

segments of the Budget. The Railways' capacity to generate sufficient internal resources, including DRF, for financing of Plan activities has come under strain for some time. It has, however, not come in the way of deploying sufficient funds for safety related activities. Expenditure on safety has gradually increased from ₹ 30661 crore in 2009-10 to ₹ 63063 crore in 2016-17 (Revised Estimates).

(d) Train Protection Warning System (TPWS) has been provided and is operational on 342 route kilometers over Indian Railways and there has been no accident or collision of trains fitted with the system.

Train Collision Avoidance System (TCAS) developed indigenously is undergoing extended field trials and safety certification in 230 route kilometers over South Central Railway. Here again there are no accident or collision of trains fitted with the system.

#### **Rail track sabotage cases**

1866. DR. PRABHAKAR KORE: Will the Minister of RAILWAYS be pleased to state:

- (a) whether it is a fact that rail track sabotage is on the rise in the country;
- (b) the number of rail track sabotage cases and the number of deaths due to such sabotages in the last three years, year-wise; and
- (c) the immediate action in place and the steps taken by Government to protect rail tracks in the country, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) and (b) No, Sir. During the years 2014, 2015 and 2016, 45, 53 and 51 incidents of suspected rail track sabotage have been reported respectively over Indian Railways. However, no death due to rail track sabotage has been substantiated during the years 2014, 2015 and 2016.

(c) Policing on Railways being a State subject, prevention of crime, registration of cases, their investigation and maintenance of law and order in Railway premises as well as on running trains and security of railway tracks, tunnels and bridges are the statutory responsibility of the State Governments, which they discharge through Government Railway Police (GRP)/Civil Police. However, Railway Protection Force (RPF) supplements the efforts of GRP by providing better protection and security of passengers and passenger area and for matters connected therewith. Proper coordination at all levels is being maintained by the Railways with Ministry of Home Affairs (MHA), State Governments, Central/State Intelligence Agencies and State Police/GRP authorities for

security of railway infrastructure including railway tracks and stations over Indian Railways. The security agencies responsible for the track protection have been requested to take appropriate steps to prevent track sabotage cases.

**Three recent major train accidents**

1867. SHRI MAJEED MEMON: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that three major train accidents have taken place due to derailment in two months, causing large number of deaths and serious injuries and also resulting in cancellation and re-routing of several trains;

(b) whether all divisions of Railways are short of a huge number of personnel as against the total sanctioned manpower, especially in safety-related wings; and

(c) the details of the three train accidents, number of casualties-deaths and injured and the compensation offered to the victims?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) to (c) Three consequential train accidents of passenger trains have taken place in the recent past due to derailments on Indian Railways (IR) that have caused unfortunate deaths and injuries *i.e.* derailment of Train No. 19321 Indore-Rajendra Nagar Terminal (Patna Express) on 20.11.2016 on Jhansi-Kanpur section of North Central Railway, derailment of Train No. 12987 Sealdah-Ajmer Express at Rura station on 28.12.2016 on Allahabad-Kanpur section of Allahabad Division of North Central Railway and derailment of Train No. 18448 Jagdalpur-Bhubaneswar Hirakhand Express at Kunderu station on Singapuram Road-Vizianagaram Section of East Coast Railway on 21.01.2017. The number of persons died and injured in the three accidents since 20.11.2016 are 194 and 311 respectively. 68 Mail/Express trains were cancelled and 125 Mail/Express trains were diverted (re-routed) on account of these train accidents.

There are 225823 number of vacancies in Group 'C' and erstwhile Group 'D' in Zonal Railways as on 31.12.2016 out of which 122911 were vacant in posts designated as safety category. Efforts are made to fill up Safety Category vacancies. However, filling up of vacancies is a continuous process through various modes of intake. There is always a time lag between occurrence of vacancies and processing the same for filling up, which involves notification of vacancies, holding examinations, finalization of select panels and issue of appointment letters.

Compensation is paid by the Railways on receipt of a decree by Railway Claims