

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

STARRED QUESTION NO:109

ANSWERED ON:03.03.2011

RAIL SAFETY

Haque Shri Mohammad Asrarul;Nagorao Shri Dudhgaonkar Ganeshrao

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of safety related budgetary allocations made to the Indian Railways and utilisation thereof during the last three years and the current year;
- (b) the details of safety related works undertaken during the above period;
- (c) whether inspite of adequate safety measures, accidents in Railways are taking place unabatedly;
- (d) if so, the details of Rail accidents and the causes, thereof year-wise and zone-wise for the last two years and the current year; and
- (e) the steps taken to contain Rail accidents ?

Answer

MINISTER OF THE STATE IN THE MINISTRY OF RAILWAYS (KUMARI MAMATA BANERJEE)

(a) to (e): A Statement is laid on the Table of the Sabha.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF STARRED QUESTION NO.109 BY SHRI MOHD. ASRARUL HAQUE AND ADV. GANESHRAO DUDHGAONKAR TO BE ANSWERED IN LOK SABHA ON 3.3.2011 REGARDING RAIL SAFETY

(a): Budgetary allocations for safety related activities are made for plan as well as non-plan expenditure called ordinary working expenses in Railways. While there is no specific head of allocation called safety, the budgetary allocations alongwith utilisation under different Demands for Grants primarily relating to safety for the last three years and the current year are as under :-

(Rs in crore)

Year	BE	Actual
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2007-08	22382	20490
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2008-09	25143	27150
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2009-10	31596	30656
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2010-11	31616	
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(b): Safety related work undertaken in the above period include maintenance of track and bridges, locomotives, coaches and wagons, signals, overhead equipment etc. In addition, construction of Road Over Bridges/Road Under Bridges, limited height subways, bridges, manning of level crossings, track renewal, upgradation of signal technology, upgradation of maintenance workshops, installation of safety devices such as Anti Collision Devices, Vigilance Control Devices, Train Protection & Warning System are also

undertaken.

(c): The number of consequential train accidents on Indian Railways has shown a declining trend.

(d): Zone-wise number of consequential train accidents during 2008-09 and 2009-10 and the current year from April, 2010 to February, 2011 is given in the Appendix-I. Cause-wise details of these accidents during 2008-09, 2009-10 and the current year from April, 2010 to February, 2011 are given in Appendix-II.

(e): Safety is accorded the highest priority by Indian Railways and all possible steps are undertaken on a continuing basis by the Railways to enhance safety. These include timely replacement of over-aged assets, adoption of suitable technologies for upgradation and maintenance of track, rolling stock, signaling and interlocking systems, safety drives, greater emphasis on training of officials and inspections at regular intervals to monitor and educate staff for observance of safe practices. Safety devices/systems being introduced to prevent accidents include provision of Anti-collision Device (ACD), Train Protection and Warning System (TPWS), Block Proving Axle Counters (BPAC), Auxiliary Warning System (AWS), LED Signals and Vigilance Control Device (VCD) etc. ACD is proposed to be extended to another four zones in 2011-12, thus covering eight out of 17 zones on Indian Railways.