

(a) whether it is a fact that Gujarat contributes a major share in passenger and goods traffic to Western Railway;

(b) whether it is also a fact that Government of Gujarat has requested for shifting of its Headquarter to Ahmedabad from Mumbai; and

(c) if so, the reasons for not accepting the said request?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS
(SHRI BHARATSINH SOLANKI): (a) Yes, Sir.

(b) Yes, Sir.

(c) The location of the headquarters of a Railway depends on operational and administrative requirements, consistent with the needs of economy and efficiency. The proposal to shift the Western Railway's headquarters from Mumbai to Ahmedabad was examined in the light of the above and not considered feasible.

Train accidents

†2769. SHRI KAPTAN SINGH SOLANKI: Will the Minister of RAILWAYS be pleased to state:

(a) the number of persons died during the last three years throughout the country in train accidents;

(b) whether Government has formulated any policy to prevent train accidents; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS
(SHRI BHARATSINH SOLANKI): (a) Number of persons who lost their lives in consequential train accidents (excluding cases of trespassing at unmanned level crossings caused due to negligence of road vehicle users) which took place during the last three years *i.e.* 2008-09 to 2010-11 and the current year from April to July, 2011 is as under:—

Year	Loss of lives
2008-09	80
2009-10	68
2010-11	250*
2011-12 (April to July, 2011)	72@

*Includes death of 150 persons in the derailment and collision of Jnaneswari Express on 28.05.2010 near Kharagpur caused due to sabotage.

@ Includes death of 70 persons in the derailment of Kalka Mail on 10.07.2011 in Uttar Pradesh caused due to equipment failure.

†Original notice of the question was received in Hindi.

(b) and (c) Safety is accorded the highest priority by Indian Railways and all possible steps are undertaken on a continual basis to prevent accidents and to enhance safety. Strategy of the Indian Railways for accident prevention include progressively achieving reduction in accidents attributable to human failure by way of introduction of modern technologies and devices and mechanization of maintenance. Safety measures taken by the railways include timely replacement of over-aged assets, adoption of suitable technologies for upgradation and maintenance of track, rolling stock, signalling and interlocking systems, safety drives, greater emphasis on training of officials and inspections at regular intervals to monitor and educate staff for observance of safe practices. Safety devices/systems being introduced to prevent accidents include provision of Block Proving Axle Counters (BPAC), Auxiliary Warning System (AWS), Fog Safe Device, Vigilance Control Device (VCD), Train Protection and Warning System (TPWS), Train Collision Avoidance System/Anti Collision Device (ACD), etc.

Setting up of wind mill power plants

2770. DR. T. SUBBARAMI REDDY: Will the Minister of RAILWAYS be pleased to state:

- (a) whether Railways propose to set up wind mill power plants in various parts of the country;
- (b) if so, the details thereof;
- (c) the details of the funds allocated by Railways for the said purpose;
- (d) the details of the power likely to be generated from such plants; and
- (e) the time by when each of such plants would be operational?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BHARATSINH SOLANKI): (a) Wind mill power plants are generally selected on the basis of wind power density map issued by Ministry of New and Renewable Energy (MNRE), technical feasibility of connecting it to the grid and availability of fund.

(b) and (c) Two wind mill power plants of 10.5 Mega Watt (MW) capacity each, one in Jaisalmer (Rajasthan) for North Western Railway and the other in Tamil Nadu for Southern Railway were originally sanctioned at the cost of Rs. 66.5 crore each. During the current financial year Rs. 9.9 crore has been allocated for wind mill power plant at Southern Railway while wind mill power plant at Jaisalmer is to be commissioned under Public Private Partnership (PPP) mode.

(d) Each wind mill plant of 10.5 MW capacity is expected to generate power of about 22 million units per annum.