

[*Sh. Bansi Lal*]

Railways under the Ministry of Civil Aviation & Tourism, has conducted a statutory enquiry into this accident. His Preliminary Report has since been received. According to his Provisional Finding, the probable cause of accident was manipulation of the point detection relay without physical verification at site. The Report is under examination. I will like to assure the House that staff responsible for the lapse would be severely taken up. Already 7 employees have been placed under suspension.

The other unfortunate accident took place at Dr. Radhakrishnan Nagar at a manned level crossing on 16.6.1985, when a private bus collided with a goods train resulting in casualties. As a result of the collision, 15 bus passengers lost their lives, 28 sustained grievous injuries and 16 minor injuries.

Immediately on receipt of the information, Railway Medical Van doctors and paramedical staff were rushed to the site of the accident from Ratlam. Railway doctors and other senior officers also left for the site by road. Civil authorities also rushed to the site and arranged transportation of the injured to the local hospital without loss of time. General Manager, Western Railway, and the Chief Traffic Safety Superintendent rushed from Bombay.

12.48 hrs.

[*MR. DEPUTY SPEAKER in the chair*]

My colleague Shri Madhavrao Scindia, accompanied by Member, Mechanical, Railway Board, Visited the site of accident and called on the injured persons in the hospital.

Ex-gratia payment to the next of kin of the dead and to the injured persons were arranged.

This accident has been enquired into by the Commissioner of Railway Safety, North Eastern Circle. According to his findings, the collision took place due to the private bus attempting to cross the Level crossing whose gates were kept open to road traffic in the face of an approaching goods train. The Assistant Station Master

of Dr. Radhakrishnan Nagar station and Gateman of the Level Crossing have been held responsible for the collision. They have been placed under suspension and FIR has been lodged against them. Disciplinary action against them is being initiated.

I would like to assure the House that every possible effort is being made to minimise the number of train accidents. I have recently constituted 4 High Level Safety Teams to carry out intensive inspections on all Zonal Railways, particularly of those sections which have larger incidence of accidents. These teams shall directly report to the Railway Board and the action taken on their report would be monitored at the highest level.

12.51 hrs.

STATEMENT RE: CRASH OF AIR-  
INDIA JUMBO JET 'KANISHKA' ON  
23RD JUNE, 1985

[*Translation*]

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (SHRI ASHOK GEHLOT): Sir, an Air India Boeing 747-237B aircraft 'Kanishka' operating a scheduled flight, AI-182, Montreal-London-Delhi-Bombay with 329 persons on board including 22 crew members crashed on 23rd June, 1985 in the Atlantic Ocean about 185 nautical miles southwest of Shannon (Ireland) at about 0713 hours GMT, corresponding to about 1243 hours IST. The aircraft was cruising at a height of about 31,000 feet at that time.

Search and Rescue operations were initiated immediately. No survivors were found. This was the worst disaster in the history of civil aviation in India. Our hearts go out in sympathy to the bereaved families.

On receipt of the information, action was immediately initiated in accordance with the contingency plan for dealing with accidents. Emergency Cells were constituted at the booking offices at Bombay and Delhi airports. Facilities for providing information to all concerned were made available. I sincerely regret the inconvenience caused to

the relatives of the deceased due to any failure on the part of staff attending to enquiries.

A high level team led by Secretary, Ministry of Tourism and Civil Aviation, proceeded to London and Cork early in the morning of 24th June, 1985 to gather information connected with the accident including recovery of wreckage particularly the Black Box, to supervise relief and rescue operations and make arrangements for identification and disposal of dead bodies

Air India provided free transportation to London/Cork and back to one relative per family. In certain cases, this facility had to be provided to more than one person. Free hotel accommodation, food and transport and also a cash allowance was provided to the next of kin who went to Cork in connection with the crash. A total of 305 persons travelled to Cork for purpose of identification.

In all, 131 bodies could be recovered from the sea. Autopsy on all the bodies was completed on the 28th June, 1985 and embalming carried out by 29th June, 1985. Facilities were provided by Air India and Indian Airlines for carriage of the dead bodies free of cost to the destinations indicated by the next of kin. 117 bodies have been identified so far, leaving 14 unidentified. The unidentified bodies have been preserved as per the advice of the Irish Coroner. These bodies will be available for visual identification till 30th July, 1985. Thereafter suitable action will be taken for their disposal

Foreign Governments, i.e. British, American, Canadian and of course other Irish had actively participated in the search and rescue operations. A French Cableship Leon Thevenin hired by us having a submersible Robot fitted with the latest equipment for location and salvage brought out the Cockpit Voice Recorder and the Flight Data Recorder also known as the Black Box, from a depth of more than 6,000 feet. Recovery of these black boxes from such a great depth is an unprecedented feat in the history of salvage operations of this kind. Both Recorders have been brought to India for examination and analysis, which is under-way. No conclusions can be drawn at this stage.

The Government of India have appointed a sitting Judge of Delhi High Court as a Court to investigate into the accident. He would be assisted by five assessors. The Court is expected to submit its report to the Government by 31st December, 1985. They have started their work.

The compensation, in accordance with the rules, will be paid expeditiously to the next of kin.

We have initiated a thorough review of security arrangements at our airports. I would like to assure the House that no effort will be spared to ensure the safety of the travelling public.

I must express my sincere gratitude to the Government and people of Ireland for the humanitarian and material help which they extended so spontaneously in the tragic hour of need. I am also grateful to the authorities of all the other countries which assisted us in relief and rescue operations.

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12.55 hrs

STATEMENT RE: REPORT OF THE NATIONAL INSTITUTE OF PUBLIC FINANCE AND POLICY ON "ASPECTS OF BLACK ECONOMY IN INDIA."

[English]

THE MINISTER OF FINANCE AND COMMERCE (SHRI VISHWANATH PRATAP SINGH): Mr. Deputy Speaker Sir, As the House is aware, the Estimates Committee of the Seventh Lok Sabha had recommended in its Ninth Report that the Government should attempt an estimate of black money for formulating appropriate policies. Accordingly, the Government entrusted a study of the estimate of extent of unaccounted income in the country to the National Institute of Public Finance and Policy, in June, 1982. Its terms of reference were as under:-

- (a) to identify the important sectors of the economy in which black money is generated;
- (b) to examine the causes and conditions that give rise to and/or facilitate the generation of black money.