

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA) : (a) and (b) The Central Government, in exercise of the powers conferred by Sub-Section (1) of Section 26 of the Mines and Minerals (Regulation & Development) Act, 1957 have directed (vide Notification No. 69 (E) dated 30th January, 1997), that the powers for renewal exercisable by it under Sub-Section (2) of Section. 7 and Sub-Section (2) of Section 8 of the Act, in respect of minerals specified in Part-C of the First Schedule to the Act, in an area in a State shall be exercisable also by the Government of that State.

(c) to (e) The Central Government have constituted a Committee under the Chairmanship of Secretary (Mines), Government of India with Additional Secretary, Ministry of Mines as Vice Chariman, Mining Secretaries of State Governments of Orissa, Rajasthan, Karnataka, Madhya Pradesh, Andhra Pradesh, Bihar, Gujarat, Assam and Himachal Pradesh, Secretary General, Federation of Indian Mineral Industries and Controller General, Indian Bureau of Mines as Members and Joint Secretary, Ministry of Mines as Member Secretary. The Terms of reference of the Committee inter-alia include review of the existing laws and procedures governing regulation and development of minerals and to recommend steps to make them compatible with the policy changes and to suggest steps to reduce delays in grant/renewal of Prospecting Licence/Mining Lease. The Committee is also to consider and suggest further delegation of powers to the State Governments Regarding grant/renewal of Prospecting Licence/Mining Leases and measures to be taken to prevent illegal mining. The Committee is expected to submit its report as early as possible.

[Translation]

#### Train Accidents

\*98. SHRIMATI KETAKI DEVI SINGH :

SHRI RAJKESHAR SINGH :

Will the Minister of RAILWAYS be pleased to state :

(a) the number of train accidents during this year till date, zone-wise;

(b) the reasons of such accidents and derailments;

(c) the number of persons killed, injured and rendered handicapped in these accidents, zone-wise;

(d) the loss suffered by Railways due to these accidents during each of the last three years; and

(e) the concrete steps taken by the Government to check recurrence of train accidents in future?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : (a) to (c) Railway Zone-wise break-up of consequential train accidents during the period April 1996 to January 1997 and casualties therein is as

under :

Railway	No. of accidents	No. of persons killed	No. of persons injured
Central	45	14	56
Eastern	25	12	39
Northern	48	29	33
North Eastern	20	104	102
Northeast	13	33	62
Frontier			
Southern	29	47	29
South Central	34	57	59
South Eastern	51	16	29
Western	40	11	45
Metro	1	-	-
<b>Total</b>	<b>306</b>	<b>323</b>	<b>454</b>

**Notes :** 1. Casualties are inclusive of those in accidents at level crossings.

2. Figures are provisional.

Main causes of accidents were human failure, equipment failure and sabotage.

(d) The cost of damage to Railway property on account of consequential train accidents during the last three years is as under :-

193-94	Rs. 57.09 crores
1994-95	Rs. 46.57 crores
1995-96	Rs. 65.19 crores

(e) Some of the measures taken to improve safety and prevent accidents are as under :-

- (i) The work of track circuiting has been accelerated on the trunk routes and other important main lines.
- (ii) Modification of the Signalling circuitry is being carried out to minimise chances of human error in causing accidents.
- (iii) Auxiliary Warning System for giving advance warning about 'Signal at danger' to the driver of the running train has been commissioned on Bombay suburban sections.
- (iv) There has been progressive increase in use of Tie Tamping and ballast cleaning machines for track maintenance.
- (v) For monitoring track geometry and running characteristics of the track, sophisticated track recording cars, oscillograph cars and portable accelerometers are being progressively used.
- (vi) Maintenance facilities for coaches and wagons have been modernised and upgraded at many depots.
- (vii) To prevent cases of cold breakage of axles, ROH Depots have been equipped with

ultrasonic testing equipment for detection of flaws in the axles.

- (viii) Whistle boards/speed breakers and road signs have been provided at unmanned level crossings and visibility for drivers has been improved.
- (ix) Audio-visual publicity campaigns to educate road users on how to make a safe crossing are conducted.
- (x) Steps have been taken to prevent inflammable and explosive materials from being carried in passenger trains.
- (xi) Training facilities for drivers, guards and staff connected with train operation have been modernised including use of Simulators for training of drivers.
- (xii) Refresher courses are regularly organised at specified intervals.
- (xiii) Performance of the staff connected with train operation is being constantly monitored and those found deficient are sent for crash training.
- (xiv) Periodical safety drives are conducted to inculcate safety consciousness among the staff.

[English]

#### Kelkar Committee

\*99. SHRI MOHAN RAWALE :  
SHRI G.A. CHARAN REDDY :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the Vijay Kelkar Committee which was set up to work out the financial restructuring of Indian Airlines has submitted its report;

(b) if so, the details of the recommendations made by the committee and the time by which these recommendations are likely to be implemented; and

(c) if not, the time by which the committee is likely to submit its report?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) Yes, Sir.

(b) The Kelkar Committee was set up to make a comprehensive examination of the reasons for losses of Indian Airlines and to formulate a turn-around strategy.

The Committee after examination, concluded that Indian Airlines, which was a profitable organisation till 1988-89 started incurring losses for reasons beyond its control, the three main reasons being the grounding of the A-320 fleet for a prolonged period, the merger of Vayudoot with Indian Airlines and its operations in uneconomic sectors over prescribed limits.

It was in this context that the Committee recommended a turn around strategy. The important recommendations of the Kelkar Committee relate to :-

- (i) Financial restructuring, which includes capital injection of Rs. 922 crores in the form of compensation, subordinated loan, equity, and contribution by Indian Airlines and its employees.
- (ii) Fleet Planning.
- (iii) Route Rationalisation.
- (iv) Organisational Restructuring.
- (v) Human Resource Management.

The Kelkar Committee has recommended that the capital injection would start giving returns to Government on its contribution from the year 1999-2000. It has concluded that the turn-around package should be considered and adopted early and in totality.

As this turn-around strategy involves a large amount of financial contribution, the matter has been taken up with the Ministry of Finance and Planning Commission to expedite implementation.

(c) In view of reply given to (a) above, does not arise.

#### Indian Iron and Steel Company, Burnpur

\*100. SHRIMATI GEETA MUKHERJEE :  
SHRI SANAT KUMAR MANDAL :

Will the Minister of STEEL be pleased to state :

(a) whether attention of the Government has been drawn to the newsitem captioned, "IISCO evaluation on Feb. 26" appearing in the Business Standard, New Delhi, dated February 5, 1997;

(b) if so, the steps recommended by the BIFR to revitalise the ailing Burnpur-based public sector unit;

(c) the action proposed to be taken by the Government thereon;

(d) the latest position of modernisation and rehabilitation of IISCO, Burnpur, West Bengal;

(e) Whether the Government are also considering privatisation of the above steel company; and

(f) if so, the details thereof?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA) : (a) Yes, Sir.

(b) to (f) Indian Iron & Steel Co. Ltd. (IISCO) was referred to BIFR in June, 1994. In August, 1996, SAIL had invited offers for participation in the revival/modernisation of IISCO through a joint venture arrangement with SAIL retaining majority share-holding of 51% in the joint venture company. SAIL had received offers from two parties viz. M/s. Tyazhpromexport (TPE)