

Railways have a well established vigilance organization, spread over the entire railway system to curb corrupt practices. Preventive checks and decoy/surprise checks are carried out regularly and system improvements are suggested from time to time by the Vigilance organization and their implementation is monitored at the apex level. Suitable disciplinary action is taken, depending upon the gravity of the charges. In addition to this, e-procurement and e-tendering has been started for increased transparency. In-motion weigh-bridges have been installed at the goods loading points to prevent grant of undue advantage through over loading. Vigilance Awareness Week is also organized for dissemination of vigilance related information and increased awareness.

Train accidents due to human error

2168. DR. PRABHAKAR KORE: Will the Minister of RAILWAYS be pleased to state:

- (a) whether it is a fact that human error has been the single major reason for most of the train accidents;
- (b) if so, the reasons for human errors;
- (c) whether it is also a fact that there are a number of vacancies under safety category that have not been filled up till date; and
- (d) the measures taken by Railways to prevent human errors and to fill up the vacancies?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.J. SURYA PRAKASH REDDY): (a) and (b) Yes, Sir. Human error on the part of railway staff is also one of the causes of consequential train accidents. However, consequential train accidents attributable to failure of railway staff has come down from 56 in 2010-11 to 52 in 2011-12. In the current year during April, 2012 to February, 2013 also, consequential train accidents attributable to failure of railway staff has decreased from 50 to 43 in comparison to the corresponding period of the previous year.

(c) and (d) Yes, Sir. Concerted efforts have been made to fill up the vacancies in safety category, viz., Assistant Loco Pilots, Guards, Station Masters, Junior Engineers, Trackmen, Technicians, etc.

Railways have taken various measures to reduce failure of railway staff which include the following:

- (i) Implementation and monitoring of Railway Servants (Hours of Work and Period of Rest) Rules, 2005 to provide proper rest to railway staff including running staff;
- (ii) Periodic medical examination of safety category employees including running staff;
- (iii) Structured training at various stages, namely, initial and promotional stages alongwith refresher courses for safety category employees including running staff to help them assimilate new technologies and enable skill upgradation;
- (iv) Improvement in running rooms to provide stress free environment to the outstation crew and to enable them to take proper rest at outstations;
- (v) Yoga/meditation and physical training lessons have been introduced in training centers especially for safety category staff to enable them to cope with the stress involved in their job;
- (vi) Progressive mechanization of maintenance of track and rolling stock including locomotives, coaches and wagons to reduce human dependence and enhance productivity;
- (vii) Vigilance Control Device (VCD) as an aid to the driver for keeping them vigilant has been provided in most of the diesel and electric locomotives;
- (viii) Auxiliary Warning System (AWS) has been provided, in Electrical Multiple Unit (EMU) trains in Mumbai suburban area so that motormen maintain speed as per aspect of the signal;
- (ix) Other devices/systems being introduced to reduce human dependence include Block Proving Axle Counters (BPAC), Train Protection and Warning System (TPWS), Anti Collision Device (ACD)/Train Collision Avoidance System (TCAS), Light Emitting Diode (LED) Signals, etc.

Security to passengers in trains

†2169. SHRI THAAWAR CHAND GEHLOT: Will the Minister of RAILWAYS be pleased to state:

†Original notice of the question was received in Hindi.