

Vacancies in railway security division

1966. SHRI GOVINDRAO ADIK :
SHRI SANJAY RAUT :

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that according to the high powered committee set up by Railways, 1.25 lakh posts are lying vacant in the railway security division; and

(b) if so, by when these posts are going to be filled up?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BHARATSINH SOLANKI) : (a) No, Sir. There are 14189 vacancies in Railway Protection Force (RPF) as on 31.12.2011.

Additional sanction of 723 posts for Kolkata Metro Railway has been sanctioned on 30.12.2011 and has to be manned;

(b) For the purpose of filling of vacancy the following recruitments are under process :

(1) Nearly 27.07 lakh applications have been received for 11952 vacancies of Constables notified *vide* Employment Notice No. 1/2011 dated 27.02.2011.

(2) Nearly 2, 27,207 applications have been received against 511 vacancies of Sub-Inspector notified *vide* Employment Notice No. 2/2011 dated 13.04.2011.

Evaluation of Corporate Safety Plan of Railways

1967. SHRIMATI VASANTHI STANLEY : Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways have achieved the target set in the Corporate Safety Plan 2003-2013 till date for reducing the frequency of consequential accidents;

(b) if so, whether Railways have made an attempt to examine its success and further improve safety for railway passengers; and

(c) if not, the manner in which Railways plan to achieve the target ?

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

(b) Yes, Sir. In pursuance of recommendations of Railway Safety Review Committee (RSRC) (Khanna Committee) 1998 a comprehensive Corporate Safety

Plan (2003-2013) was formulated. The implementation of recommendations is reviewed periodically to further improve safety and the present status is as following:

- (i) Accidents per million train kms. has already reduced to 0.15 in the year 2010-11 from 0.44 in 2002-03.
- (ii) As a result of various measures initiated in upgrading rolling stock, track and signalling systems, the chances of passenger fatality have come down.
- (iii) There is an overall reduction in consequential number of accidents from 161 (2003-04) to 56 (2010-11) attributable to human failure. However, human failure still continues to be one of the major causes of accidents. Development of manpower, regular training and improvement in working conditions is a continuous process and it is being pursued by Indian Railways with all seriousness.
- (iv) By conducting safety workshops, seminars, counseling, regular training of staff, etc. there is substantial improvement in safety culture at all places.
- (v) There is a reduction in number of consequential train accidents attributable to equipment failures from 18 (2003-04) to 5 (2010-2011) due to adoption of 'fail-proof' systems philosophy.
- (vi) Priority to safety related projects is always given in planning and implementation.
- (vii) 217 RSRC recommendations have been implemented out of the total 236 number of recommendations accepted.

(c) Targets of Corporate Safety Plan are given utmost importance in all the planning and implementation processes. Its progress is monitored on continuous basis and corrective steps are taken wherever required. Railways will concentrate to strive to achieve all the targets of corporate safety plan before the end of the plan in 2013.

Wagon factory at Cherthala

1968. DR. T.N. SEEMA : Will the Minister of RAILWAYS be pleased to state:

- (a) whether RITES has completed the study on setting up of a wagon factory in Cherthala;
- (b) if not, the reasons for delay;
- (c) the time-frame for starting the wagon factory as a joint venture of the Centre and State Government; and
- (d) by when would the construction of second coach terminal at Kochuveli and Nemom be completed?