

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

UNSTARRED QUESTION NO:905

ANSWERED ON:08.08.2013

TRAIN ACCIDENTS

Choudhary Shri Bhudeo;Kumar Shri P.;Sugumar Shri K. ;Viswanathan Shri P.

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Human error was one of main reasons for most of the rail accidents in the country;
- (b) if so, the details thereof and the reaction of the Railways thereto;
- (c) whether there is shortage of safety related staff in the Railways;
- (d) if so, the details of the unfilled vacancies under safety category in the Railways as on the date, zone-wise; and
- (e) the steps taken/ being taken by the Railways to fill up these vacant posts, zone-wise?

Answer

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI ADHIR RANJAN CHOWDHURY)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF UNSTARRED QUESTION NO. 905 BY SHRI BHUDEO CHOUDHARY, SHRI P.VISWANATHAN, SHRI SUGUMAR K. AND SHRI P. KUMAR TO BE ANSWERED IN LOK SABHA ON 08.08.2013 REGARDING TRAIN ACCIDENTS

(a) & (b): Yes, Madam. Human error on the part of railway staff is also one of the causes of consequential train accidents. The number of consequential train accidents attributable to failure of Railway Staff during the last three years i.e. 2010-11, 2011-12 and 2012-13 was 56, 52 and 42, respectively. Consequential train accidents attributable to failure of railway staff have come down from 56 in 2010-11 to 42 in 2012-13.

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) Improvement in running rooms to provide stress free environment to the outstation crew and to enable them to take proper rest at outstations,
- (v) Yoga/meditation and physical training lessons have been introduced in training centers for safety category staff to enable them to cope with the stress involved in their job,
- (vi) Progressive mechanization in maintenance of track and rolling stock including locomotives, coaches and wagons to reduce human dependence and enhance productivity,
- (vii) 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,
- (viii) 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,
- (ix) 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).

(c) & (d): As on 01.04.2013, the total number of vacancies in safety category posts stood at 1,42,311 (Provisional). Zone-wise break-

up of safety category vacancies are as under:

SAFETY CATEGORIES VACANCIES AS ON 01.04.2013

RAILWAYS VACANCIES#

CENTRAL 11259

EASTERN 13836

EAST CENTRAL 11744

EAST COAST 8133

NORTHERN 14771

NORTH CENTRAL 7751

NORTH EASTERN 3367

NORTHEAST FRONTIER 3871

NORTH WESTERN 5734

SOUTHERN 7671

SOUTH CENTRAL 14648

SOUTH EASTERN 7608

SOUTH EAST CENTRAL 11967

SOUTH WESTERN 2753

WESTERN 10577

WEST CENTRAL 6621

TOTAL 1,42,311

Figures are provisional

(e): Arising and filling up of vacancies is a continuous process. As a result of concerted efforts made for recruitment during past two years (2011-12 and 2012-13), panels have been formed for filling up of 51,759 in Group 'C' vacancies including safety categories. During the period 2013-14, process has been initiated to fill up about 25,300 vacancies. As regards filling up of posts in Pay Band - 1 (Grade Pay: ` 1800), erstwhile Group 'D' posts in all departments including safety categories, a panel of 8871 posts from open market

and 10615 against exclusive recruitment undertaken from amongst Ex-servicemen in Pay Band-1 (Grade pay: ` 1800) was provided during 2011-12. Also, panels of 36779 and 69220 were provided to railways in 2012-13. During the period 2013-14, process has been initiated to fill up about 46,000 vacancies.