

[16 July, 2004]

RAJYA SABHA

cases of crime on railways are reported to, registered and investigated by the Government Railway Police (GRP). Information is being collected and will be laid on the Table of the Sabha.

Measures for railway safety

590. SHRIMATI JAMANA DEVI BARUPAL:

DR. T. SUBBARAMI REDDY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have taken strong measures for railway safety;

(b) if so, what are main safety measures recently announced;

(c) whether even after announcing safety measures the number of rail accidents have increased;

(d) if so, what are main reasons for these accidents and the total number of accidents after announcing the safety measures; and

(e) to what extent measures have helped in improving railway safety in the country?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS(SHRI R. VELU): (a) and (b) Safety is the prime concern of Indian Railways and adoption of new measures to improve safety is a continuous process. The measures being taken by Indian Railways to improve safety include adoption of suitable and modern technology for interlocking and signalling system, upgradation of standards of track and rolling stock, modernization of maintenance practices, replacement of overaged assets, upgradation of training aids like simulators, checks and observance of safety precautions and provision of Anti Collision Device. Indian Railways have also formulated a Corporate Safety Plan for the period 2003-2013, which has already been presented to the Parliament.

(c) No, Sir.

(d) and (e) As a result of the measures taken by Indian Railways to improve safety, the number of consequential train accidents have steadily come down from 2131 in 1960-61 to 351 during 2002-03. During

2003-04, 325 consequential train accidents occurred which was the lowest ever.

"Human failure" constitutes the single largest factor for accidents on Indian Railways. Accidents on account of "failure of railway staff" and accidents due to "failure of persons other than railway staff" account for around 55% and 30% of the total accidents, respectively. All accidents at unmanned level crossings and some at manned level crossings occur on account of "failure of persons other than railway staff" *i.e.* road users. Incidental factors like falling of boulders, sinkage of track also contribute to accidents on Indian Railways.

Konkan rail accident

591. SHRI KALRAJ MISHRA:

SHRI JANARDHANA POOJARY: -

Will the Minister of RAILWAYS be pleased to state:

(a) whether the June 16 accident (his year on the Konkan Railway, was a replay of the last year's June accident, except that the casualties this year were less in numbers;

(b) if so, how far the safety precautions proposed after the last year's accident were found wanting; and

(c) what measures are proposed to prevent recurrence of such accidents in the Konkan Railway line?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) Commissioner of Railway Safety/Central Circle who is conducting the statutory inquiry into the accident of 2620 Up Matsyagandha Express on 16.6.2004, has concluded in his preliminary inquiry report that accident was caused due to failure of east side slope of Ambivali cutting resulting in falling of boulder and soil, causing obstruction on track. The Konkan Railway Corporation had taken a number of safety measures after the last year's accident like patrolling and speed restriction at all identified vulnerable locations, installation of warning devices (Raksha Dhaga), Electronic pendulum/inclinometer, Electronic rain gauges and Seismograph monitoring, Construction of Reinforced Cement Concrete (RCC) retaining wall, Gabion wall, Micropiling, Rockbolting, Boulder netting etc. at cuttings and tunnels,