

(c) whether Government propose either to start a steel mill nearby or send the ore to any of the existing steel plants instead of exporting as ore; and

(d) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI P. C. SETHI): (a) to (d). Bellary-Hospet iron ore deposits are situated close to Tungbhadra Dam near Hospet. Sufficient power is available at present for foreseeable mining purposes. The reliable source of water in the area is also the Tungbhadra Dam and its canal network, which are primarily designed for irrigating the neighbouring agricultural lands in view of very low rainfall in the area. Iron ore being found in high hilly ranges, water has to be pumped from below.

2. As regards comparative economic advantage of exporting the iron ore from those mines and of exporting steel made out of the quantity being exported, as already stated in reply to Unstarred Question No. 4497 on the 20th August, 1968, it is difficult to compare the two in view of the wide disparity of investment and other parameters involved. Iron ore is being exported with a view to earn valuable foreign exchange whereas setting up of Steel Mill would need to be justified on its economic viability, domestic and export demand etc. However, in the context of setting up of new steel works, the Government obtained feasibility studies on Goa-Hospet, Bailadila-Visakhapatnam and Neyveli-Salem region. No decision on setting up of new steel plants or its location has so far been taken. The Steering Group on Iron and Steel which has been appointed to help the Government to formulate its Fourth Plan development programme for iron and steel is expected to formulate recommendations in this regard for consideration of the Government. A decision regarding the setting up of a new steel plant and its location will be taken only after the recommendations of the Steering Group are available.

Railway Accidents

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

(a) whether his Ministry has conducted

any inquiry into or search for the causes of the increased Railway accidents in the recent past;

(b) whether it is a fact that the accidents have largely occurred due to acts of errors and omissions on the part of Railway staff;

(c) whether efficiency checks are held at all levels with a view to recoup the efficiency which has fallen in Railway recruitments due to various factors; and

(d) the measures taken for minimising the accidents which are due to causes over which control can be exercised?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) The trend of train accidents is always kept under constant scrutiny, causes determined after proper inquiries and remedial measures taken to prevent their recurrence.

(b) Yes, Sir.

(c) Standard of recruitment has not fallen on the Indian Railways. Adequate measures are taken to see that railway servants continue to remain efficient during their service and only competent staff reach higher grades.

(d) Inquiries are held into all railway accidents and in the light of findings and recommendations necessary steps are taken to prevent recurrence of similar accidents. As inquiries held into railway accidents reveal that failure of railway staff is the largest single factor responsible for causing accidents, a four-pronged safety drive—educative, psychological, punitive and technological—has been going on to arouse the safety consciousness of the staff and to prevent accidents.

रेलवे स्टेशनों पर जलपान स्टाल

* 796. श्री श्रींकार लाल बेरवा : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार का विचार कुछ व्यक्तियों के एकाधिकार को समाप्त करने का है जो पिछले कई वर्षों से रेलवे स्टेशनों पर जलपान स्टाल चला रहे हैं;

(ख) यदि हाँ, तो उनकी शर्तें क्या हैं;