

(b) whether it is a fact that a slow moving train derailed, without any seemingly technical lapse;

(c) whether any preliminary enquiry has been held into this accident;

(d) if so, what were the findings thereof;

(e) whether it is a fact that relief took four hours to reach the accident site; and

(f) the reasons for this delay and slow relief work?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) On 4.8.2000 at about 10.46 hrs., five coaches of 7248 Simhadri Express train derailed between Kovvur-Chagallu station of Vijayawada Division, South Central Railway.

(b) No, Sir.

(c) and (d) The enquiry has been completed and as per final findings of the enquiry committee, this accident occurred due to track defect.

(e) No, Sir. Medical relief train from Rajahmundry reached the site in 1 hour and 15 minutes time.

(f) Does not arise.

Rail accidents

†3535. SHRIMATI JAMANA DEVI BARUPAL: Will the Minister of RAILWAYS be pleased to state:

(a) what is the number and details of rail accidents which took place during the last five years;

(b) what are the names of enquiry committees constituted after these accidents, the details of conclusions of reports of those committees and the action taken thereon; and

(c) what were the human and technical reasons of those accidents and what process was adopted for improvement and punishment?

†Original notice of the question was received in Hindi.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) The details of consequential train accidents during the last 5 years are given below:

Year	Collisions	Derailements	Level Crossing Accdts.	Fire in Trains	Total
1995-96	29	296	68	5	398
1996-97	26	286	65	4	381
1997-98	35	289	66	6	396
1998-99	24	300	67	6	397
1999-2000*	20	329	93	21	463

*Figures are provisional.

(b) Each and every consequential train accident is inquired into either by a committee of Railway officers or by Commissioner of Railway Safety depending upon the seriousness of the accident. In very serious accidents, Judicial Commission is constituted. During the last five years, 162 cases were inquired into by the Chief Commissioner/Commissioner of Railway Safety. Those recommendations which were found feasible are implemented.

The Commission of Inquiry headed by Justice N. Venkatachala, a retired Judge of the Supreme Court was appointed to inquire into the Collision of 3151 Up Express with a goods train and derailment of 8448 Up Express between Barpali and Dugripali stations of Samabalpur Division of South Eastern Railway on 1.6.95. The report of Justice Venkatachala Commission of Inquiry was laid on the table of both Houses of Parliament on 20.12.1996.

To look into the gruesome collision of 3152 Dn Jammu Tawi-Sealdah Express with derailed coaches of 2903 Up Golden Temple Mail on the Ambala-Ludhiana Section of Northern Railway occurred on 24.11.1998, Justice G.C. Garg has been appointed as one man Commission of Inquiry. Similarly, a Judicial Inquiry is being held by Justice A.N. Ray to inquire into cause of the Gaisal Accident occurred on 2.8.1999 on Northeast Frontier Railway.

(c) The human error could be due to negligence of driver, assistant driver, guard, station staff, maintenance staff or road users. Similarly, technical failures may be due to defective track, defective signals, defective rolling stock, etc. Staff found responsible for these accidents are taken up under Discipline and Appeal Rules and punishment imposed upon them. To prevent train accidents,

following steps are being taken for improvement of staff functioning and equipment reliability.

- (i) The work of track circuiting has been accelerated on the trunk routes and other important main lines. Fouling Mark to Fouling Mark track circuiting work has been completed on A, B, C, D Spl. and D routes.
- (ii) Modification of the signalling circuitry is being carried out to minimise chances of human error in causing accidents.
- (iii) Auxiliary Warning System for giving advance warning about 'Signal at danger' to the driver of the running train has been commissioned on Mumbai suburban sections.
- (iv) There has been progressive increase in use of Tie Tamping and ballast cleaning machines for track maintenance.
- (v) For monitoring track geometry and running characteristics of the track, sophisticated track recording cars, oscillograph cars and portable accelerometers are being progressively used.
- (vi) Maintenance facilities for coaches and wagons have been modernised and upgraded at many depots.
- (vii) To prevent cases of cold breakage of axles, routine over hauling depots have been equipped with ultrasonic testing equipment for detection of flaws in the axles.
- (viii) Whistle boards/speed breakers and road signs have been provided at unmanned level crossings and visibility for drivers has been improved.
- (ix) Audio-visual publicity campaigns to educate road users on how to make a safe crossing are conducted.
- (x) Steps have been taken to prevent inflammable and explosive materials from being carried in passenger trains.
- (xi) Training facilities for drivers, guards and staff connected with train operation have been modernised including use of Simulators for training of drivers.
- (xii) Refresher courses are regularly organised at specified intervals.

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- (xiii) Performance of the staff connected with train operation is being constantly monitored and those found deficient are sent for crash training.
- (xiv) Periodical safety drives are conducted to inculcate safety consciousness among the staff.

Railway Projects

3536. DR. ARUN KUMAR SARMA: Will the Minister RAILWAYS be pleased to refer to answer to Unstarred Question 2007, given in Rajya Sabha on 12th March, 1999 and state:

(a) the updated data on the Railway projects, including those declared by Prime Minister in January, 2000;

(b) the total budgetary support committed by Government against each project and amount already sanctioned, showing percentage from the Railways; and

(c) the reasons for subsequent postponement of target set for various stages of implementation of Bogibeel bridge project, with indication of final commissioning schedule?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) to (c) Present status of all the projects mentioned in reply to Unstarred Question No. 2007 given in the Rajya Sabha on the 12th March, 1999 including the total anticipated cost, expenditure upto March, 2000 and outlay for 2000-2001 for each of the sanctioned projects is given in the Statement (*See* below).

The entire expenditure on these project will be met out of the budgetary support given to the Railways.

Prime Minsiter's Agenda for Socio-Economic Development in the North-East and Sikkim declared in Shillong in January, 2000 does not include Railway projects.

Survey for the Bogibeel bridge project has been completed by M/s Rail India Technical and Economic Services (RITES). This Report is under scrutiny. Work will be started once the survey report, including model studies, is examined in detail; alignment is fixed; land becomes available and final