

No safety norms have been violated. The section has been opened after satisfactory inspection of high level technical team of RDSO and clearance of Railway Board.

(b) High level enquiries have been conducted in both of the derailment cases and appropriate action as suggested in the findings of the enquiry report has been taken. This includes the following:

- (i) Improvement monitoring of the railway track especially during the period when heavy rains are occurring in the section. The railway has established practices in place for track surveillance during the rainy season by way of monsoon patrolling. It has to be ensured that these practices are followed in letter and spirit.
- (ii) Improved drainage system at critical locations to take care of the enhanced discharges in the catchment area during the rainy season. This will be a long drawn affair and will be completed over a period of several monsoons as per availability of funds.

Critical locations have already been identified which are being monitored round the clock. The lists of these locations are reviewed on a continuous basis to ensure timely corrective action.

The restoration of land slide location was done with toe protection using sausage crates on pile foundation and development of drainage network and protection of cutting surface by geosynthetics.

#### **Late running of trains due to negligence of railway officials**

†1575. SHRI NARESH AGRAWAL: Will the Minister of RAILWAYS be pleased to state:

- (a) whether it is a fact that most of the trains are now running late due to negligence of railway officials;
- (b) if so, the reasons therefor; and
- (c) if not, the main reasons for late running of trains?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) to (c) No, Sir. Railways closely monitor punctuality of trains at Stations, Divisions, Zonal Railway and Railway Board levels. Trains running on Indian Railways lose punctuality due to factors both related to its internal working as well as external factors of which Railways may not always be in control. Apart from asset failures, which may delay trains, punctuality is also affected by line

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† Original notice of the question was received in Hindi.

capacity constraints on account of increasing passenger and freight traffic on certain railway sectors, granting of blocks for maintenance purpose as well as for increasing line capacity, diversions due to accidents, leading to rescheduling, adverse weather conditions such as fog, excessive rains leading to water logging and breaches of tracks, natural calamities such as cyclonic weather conditions, heavy road traffic at level crossing gates across the Indian Railways network, multi faceted law and order problems, Bandhs, miscreant activities such as theft of Railway assets, mid-section run over cases involving cattle, humans and incidents such as doctors attending sick passengers etc.

#### **Train accidents**

1576. SHRI RAJ BABBAR: Will the Minister of RAILWAYS be pleased to state:

(a) the number of train accidents which took place during the last three years, including the current year, year-wise and Zone-wise;

(b) whether any investigation/inquiry has been conducted in the matter; and

(c) if so, the details thereof and the outcome of these investigations/inquiries?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) Zone-wise and year-wise number of consequential train accidents over Indian Railways during the last three years *i.e.* 2014-15, 2015-16, 2016-17 and the current year from 1st April, 2017 to 30th June, 2017 are given below:—

Railways	2014-15	2015-16	2016-17	2017-18 (up to 30.06.17)
Central	10	7	7	3
Eastern	4	4	7	0
East Central	19	12	17	1
East Coast	8	2	7	0
Konkan	4	1	1	0
North Central	7	4	7	2
North Eastern	14	9	3	1
Northeast Frontier	4	4	8	0
North Western	11	11	4	0
Northern	20	20	14	3
South Central	4	2	1	2
South Eastern	6	4	2	0