by RPF and GRP in the affected and sensitive area. 1275 trains are escorted by RPF daily on an average, in addition to 2200 trains escorted by GRP of different States. For strengthening surveillance and security at sensitive stations, it has been decided to install Internet Protocol based Close Circuit Television (CCTV) cameras at 202 stations under an Integrated Security System comprising of following four broad areas–

(i) Internet Protocol based CCTV surveillance system.

(ii) Access-control.

(iii) Personal and baggage screening system.

(iv) Bomb Detection and Disposal System.

(c) Yes, Sir. RPF provides security in some of trains over North Western Railway depending upon the threat.

Railway safety

4008. SHRI TARUN VIJAY: Will the Minister of RAILWAYS be pleased to state:

(a) the stance of the Ministry on the Kakodkar Committee Report on Railway Safety and by when does it plans to adopt its recommendations;

(b) the number of people who lost their lives or seriously debilitated in railway accidents in past three years;

(c) the year-wise breakup of accidents with major causes thereof;

(d) the steps Railways have taken In past three years to increase railway safety, year-wise; and

(e) the percentage of railway budget spent on above steps related to railway safety, along with total expense in crore of rupees?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BHARATSINH SOLANKI): (a) The recommendations made by Kakodkar Committee in its Report are presently under examination of Ministry of Railways.

(b) Number of persons who lost their lives and suffered injuries in consequential train accidents excluding cases of trespassing at unmanned level crossings, in 2009-10, 2010-11 and 2011-12 is as under:

Year	Loss of lives	Injuries
2009-10	68	247
2010-11	251*	365*
2011-12	114	581

* Includes loss of lives to 150 persons and injury to 171 persons in the derailment and collision of Jnaneswari Express on 28.05.2010 near Kharagpur caused due to sabotage.

(c) Year-wise and category-wise break up of the above consequential train accidents during 2009-10, 2010-11 and 2011-12 is as under:

Type of Accident	2009-10	2010-11	2011-12
Collision	9	5	9
Derailment	80	80	55
Manned level Crossings Gate Accident	5	5	7
Fire in Train	2	2	4
Miscellaneous	4	1	2
TOTAL	100	93	77

Cause-wise break up of the above consequential train accidents during 2009-10, 2010-11 and 2011-12 is as under:

Cause	2009-10	2010-11	2011-12
Failure of Railway Staff	63	56	58
Failure of other than Railway Staff	10	9	7
Failure of equipment	6	5	3
Sabotage	14	16	6
Combination of Factors	1	3	1
Incidental	4	4	2
Could not be established conclusively	2	0	0
TOTAL	100	93	77

(d) 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. These include timely replacement of over-aged assets, adoption of suitable technologies for upgradation and inaintenance of track, rolling stock, signaling and interlocking systems, safety drives, greater emphasis on training of officials and inspections at regular intervals to monitor and educate staff for observance of safetyyprovision of Block Proving Axle Counters (BPAC), Auxiliary Warning System (AWS), Light Emitting Diode (LED) Signals, Vigilance Control Device (VCD), Train Protection and WaJiiing System (TPWS), Anti Collision Device (ACD), etc.

(e) Budgetary allocations are made under different Demands which represent various activities on the Railways. Expenditure is made on these activities which comprises of various aspects of Railway working including safety. Since most activities are composite in nature, separate share of expenditure on all items of safety is not maintained. However, during the last three years approximately Rs. 15,767 crores have been spent on some of the identified safety related works.

Telecommunication system of railways

4009. SHRI RAMA CHANDRA KHUNTIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways still require its own telecom system which has become old and obsolete;

(b) whether in view of advancement in telecommunications, Railways intend to modernize its telecommunication system; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BHARATSINH SOLANKI): (a) Railways' need for their own captive telecom system is inescapable for meeting operational, safety and administrative communication requirements. In recent past, Railways have already upgraded most of their communication network by providing Optic Fibre Communication.

(b) and (c) Up-gradation of telecom infrastructure is a continuous process. As of March, 2012, Railways have laid optic fibre cables on 40,558 route kilometers. Railways have also provided Mobile Train Radio Communication on 1705 route kilometers and setup their own satellite hub for extending communication to remote and inaccessible areas.