

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BHARATSINH SOLANKI): (a) to (d) Yes, Sir. Freight traffic has grown from 833.39 million tonnes in 2008-09 to 921.73 million tonnes in 2010-11 whereas Passenger Traffic during this period has gone up from 6920 million passengers to 7651 million passengers. Track kilometers have gone up from 86937 in 2008-09 to 87087 in 2009-10. Figures for 2010-11 for Track kilometres are under finalization.

Traffic output is not solely dependent on track kilometers as output also increases due to technological and operational improvements like advanced Signalling system, better loadability of wagons, punctuality of operation, better wagon turn-round etc.

Collision of trains near Chennai

2757. SHRI SANJAY RAUT:

SHRI GOVINDRAO ADIK:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether it is a fact that trains collided near Chennai in September, 2011;
- (b) if so, the details of the accident;
- (c) whether it is a fact that signal system failed and both the trains came on the same track; and
- (d) the appropriate measures Railways are taking to check such incidents in future?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BHARATSINH SOLANKI): (a) and (b) On 13.09.2011 at 21.25 hrs., while the train No. 56007 Dn (Arakkonam-Katpadi) Passenger was waiting at Down Home Signal at Chitteri station of Arakkonam-Katpadi section of Chennai Division of Southern Railway, train No. 66017 Dn (Chennai Beach-Vellore) Mainline Electrical Multiple Unit (MEMU) collided in the rear of train No. 56007 Dn (Arakkonam-Katpadi) Passenger resulting into derailment of two coaches of 56007 Dn Passenger and five coaches of train No. 66017 Dn MEMU blocking through communication. 11 persons lost their lives (three railway staff and eight passengers), 23 passengers sustained grievous injuries and 66 passengers suffered simple injuries in this accident.

(c) Statutory inquiry into the above train accident has been conducted by the Commissioner of Railway Safety (CRS), Southern Circle under the Ministry of Civil Aviation. As per the Preliminary Report of Commissioner of Railway Safety, the accident was caused due to signal passing at danger by the Motorman of train No. 66017 Dn (Chennai Beach-Vellore) MEMU without stopping and then proceeding at more than prescribed speed.

(d) Safety is accorded the highest priority by Indian Railways and all possible steps are undertaken on a continuing basis to prevent accidents and to enhance safety.

These 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), Vigilance Control Device (VCD), Train Protection Warning System (TPWS), Train Collision Avoidance System (TCAS)/Anti Collision Device (ACD), etc.

Train accidents

2758. SHRI KANJIBHAI PATEL:
SHRI NATUJI HALAJI THAKOR:

Will the Minister of RAILWAYS be pleased to state:

- (a) the number of train accidents occurred during the last three years, year-wise and State-wise;
- (b) whether these accidents were due to human error or due to some other technical fault;
- (c) the number of lives lost and the amount of property destroyed in each of these accidents;
- (d) the amount of relief provided to the victims' families by Railways; and
- (e) the steps being taken by Railways to prevent such accidents in future and save the lives of innocent passengers?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BHARATSINH SOLANKI): (a) Zone-wise and year-wise number of consequential train accidents excluding cases of trespassing at unmanned level crossings during 2008-09, 2009-10, 2010-11 and the current year from April to November 2011, is as under:—

Railway	2008-09	2009-10	2010-11	April to November, 2011
1	2	3	4	5
Central	9	13	3	3
Eastern	7	3	5	2
East Central	14	15	11	2
Northern	18	10	16	7
North Eastern	9	2	4	2