

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

UNSTARRED QUESTION NO:2554
ANSWERED ON:06.02.2014
FATAL TRAIN ACCIDENTS
Agarwal Shri Jai Prakash;Mahendrasinh Shri Chauhan

Will the Minister of RAILWAYS be pleased to state:

- (a) the steps taken/proposed to be taken by the Railways to check the increase in fatal train accidents and whether any committee is likely to be constituted to suggest remedial measures;
- (b) if so, the details thereof and if not, the reasons therefor;
- (c) the details of the number of accidents on unmanned railway crossings and the number of injured along with compensation disbursed during each of the last three years and the current year;
- (d) whether the Railways propose to install automatic/computerized warning system at these crossings to avert accidents; and
- (e) the steps taken/being taken by the Railways to stop accidents on unmanned railway crossings?

Answer

MINISTER OF THE 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. 2554 BY SHRI JAI PRAKASH AGARWAL AND DR. MAHENDRASINH P. CHAUHAN TO BE ANSWERED IN LOK SABHA ON 06.02.2014 REGARDING FATAL TRAIN ACCIDENTS.

(a) & (b) Safety is accorded the highest priority on Indian Railways and adoption of new measures to improve safety, reduce the number of consequential accidents and resulting fatalities is a continuous process.

A High Level Safety Review Committee was constituted by Ministry of Railways under the Chairmanship of Dr. Anil Kakodkar, former Chairman, Atomic Energy Commission to go into all technical and technology related aspects in connection with safe running of train services in the country. The Kakodkar Committee has submitted its Report to Ministry of Railways on 17.02.2012. This Committee has made 106 recommendations in their Report covering the following aspects: General Safety Matters, Organizational structure, Empowerment at Working Level, Safety related works and issues, Vacancies in critical safety categories and Manpower Planning issues, Shortage of Critical Safety Spares, External Interferences—Encroachment and Sabotage, Signalling, Telecommunication and Train Protection, Rolling Stock, Track, Bridges, Level Crossings, Human Resource Development with emphasis on Education and Training, Training Institutes on Indian Railways (IR) and Research Eco-System on Indian Railways and Safety Architectures on IR

The recommendations of the Committee are presently under examination in the Ministry of Railways.

(c) Number of consequential Unmanned level crossing accidents over Indian Railways during the last 3 years and the current year and number of persons killed and injured in these accidents are as under:

Year	Number of accidents	Killed	Injured
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2010-11	48	130	48
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2011-12	54	204	141
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2012-13 53 124 85

2013-14 40 72 107
(as on 30.01.2014)

Railways have no statutory obligation under the Railways Act, 1989 or Claims Tribunal Act, 1987, for payment of compensation in case of accidents at unmanned level railway crossings. However, the victims or their dependents can claim compensation under Law of Torts by moving Motor Accident Claims Tribunal (MACT) and the compensation is paid if any contributory negligence is proved on the part of the railway administration. The compensation paid by the Railways for death/injury in accidents at unmanned level railway crossings during the last three years and the current year is as under:

Year Amount of compensation (Rs in Lakhs)

2010-11 19.89

2011-12 2.22

2012-13 11.39

2013-14 (as on 30.01.2014) 15.15

(d) No, Madam. Trials of Train Actuated Warning Device (TAWD) which gives audio-visual warning to road users about an approaching train at Level Crossing Gate were undertaken. However, the system was found unworkable/unsuitable due to various reasons such as poor law and order, inaccessibility of site, poor power supply and public vandalism.

Provision of Train Actuated Warning System at unmanned Level Crossings can be implemented after an effective and theft proof system is developed by Research Design & Standards Organisation (RDSO).

(e) Various steps have been taken by the Railways to prevent accidents at the unmanned level crossings which include ensuring availability of basic infrastructure at these level crossings, public awareness and publicity campaigns through electronic and print media, mass messaging (SMSs) to educate the road users, joint ambush checks with involvement of civil authorities to penalise the erring road users, progressive manning, provision of subway at technically feasible locations, construction of diversion road upto adjacent manned gates/grade separators (Road over Bridge/Road under Bridge), closure of such unmanned level crossings which are having negligible rail/road traffic, etc.