basis to educate and motivate them. Inspections, surprise inspection and spot checks have been intensified to check that the staff act only according to rules and do not adopt short-cut methods. Apart from a thorough initial training, refresher training is imparted to the staff periodically to ensure that they understand the background of the various rules and the hazards involved in not observing them.

(ii) & (iii) There are adequate statutory provisions, both penal and investigatory in the Indian Railways Act itself. Under section 83 of the Railways Act occurrence of accidents is to be notified to Additional Commissioners of Railway Safety who are appointed Inspectors of Railways under section 4 of the Act, as also to the Magistrates, the Police and the Railway Authorities. Dependent upon the nature of accidents, inquiries are held into all accidents by the different authorities concerned to establish their causes and to take remedial measures to prevent recurrence of similar accidents. Apart from punishing those held responsible for accidents one of the main purposes of inquiries into accidents is to look into both the immediate and antecedent causes of a particular accident to enable necessary steps being taken to prevent recurrence of similar accidents regarding which the recommendations made in the report of the inquiries are examined and implemented to the extent considered necessary. In addition the trend of accidents is kept continuously under review and necessary preventive measures are initiated as may be necessary. Technological devices from rudimentary interlocking to Automatic Train Control are also be-

ing pressed into service (depending on the density and speed of traffic and availability of funds) to help the staff in the performance of their duties and to guard against their failures. Not only are the guilty staff punished but the staff who display special vigilance and alertness in preventing accidents also suitably rewarded. Subject to the constitutional provisions regarding Discipline & Appeal procedures, every effort is made to punish the staff promptly and deterrently.

Cooper Allen Units

*37. SHRI GANESH GHOSH:
SHRI K. M. ABRAHAM:
SHRI C. K. CHAKRAPANI:
SHRI P. RAMAMURTI:

Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that the management of the British India Corporation is planning to dispose of the Cooper Allen Units;

(b) if so, the reasons therefor; and

(c) the name of the company to whom the Cooper Allen Units are being handed over and on what terms?

THE MINISTER OF INDUSTRIAL DEVELOPMENT & COMPANY AFFAIRS (SHRI F. A. AHMED):
(a) and (c). At the last Annual General Meeting of the British India Corporation held on the 28th June, 1968, the shareholders passed a resolution approving the sale or transfer of Cooper Allen Branch and North-West Tannery Branch of the Company as going concern to a company proposed to be incorporated under the Companies Act, 1956 under the name and style "Copper Allen and North-West Tannery Ltd." on the