

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

STARRED QUESTION NO:165

ANSWERED ON:23.08.2012

RAIL SAFETY

Baske Shri Pulin Bihar;Singh Shri Rakesh

Will the Minister of RAILWAYS be pleased to state:

- (a) whether long duty hours of movement staff, fatigueness and element of human errors are some of the causes of rail accidents and if so, the details thereof;
- (b) whether adequate steps have been taken to eliminate human errors in preventing rail accidents;
- (c) if so, the details thereof;
- (d) whether loco-pilots, guards, signalmen and others associated with the movement of trains are trained periodically and apprised of the latest technology in this regard; and
- (e) if so, the details thereof?

Answer

MINISTER OF RAILWAYS (SHRI MUKUL ROY)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF STARRED QUESTION NO. 165 BY SHRI RAKESH SINGH AND SHRI PULIN BIHARI BASKE TO BE ANSWERED IN LOK SABHA ON 23.08.2012 REGARDING RAIL SAFETY.

(a): No consequential train accident has been attributed to long duty hours and fatigue of the running staff. However, human error on the part of railway staff is also one of the causes of consequential train accidents. The number of consequential train accidents including those at unmanned level crossings during 2009-10, 2010-11 and 2011-12 have been 165, 141 and 131, respectively. Out of these, accidents attributable to failure of railway staff have been 63, 56 and 57, respectively.

(b) & (c): Yes, Madam. Railways have taken various measures to reduce failure of railway staff which include the following:

(i) Implementation and monitoring of Railway Servants (Hours of Work and Period of Rest) Rules, 2005 to provide proper rest to railway staff including running staff,

(ii) Periodic medical examination of safety category employees including running staff,

(iii) Structured training at various stages, namely, initial and promotional stages alongwith refresher courses for safety category employees including running staff to help them assimilate new technologies and enable skill upgradation,

(iv) Steps have been taken to fill the safety category vacancies on fast track basis,

(v) Improvement in running rooms to provide stress free environment to the outstation crew and to enable them to take proper rest at outstations,

(vi) Yoga/meditation and physical training lessons have been introduced in training centres especially for safety category staff to enable them to cope with the stress involved in their job,

(vii) Progressive mechanization of maintenance of track and rolling stock including locomotives, coaches and wagons to reduce human dependence and enhance productivity,

(viii) Vigilance Control Device (VCD) as an aid to the driver for keeping them vigilant has been provided in most of the diesel and electric locomotives,

(ix) Auxiliary Warning System (AWS) has been provided in Electrical Multiple Unit (EMU) trains in Mumbai suburban area so that motormen maintain speed as per aspect of the signal,

(x) Other devices/systems being introduced to reduce human dependence include Block Proving Axle Counters (BPAC), Train

Protection and Warning System (TPWS), Anti Collision Device (ACD)/Train Collision Avoidance System (TCAS), Light Emitting Diode (LED) Signals, etc.

(d) & (e): Yes, Madam. Indian Railways have well laid down training plan for each and every category of staff associated with the movement of trains including Loco Pilots, Guards, Electrical and Signal Maintainer (ESM), etc. Initial, refresher, promotional and special courses are organized for all categories of staff associated with the movement of trains including training on Simulators for Loco Pilots. Training Modules are periodically revised keeping in view the technological changes in working practices and these are now more practical oriented.