Payment to victims of train accident

†*445. SHRI SATYAVRAT CHATURVEDI: Will the Minister of RAILWAYS be pleased to refer to the answer to Unstarred Question 574 given in the Rajya Sabha on 12 November, 2010 and state:

(a) the total number of victims who have been made ex-gratia payment and the number of those who are deprived of such payment so far;

(b) the reasons for not making ex-gratia payment to rest of the affected people and by when this *ex-gratia* payment would be made to them;

(c) the funds sanctioned in the years 2009-10 and 2010-11 for each additional security gadget/system being installed for checking accidents and the amount spent till September, 2010; and

(d) the zones where security gadgets/systems have been installed/are being installed?

THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE): (a) and (b) In the Intercity Express train accident on 20.09.2010 at Badarwas Railway station in Madhya Pradesh, 24 (23+1)* passengers lost their lives, 17** were grievously injured and 19 suffered simple injuries. Railways have made concerted effort to trace the eight injured passengers who had left after taking first aid treatment by sending teams to various locations in adjoining areas. As a result of these rigorous efforts, three passengers could be located. *Ex-gratia* amount has been paid to all, except for 5 passengers, who suffered simple injuries, left after first aid treatment and could not be traced. Thus, no one has been deprived of *ex-gratia* payment.

* One person having grievous injury died, later on raising death toll to 24. In reply to Rajya Sabha Unstarred Question No.574, the death toll was indicated to be 23.

** One grievous injury case was identified later, and thus number of persons with grievous injury remained same (17) as reported in reply to Rajya Sabha Unstarred Question No.574.

(c) and (d) The details about different safety devices/systems being introduced to prevent accidents as mentioned in answer to Unstarred Question No.574 given in the Rajya Sabha on 12 November, 2010 are as under:

The Anti-Collision Device (ACD) developed by Konkan Railway Corporation Limited (KRCL) has been tried as pilot project on 1736 route kilometres of Northeast Frontier Railway (NFR). Based on experience on NFR, the specifications for ACD have had to be revised to improve efficacy,

†Original notice of the question was received in Hindi.

reliability and suitability of ACD. The improved version of the ACD to revised specification is to be installed on 3 zones viz., Southern, South Central and South Western Railways covering 1600 route kilometres. The improved system is yet to be fully developed by KRCL. Part trials with modified ACD have been carried out on electrified multiple line and automatic signalling section of Southern Railway in Sept.-Oct.'2010. KRCL has taken note of the shortcomings and next set of trial is planned in Dec.2010. Funds sanctioned for ACD in the year 2009-10 and 2010-11 are Rs.23.20 crore. Expenditure during these two years (upto September 2010) is Rs.8.36 crore approximately. Further, proliferation of ACD on railways shall be considered after success of the trials on Southern Railway.

Train Protection Warning System (TPWS) is an upgraded version of Auxiliary Warning System (AWS) and is an aid to the loco pilot to prevent over speeding and signal passing at danger. AWS has been provided over suburban sections of Central and Western Railways. TPWS has been installed as a pilot project on suburban section of Southern Railway and service trials of a pilot project on non-suburban section are in progress on North Central Railway with 5 locomotives. TPWS works have been sanctioned in 2010-11 for sections of the high density network of North Central Railway, Eastern Railway, Southern Railway, South Eastern Railway and Western Railway, totalling to 895 route kilometres. Funds sanctioned for TPWS in the year 2009-10 and 2010-11 are Rs.10.61 crore. Expenditure during these two years (upto September 2010) is Rs.2.64 crore approximately. Equipping of 30 more locomotives is planned after evaluation of service trials with fine tuning of operational parameters.

The on-board Vigilance Control Device (VCD) which monitors alertness of engine crew is being progressively provided on all locomotives over all Zonal Railways. Funds sanctioned for VCD in the year 2009-10 and 2010-11 are Rs. 84.99 crore. Expenditure during these two years (upto September 2010) is Rs.58.47 crore approximately.

Block Proving Axle Counters (BPAC) to detect train occupation between two stations are being progressively provided on all Zonal Railways. Funds sanctioned for BPAC in the year 2009-10 and 2010-11 are Rs. 207.75 crore. Expenditure during these two years (upto September 2010) is Rs. 189.5 crore approximately.

Light Emitting Diode (LED) signals for better visibility are being progressively provided on all Zonal Railways. Funds sanctioned for LED signals in the year 2009-10 and 2010-11 are Rs. 114.30 crore. Expenditure during these two years (upto September 2010) is Rs.141 crore approximately.

Prediction of cloud burst

*446.SHRIMATI VIPLOVE THAKUR: Will the Minister of EARTH SCIENCES be pleased to state:

(a) whether India Meteorological Department (IMD) has been failing in prediction of cloud burst in the country;

(b) if so, the details thereof and the reasons therefor;

(c) the details of funds allocated and spent on tracking the variability of weather forecast systems in the country during the last three years and the current year, year-wise;

(d) whether the scientists are also sent abroad to study weather forecast system of the country;

(e) if so, the details thereof and the amount spent by Government in this regard during the aforesaid period; and

(f) the benefits accrued as a result thereof?

THE MINISTER OF EARTH SCIENCES (SHRI KAPIL SIBAL): (a) and (b) Accurate prediction of the cloud burst is a challenging task not only in India but the world over. This is mainly attributed to small size, short duration and sudden development characteristic of the event and also due to the complexity of the associated atmospheric processes which prevails in tropical regions like India. India Meteorological Department (IMD) has been constantly attempting to increase the accuracy of prediction of such events by employing high resolution computer based weather prediction models known as meso-scale models. An ambitious modernization programme that includes deployment of advanced observing equipments and state-of-the-art prediction systems is underway which is expected to enhance the capacity of the department to be able to predict the weather systems including the cloud burst phenomena with reasonable accuracy.