

(a) whether any enquiry has been made into the cause of the total power failure in entire Eastern Region on 26 June, 1990;

(b) if so, the outcome of the enquiry;

(c) whether any responsibility has been fixed in this regard; and

(d) the details of measures taken to prevent recurrence of such disasters in the Eastern region grid or elsewhere in the country?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) to (d). A Committee was constituted to enquire into the causes of the failure of power supply in the Eastern Region on 26.6.1990. The Committee has attributed the failure to inadequate generation of power, lack of grid discipline, inadequate reactive compensation, inadequate transmission and communication facilities, lack of trained manpower for load despatch, etc.

The measures taken/proposed to avoid the recurrence of grid failure in the Eastern Region and elsewhere in the country include strict adherence to scheduled load management and live flows, effective coordination of regional grid operation, strengthening of transmission/transformation capacities, analysis of the failure of transmission system components and strengthening of the load despatch and telemetry system etc.

[*Translation*]

Corporation for Gauge Conversion of Tracks In Marathwada

*12. SHRI PUNDLIK HARI DANWE:
Will the Minister of RAILWAYS be pleased to state:

(a) whether any proposal to set up an independent corporation to complete Mara-

thwada Rail gauge conversion work is under consideration of Government;

(b) whether Government have received any proposal from the State Government to issue debentures for this project;

(c) if so, the details thereof; and

(d) whether Government propose to issue such debentures?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) No, Sir.

(b) to (d). The State Government of Maharashtra had suggested that they would like to contribute funds by floating debentures for accelerating progress of the gauge conversion projects. Railways had agreed that such contribution could be in addition to and quite separate from Railway's Annual Plan outlay and that no additional financial liability would come on Railways as a result thereof, whether in the form of interest payment or redemption of debentures, or in any other manner. Proposal on these lines has not been received from the State Government. In the meanwhile the Ministry of Finance in a communication has opined that if such schemes are to be financed by raising of debentures outside the Plan, the Central Government should agree to a pro-tanto reduction in the borrowing programme to accommodate such requests. Further, they have suggested that the only way to expedite execution of these gauge conversion projects is to make adequate provision for these schemes within the Plan outlay for Railways.

[*English*]

Rail Accidents

*13. DR. ASIM BALA:
PROF YADUNATH PANDEY:
Will the Minister of RAILWAYS be pleased to state:

(a) the number of train accidents since December, 1, 1989, month-wise;

(b) the total casualties/deaths in each of the accidents;

(c) the number of people given compensation and the amount thereof;

(d) the total loss incurred by the Railways;

(e) the reasons for those accidents and the action taken against persons found responsible; and

(f) the remedial steps taken by Government to check rail accidents?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) The number of train accidents that took place on the Indian Railways during the period December 1989 to June 1990 is given below:

| <i>Month</i> | <i>No. of train accidents</i> |
|----------------|-------------------------------|
| December, 1989 | 39 |
| January, 1990 | 43 |
| February, 1990 | 41 |
| March, 1990 | 45 |
| April, 1990 | 44 |
| May, 1990 | 39 |
| June, 1990 | 44 |

(b) 223 persons lost their lives and 631 sustained injuries in these accidents.

(c) 91 persons have been paid a sum of Rs. 38.85 lakhs as compensation during this period, but not necessarily pertaining to acci-

dents that occurred during his period. In addition, Railways have made an ex-gratia payment of Rs. 13.80 lakhs.

(d) The cost of damage to the railway property has been estimated at Rs. 20.62 crores.

(e) Various causes like human failure (both railway staff and others), failure of equipment and miscreant activity etc., led to these accidents. During this period 134 railway staff were punished.

(f) Railways have a comprehensive on going campaign to arrest the incidence of accidents. Some of the important measures are:—

- (i) induction of technical devices to assist the human effort.
- (ii) improvement in quality of maintenance of fixed and moving assets.
- (iii) intensive and frequent inspections.
- (iv) monitoring the performance, including psycho-technical tests, of the staff belonging to critical safety categories; and
- (v) intensive training of staff engaged in train running and train passing duties.

[*Translation*]

Transfer of Officials in Railway Board

*14. SHRI RAMASHRAY PRASAD SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any rule/order regarding the maximum number of years; for which an employee/officer of the Railway Board can be posted at one branch;