

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

UNSTARRED QUESTION NO:559
ANSWERED ON:20.02.2003
REVIEW OF SAFETY MECHANISM
VSM (RETD.) COL. CHOUDHARY

Will the Minister of RAILWAYS be pleased to state:

- (a) whether a special meeting of General Managers, Railways has been held recently to review the safety mechanism;
- (b) if so, whether the Government have devised some mechanism to control increasing incidence of Human Failure that caused major rail accidents;
- (c) whether is it true that almost 3/4th rail accidents are due to failure of railway staff;
- (d) if so, mechanism devised by the Government to avert such accidents and save precious innocent lives, in future;
- (e) whether the Government is considering severe departmental action against errant Railway Officials found responsible for causing accidents; and
- (f) If not, the reasons thereof?

Answer

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA)

(a) to (f) : A statement is attached.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (f) OF UNSTARRED QUESTION NO.559 ASKED BY COL. (RETD.) SONA RAM CHOUDHARY TO BE ANSWERED IN LOK SABHA ON 20.02.2003 REGARDING REVIEW OF SAFETY MECHANISM

(a) : Yes Sir, a special meeting of General Managers of zonal Railways on safety was held on 08.01.03.

(b) to (d) : The number of accidents caused by human failure are as follows:-

	Total No. of accidents	Failure of Railway Staff	Failure of other Railway Staff	%age of accidents attributed to Railway staff	%age of accidents attributed to Railway and other railway staff together
1999-2000	463	287	105	61.98%	84.66%
2000-01	473	293	109	61.94%	84.99%
2001-02	414	248	103	59.90%	84.78%

Important steps undertaken to prevent accidents due to human failure are as under:-

i) For monitoring track geometry and running characteristics of the track, sophisticated track recording cars, oscillograph cars and portable accelerometers are being used progressively.

ii) Fouling Mark to Fouling Mark track circuiting on entire 'A', 'B', 'C', 'D' and 'D Spl.' routes where speed is more than 75 kmph. have been completed. On the remaining sections the work is being progressed as per the availability of resources..

iii) Auxiliary Warning System has been functional on Mumbai suburban sections of Mumbai.

- iv) Last vehicle check by Axle Counter have been introduced on over 190 block sections and is being progressively added.
- v) Trial of prototype ACD equipment has been finished on Northern Railway.
- vi) Digital Mobile Train Radio Communication has been sanctioned on some important sections for providing duplex radio communication between driver/guard and control.
- vii) Drivers and Guards are also being progressively provided with LED based electronic flashing lamps and hand signallamps which have better visibility than the conventional kerosene lit hand signal lamps.
- viii) Training facilities for drivers, guards and staff connected with train operation have been modernised including use of Simulators for training of drivers. Other modern training aids are being provided at training centers.
- ix) Performance of the staff connected with train operation is being constantly monitored and those found deficient are sent for crash training courses also.
- x) Periodical Safety Audit of different Divisions by inter- disciplinary teams from Zonal Headquarters has been introduced.
- xi) Drivers are given Breathalyzer tests to check for alcohol consumption while signing on. Surprise checks are also done to identify defaulters.