

(d) Indian Railways have approx. 11.25 lakh acre of land. About 90% of this land is under railways operational and allied usages. The total vacant railway land at present is about 1.10 lakh acre. The vacant land is mostly in the form of a narrow strips along tracks and is also essential for servicing and maintenance of track and other infrastructure. The vacant railway land is utilized for execution of various infrastructural projects for meeting future growth needs of Railways and include projects like doubling, traffic facilities, Rail Coach and Component factories, etc. The vacant land, which is not required by Railways for its immediate operational needs, is utilized for commercial development, wherever feasible, in order to mobilize additional financial resources through Rail Land Development Authority, set up through the Railway (Amendment) Act, 2005 to undertake commercial development of that vacant railway land/air space subject to extant rules/instructions governing such use, as amended from time to time.

#### **Train accidents**

2295. SHRI AVINASH PANDE: Will the Minister of RAILWAYS be pleased to state:

(a) the number of accidents taken place due to collision of trains in the seven States of North-East in the last three financial years;

(b) the number of people injured/ died therein;

(c) whether the Ministry plans to install Anti-Collision Devices, which have been installed under Konkan Railway, for preventing collision;

(d) if so, the status of the project, and if not, the reasons therefor; and

(e) the other steps taken by the Ministry to prevent accidents?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.J. SURYA PRAKASH REDDY): (a) and (b) During the last three years i.e. 2010-11 to 2012-13, one consequential collision between trains took place on Northeast Frontier Railway covering the states of North East. On 26.12.2012 at 17.30 hrs. while the train No. 55908 Dn. Passenger was arranged to be received on loop line (Platform line) and Up Light Engine on main line (Line No. 2) of Chhabua station on New Tinsukia-Dibrugarh Town section of Tinsukia Division of Northeast Frontier Railway,

Loco Pilot of Light Engine passed Starter Signal of Main Line at 'Danger' and collided head on with the Passenger train which was approaching Dn. Home signal. As a result, engine of the Passenger train derailed by front trolley. 3 persons suffered grievous injuries and 7 persons sustained simple injuries in this accident.

(c) and (d) The deployment of Anti-Collision Device (ACD) after initial trials, was done on Northeast Frontier Railway (NFR) covering 1736 Route KMs. This was a single/double line non-electrified Broad Gauge section. Based on experience of NFR, to improve reliability and dependability of ACDs and to test its functioning on multiple lines as well as electrified routes, the specification and design configuration were revised and the system as evolved was tried on the electrified multiple lines of automatic signalling section of Southern Railway in 2010-11. Operation and technical problems noticed on Southern Railway trials are being looked into. Anti-Collision Device provided by Konkan Railway Corporation Limited (KRCL) and on trials on Northeast Frontier Railway also has operational problems and technical issues which are yet to be resolved. It will be possible to proliferate ACD system on complicated and High Density Routes (HDN) on other railways only after these issues are resolved comprehensively by KRCL. KRCL has now developed improved ACD version 1.1.2 for deployment on NFR. Improved ACD version has been validated by Electronics Testing Development Centre (ETDC) and Research Design and Standards Organisation (RDSO) has cleared for deployment of ACD on Tinsukia Division of NFR. Further clearance for ACD version 1.1.2 for deployment on other Divisions of NFR shall be subject to satisfactory performance of initial deployment in Tinsukia Division.

(e) 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 maintenance of track, rolling stock, signalling and interlocking systems, safety drives and inspections at regular intervals to monitor and educate staff for observance of safe practices. In addition to Anti Collision Device, the other 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), etc.