

be carried out by the respective state governments. Ministry of Railways will work with Government of Gujarat whenever they select Surat city, for rehabilitation and resettlement of slum dwellers under this scheme.

Facilities for physically challenged and aged people

†*366. SHRI NARENDRA KUMAR KASHYAP: Will the Minister of RAILWAYS be pleased to state:

- (a) the sites identified by Railways for constructing standard level ramps for physically challenged and aged people;
- (b) whether Railways contemplate to provide this facility to other platforms besides platform number one;
- (c) if so, the details thereof; and
- (d) the number of long distance trains which are provided with specially built coaches for differently-abled persons?

THE MINISTER OF RAILWAYS (SHRI PAWAN KUMAR BANSAL): (a) to (c) Provision of standard ramp with railing for barrier free entry is contemplated at all stations over Indian Railway starting with A1, A and B category stations, and to be extended to stations falling in other categories. Out of 579 A1, A and B category stations, standard ramps have been provided at station entrance at 562 stations.

Ramps have also been provided at the end of platforms inter connected by pathways for ease of inter platform transfer for physically challenged and aged people.

(d) Almost all Mail/Express trains (except special type of trains like Rajdhani, Shatabdi, Janshatabdi, AC Special, Duronto, Express) including Garib Rath trains have been provided with one disabled friendly coach. Besides, attachment of such coaches is an on-going process and efforts are on to provide such coaches in all Mail/Express trains as also in short distance passenger trains.

Safety measures to prevent train accidents

*367. SHRI RAM KRIPAL YADAV: Will the Minister of RAILWAYS be pleased to state:

- (a) the safety measures adopted by Railways to prevent any major train accident taking into consideration the past accidents;

†Original notice of the question was received in Hindi.

- (b) the funds spent on this safety system during 2010-11 and 2011-12;
- (c) whether Government has any plan to increase the funds for this safety system; and
- (d) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI PAWAN KUMAR BANSAL): (a) Safety is accorded the highest priority by Indian Railways and all possible steps are undertaken to prevent accidents and to enhance safety. Various safety measures taken by Indian Railways have resulted in continuous improvement in the safety record. The planned investment in the area of safety and constant improvisation in day to day working as well as adoption of improved technologies have resulted in substantial decrease in number of consequential train accidents. Safety devices/systems being introduced to prevent accidents include provision of Anti Collision Device (ACD), Train Collision Avoidance System (TCAS), Train Protection and Warning System (TPWS), Block Proving Axle Counters (BPAC), Auxiliary Warning System (AWS), Fog safe device, Vigilance Control Device (VCD), etc.

Other important safety measures include:

- i. Provision of complete Track Circuiting in signaling system to detect presence of a vehicle on a track.
- ii. Electrical /Electronic Interlocking Signalling System with centralized operation of points and signals to eliminate human failure and to replace old outdated mechanical systems.
- iii. Provision of Mobile Train Radio Communication (MTRC) for safe and secure communication between Loco Pilot, Guard, Station Masters, Controllers and maintenance teams working along the track.
- iv. Progressive fitment of tight lock Centre Buffer Couplers (CBC) in lieu of screw coupling to prevent the coaches from climbing over each other in the unfortunate event of an accident.
- v. Increased production of superior crashworthy coaches of LHB design.
- vi. Trials of Wheel Impact Load Detectors (WILD) to monitor the impact of load on tracks when a train passes over the track to ensure that no damage is done to the track.

- vii. Use of fire retardant material in coaches as per international norms.
- viii. Trial of fire and smoke detection system in coaches.
- ix. Provision of superior air brake system in place of vacuum brake system in freight trains which facilitates better control of the train.
- x. Increased use of superior Flash Butt Welding technology in place of Thermit Welding of rails to reduce weld failures.
- xi. Introduction of 60 Kg rails instead of 52 Kg rails for better track strength and progressive use of thick web switches in points and crossings.
- xii. Use of Track Recording Cars and Portable Oscillation Monitoring Systems to detect track geometry defects for planning maintenance and adoption of mechanized track maintenance.
- xiii. Use of improved Ultrasonic Flaw Detector (USFD) equipments to identify weak spots/metallurgical defects in the rails not visible to naked eye.

(b) The total expenditure on safety related activities, in both Plan and Non-plan segments, during 2010-11 and 2011-12 was Rs.31,113 crore and Rs.33,109 crore, respectively.

(c) and (d) The expenditure on safety has gradually increased from Rs.31,113 crore in 2010-11 to Rs.36,541 crore in 2012-13 (Revised Estimates). The same has been proposed at Rs.41,112 crore in 2013-14 (Budget Estimates), representing an increase of 32% over the expenditure of 2010-11.

Agricultural and non-agricultural land

*368. SHRI AVINASH RAI KHANNA: Will the Minister of AGRICULTURE be pleased to state:

- (a) whether Government has conducted a survey to know the status of agricultural and non-agricultural land in the country;
- (b) if so, when the said survey was done and the outcome thereof;
- (c) if not, the reasons therefor;
- (d) by when the said survey is likely to be conducted and completed; and