

which they have given? And what consultations or concessions do you need from the Odisha Government? You could take it up with them.

SHRI SURESH PRABHU: Sir, last week, I met the hon. Chief Minister of Odisha, Shri Naveen Patnaik and raised this issue. In fact, we want to do it as a collaborative effort. As the hon. Member has rightly said, the State Government has to be fully on board, including taking ideas on how we should develop it. But this particular one is an MoU between a Chinese company and the Indian Railway Station Development Corporation. So, the Odisha Government also will be taken on board. In fact, we would like to work with the Odisha Government. I do not want to expand the answer of the question, but the Odisha Government will be fully on board and the Chief Minister has agreed to work with us.

Train accidents

*262. SHRI RANJIB BISWAL: Will the Minister of RAILWAYS be pleased to state:

- (a) the number of train accidents occurred during the current year along with the number of persons died and injured in these accidents;
- (b) the reasons that Railways have not been able to curtail train accidents;
- (c) whether Government is seriously thinking to bring any drastic changes in the present system of railway safety;
- (d) if so, the details thereof and the steps taken in this regard by Railways so far; and
- (e) the mandate and achievements of the Research Designs and Standards Organisation, a research arm of Railways in this regard?

THE MINISTER OF RAILWAYS (SHRI SURESH PRABHU): (a) to (e) A Statement is laid on the Table of the House.

Statement

(a) During the current year from April to November, 2014, 63 consequential train accidents (excluding incidents of trespassing at unmanned level crossings caused due to negligence of road vehicle users), took place on Indian Railways wherein 98 persons lost their lives and 290 persons sustained injuries. Consequential train accidents include train accidents having serious repercussion in terms of loss of human life, human injury, loss to Railway property or interruption to Rail traffic.

(b) As a result of various safety measures taken by the Indian Railways over the years, the number of consequential train accidents (excluding incidents at unmanned level crossings caused due to negligence of road vehicle users), has declined from 239 in 2003-04 to 69 in 2012-13 and 71 in 2013-14. Accidents Per Million Train Kilometers, an important index of safety, has also come down from 0.41 in 2003-04 to 0.10 in 2013-14 despite quantum increase in the volume of traffic carried by the Indian Railways. In the current year from April to November, 2014, these consequential train accidents however increased from 48 to 63 in comparison to the corresponding period of the previous year due to increase in derailments.

(c) Improvement in train safety is a continuous process and constant upgradation of technology is being adopted in a continuous manner in all spheres of railway operations and infrastructure to prevent accidents and to enhance safety.

(d) Safety devices/ systems being progressively installed including those which are being developed, are as under:

- (i) Train Protection Warning System.
- (ii) Train Collision Avoidance System.
- (iii) Vigilance Control Device.
- (iv) Electrical/ Electronic Interlocking System.
- (v) Block Proving by Axle Counters.
- (vi) Mobile Train Radio Communication.
- (vii) Centralized Traffic Control and Train Management System.
- (viii) Upgradation of track structure consisting of Pre Stressed Concrete Sleepers and High Strength (60 Kg. 90 Kg.) rails on concrete sleepers.
- (ix) Progressive shifting to Flash Butt Welding which is superior in quality compared to Alumino Thermit Welding and Ultrasonic Testing of rails and welds as per laid down periodicity.
- (x) Progressive use of modern track maintenance machines, viz. Tie Tamping, Ballast Cleaning Machines, Track Recording Cars, Digital Ultrasonic Flaw Detectors, Self Propelled Ultrasonic Rail Testing Cars, etc.
- (xi) Introduction of Linke Hofmann Busch (LHB) Design crashworthy coaches and manufacturing of coaches with Centre Buffer Couplers and anti-climbing features.

- (xii) Progressive use of fire retardant furnishing material in coaches to enhance their fire worthiness.
- (xiii) Progressive use of improved material for electrical fitting and fixtures in coaches.
- (e) The mandate of Research Designs and Standards Organisation (RDSO) with regard to safety, is as under:
 - (1) To frame suitable specification of all railway systems (rolling stock as well as fixed infrastructure).
 - (2) To design, develop and approve all railway systems (rolling stock as well as fixed infrastructure).
 - (3) Speed certification of rolling stock.
 - (4) Regular recording of track geometry.
 - (5) Regulation of delegated safety items.
 - (6) Documentation of maintenance instructions.
 - (7) Association in failure investigation whenever required.
 - (8) Training of personnel for ultrasonic flaw detection of rails and axles.
 - (9) Psychological Safety Aptitude Test Development and Testing.
 - (10) A standing committee of nodal Executive Directors of RDSO deliberates over the criteria to be met by newly designed rolling stocks.

Some of the recent achievements of Research Designs and Standards Organisation in the field of safety are:

- (1) Development of Train Collision and Avoidance System (TCAS).
- (2) Upgradation of specification for coach interior material to make it fire-proof.
- (3) Jerk-free couplers for LHB coaches.
- (4) Development of specification for rail stress monitoring system.
- (5) Long welded rail on ballasted rail bridges.
- (6) Development of crashworthy design of coaches.
- (7) Development of 260 meter rail to reduce number of rail welds to reduce weld fractures.

- (8) Improved Ultrasonic Flaw Detection (USFD) testing of rails to avoid rail fracture.
- (9) Improved Alumino Thermit (AT) welding of rails to avoid rail fracture at weld location.

SHRI RANJIB BISWAL: Sir, I had put a very specific question, namely, the number of train accidents that occurred and the number of loss of lives and injuries. The Minister has given a statement and that shows the accidents that have happened in the Railways, except those at unmanned level crossings. So, the answer is incomplete because the accidents at unmanned level crossings have not been taken into account. Secondly, Sir, I would specifically want to know from the hon. Minister the number of accidents that have happened in the East Coast and the number of lives lost.

MR. CHAIRMAN: Please put only one question.

SHRI RANJIB BISWAL: Sir, I am putting my question. I am putting a very specific question that the number of accidents that have happened in East Coast division and the number of casualties and injuries.

SHRI SURESH PRABHU: Sir, if you read the body of the answer, the number of accidents has already been mentioned in the statement but, Sir, if you permit me, I can give a very exhaustive list. If you want, I can share it with you personally because I don't want to take so much time of the House, but the answer has already been provided and if you go through part (b) of the statement, it is very well decided. If you want specific information about a particular State or a particular kind of accident, the list is here. I can share it with you personally.

MR. CHAIRMAN: Now put your second question.

SHRI RANJIB BISWAL: Sir, my first question is not answered. The first question is about East Coast division.

MR. CHAIRMAN: He has answered the question. Now put your second question.

SHRI RANJIB BISWAL: Sir, as all of us are aware that Railway announces compensation for the dead and the injured, I would like to know from the hon. Minister what is the norm that is laid down for the injured and for the dead because there are a lot of times when different compensation packages are announced. So I would like to know what the norm is and what the accepted proposal is for Railways to give compensation.

SHRI SURESH PRABHU: These are very laid down norms about how much compensation that is paid when there is a casualty, how much is the compensation when there is a partial injury or when there is a substantial injury. These are the norms which have been laid down for a long time. Again, this was not the question. You are asking about the type of compensation. But if you want, I can share that with you. I don't mind giving the answer to you. You are asking about the number of accidents; that is given. If you want about the compensation and on what basis the compensation is shared, I can share it with you.

SHRI DEREK O'BRIEN: Sir, on the issue of safety, I am not getting into the big reasons for electrical fires or unmanned crossings or the Mumbai wall, which has not been constructed. Sir, my basic question is, the Railways over the last few years have been testing out and piloting two main safety device systems. One is the TPWS, which is the Train Protection and Warning System and the other is the Train Collision Avoidance System. Sir, these two systems have already been piloted in one or two Railways. My question to the Railway Minister is: (i) When does he expect to take a call to finalise (a) one of these systems once and for all, which, considering the pilots, have been done of the two-three alternative systems available around the world. Which system is there and what is the timeline?

SHRI SURESH PRABHU: Sir, there were a large number of systems, as you said, are used on experimental basis in different forms of Railways. In fact, the Railway Research and Development Organisation are also working on that. Some of these are in trial and, in fact, this idea would be to implement it in as many Railways as possible. Sir, if you just permit me to say, one issue was similar to this. It was also considered by Dr. Anil Kakodkar Committee which was appointed a few years ago. They have also mentioned about this. Some of these ideas which are incorporated in the Committee saw these experiments which have been tried and which are the new ideas generated from this Organization, which are in trial at various places. All needs to be integrated. It needs a huge amount of capital infusion. So, that is something which has also to be considered. But that again is not to be compromised at the cost of safety. We have to make sure that we invest this money. I have to find out the money. Hopefully, at the time of Budget we will be able to find answer to the trade-off between the investment and also the safety of the passengers, which has to be ensured.

SHRI M. P. ACHUTHAN: Sir, one of the reasons for railway accidents is human factor. So my question is: How many posts in the Railways are lying vacant. Posts connected with safety of the Railways are vacant now. What is the timeframe to fill up the vacancies which are connected with basic safety measures of the Railways?

SHRI SURESH PRABHU: Sir, the filling of posts is again something connected with attrition, designation and retirement and this always happens. But on safety *per se*, unfortunately, there is not a single position at the Board Level. That is another recommendation of the Anil Kakodkar Committee that we should have somebody who should really be mandated. A new post for Members' safety and research should be created. But, there is no such position today. At Zonal as well as at Divisional level, there are positions. So, obviously, some of them could be lying vacant. But, they are getting filled in. In fact, we have taken up a drive to fill up a large number of positions on a massive scale, because there have been some positions at the Board level lying vacant for sometime now. So, we are really working on it on expeditious basis to make sure that positions are filled very soon.

MR. CHAIRMAN: Shri Motilal Vora.

SHRI M.P. ACHUTHAN: Sir, the hon. Minister has not replied number of lower posts that are lying vacant. ...*(Interruptions)*...

SHRI P. RAJEEVE: Sir, as per the Government's report, 1.5 lakh posts are lying vacant.

MR. CHAIRMAN: Mr. Rajeeve, this is not your question.

श्री नरेश अग्रवाल : श्रीमन्, हम जानते हैं कि चेयर का लगाव हमसे बहुत है। ...*(व्यवधान)*... मैं जानता हूँ कि चेयर का लगाव हमसे बहुत है, लेकिन किसी दबाव में ...*(व्यवधान)*...

श्री सभापति : इसकी कोई ...*(व्यवधान)*...

श्री नरेश अग्रवाल : हमारे अधिकारों की उपेक्षा हो रही है, इसीलिए मैं जा रहा हूँ। श्रीमन्, मैं जा रहा हूँ।

(इस समय माननीय सदस्य सदन से बाहर चले गए।)

SHRI P. RAJEEVE: Sir, he has taken only one minute for question. We want a specific answer. Actually, as per the reply given in this House, there are 1.5 lakh posts relating to safety are lying vacant. ...*(Interruptions)*...

MR. CHAIRMAN: Mr. Rajeeve, you cannot seek clarification on behalf of another Member. Let the Member ask.

SHRI M.P. ACHUTHAN: Mr. Chairman, Sir, I want your protection.

MR. CHAIRMAN: What is your question then?

SHRI M.P. ACHUTHAN: Sir, my question was: How many posts in the Indian Railways connected with safety are lying vacant? The hon. Minister says that there are no vacancies at the Board level. I want to know how many posts of workers and employees are lying vacant.

MR. CHAIRMAN: it is a factual question. The data can be given now or later.

SHRI M.P. ACHUTHAN: How many vacancies have been filled-in?

SHRI SURESH PRABHU: Sir, the number of safety category vacancies at various zonal and divisional level, which includes track maintenance and everything, is 1.29 lakh.

MR. CHAIRMAN: All right. Fine. Thank you.

श्री मोती लाल वोरा : माननीय सभापति महोदय, अप्रैल 2014 से लेकर नवम्बर 2014 तक 98 व्यक्तियों की मृत्यु हुई और 290 व्यक्ति घायल हुए। बिना समपार के, यहां चौकीदार नहीं है, उसका कहीं पर भी उल्लेख नहीं है। मैं माननीय मंत्री जी से यह जानना चाहता हूं कि आपने कहा कि बहुत से कदम आपने उठाए हैं, लेकिन आपने इस बात को स्वीकार किया है कि पिछले वर्ष की तुलना में दुर्घटना 48 से बढ़कर 63 हुई, क्या माननीय मंत्री जी इस बात को बताने की कोशिश करेंगे कि इतने उपाय करने के बाद भी इतनी दुर्घटनाएं क्यों बढ़ गईं? दूसरा प्रश्न है।

श्री सभापति : आप एक ही सवाल पूछिए।

श्री मोती लाल वोरा : जो 98 व्यक्ति मरे हैं और 290 व्यक्ति घायल हुए हैं, उनको कम्पनसेशन देने के बारे में सरकार ने क्या नीति अपनाई है? माननीय सभापति महोदय, एक्सीडेंट्स होते हैं, जो लोग मर जाते हैं, उनके परिवार के लोग रेलवे से क्लेम को लेने के लिए मारे-मारे फिरते हैं। मैं माननीय मंत्री जी से जानना चाहूंगा कि इन 98 व्यक्तियों में से और 290 घायल व्यक्तियों में से कितने लोगों के क्लेम को अभी तक आपने स्वीकार किया है?

श्री सुरेश प्रभु : सर, यह बात सही है कि इस साल में नवम्बर तक जो हादसे हुए हैं, उनकी संख्या 48 से 63 तक हो गई है। यह संख्या बढ़ गई है, यह बात भी सही है। ज्यादातर इसका कारण डिरेलमेंट है और डिरेलमेंट के क्या कारण हैं, उसके भी अलग-अलग रीजन्स हैं। हर एक्सीडेंट के लिए, हर हादसे के लिए जो इन्क्वायरी की गई, उसकी मैंने रिपोर्ट भी मंगवाई है, वह रिपोर्ट भी रेडी है। यह बिल्कुल सही है कि पिछले छह महीने में हादसों की संख्या बढ़ गई है। मैं समझता हूं कि सेफ्टी बहुत जरूरी है। मुझे नहीं लगता है कि हमारे देश के सामने इसका कोई और पर्याय है। हम सेफ्टी को इस तरह से देख सकेंगे, जिसमें यह भी इन्क्लूड है कि वेकेंसीज़ भरनी चाहिए। इसके साथ-साथ हमें निवेश भी करना चाहिए। इसके लिए cost कहां से आएगी, इसके बारे में भी सोचना चाहिए। यदि हम सब लोग agree करते हैं, तो एक लांग टर्म मेज़र लेकर, अगले तीन साल में हम सेफ्टी को नम्बर वन प्रोयोरिटी पर रखेंगे। हम कस्टमर सर्विस के साथ-

साथ इसमें निवेश करेंगे। अभी immediately तो रिजल्ट मिलने में टाइम लगेगा, लेकिन तीन साल में मुझे पूरा विश्वास है यदि हम इसमें निवेश करके मीडियम टर्म प्लान बना लेते हैं, तो जरूर हमें इसमें राहत मिलेगी।

श्री मोती लाल वोरा : सभापति महोदय, कितने लोगों को क्लेम दिया गया, कितनी धनराशि दी गई, उसका कहीं जबाब ही नहीं दिया है। जो लोग मर चुके हैं, उनके क्लेम्स के मामले अभी भी लम्बित हैं। मैंने आपसे स्पष्ट रूप से पूछा था कि 98 लोग मर गए, उन परिवारों को क्या आपने कम्पनसेशन दिया है और उनको कितनी धनराशि दी है?

श्री सुरेश प्रभु : जहां पर भी लोगों की मौतें हुई हैं या उनको injury हुई है, रेल के नियमों के मुताबिक जो भी बनता है, हम उनको दे देंगे। अभी कोई स्पेसिफिक केस होगा, जिसको नहीं मिला होगा, तो आप मुझे जरूर बताइए, हम उसके ऊपर भी एक्शन लेने की कोशिश करेंगे।

Steps taken to counter fog situation

*263.DR. K.P. RAMALINGAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways have advised all its zones to take adequate steps to gear up for problems arising due to fog, if so, the details thereof; and

(b) whether this year, fog is expected to be worse due to a deficient monsoon, if so, the action taken by zonal railways in this regard?

THE MINISTER OF RAILWAYS (SHRI SURESH PRABHU): (a) and (b) A Statement is laid on the Table of the House.

Statement

(a) Yes, Sir. Guidelines are already in place instructing Zonal Railways to take action during foggy season to deal with train operations as under:-

- (i) To provide safeguard in train operation in Automatic Block System during foggy weather by restricting the number of trains to two between two stations.
- (ii) Reduce the speed of train.
- (iii) Deputing additional staff to alert the Loco Pilot through placement of detonators before the First Stop signal.
- (iv) Improving the visibility of signals.
- (v) Loco Pilot to take precautions, be vigilant and alert and to observe Special Rules and instructions regarding speed limits under foggy conditions.