

of outward passengers handled at station for the year 2016-17, so that development of bigger stations with larger passenger handling can be provided with higher level of amenities commensurate with the passengers handled/earnings.

Casualties in train accidents

136. SHRI RITABRATA BANERJEE: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the number of train accidents have increased in the last five years, if so, the details thereof, zone-wise, and the reasons therefor;

(b) the total number of casualties; and

(c) the remedial measures being adopted to curb the accidents?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) and (b) No, Sir. Number of Consequential train accidents have shown a declining trend during the last five years *i.e.* from 122 in the year 2012-13 to 107 in 2015-16 and further to 104 in 2016-17. In the current year also, consequential train accidents have reduced from 85 to 49 as compared to corresponding period of the last year. Zone-wise number of train accidents is given below:—

Zonal Railways	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18 (up to 30th November, 2017)
1	2	3	4	5	6	7
Central	9	8	10	7	7	7
Eastern	4	5	4	4	7	1
East Central	9	12	19	12	17	4
East Coast	13	7	8	2	7	2
Konkan	1	1	4	1	1	1
North Central	7	4	7	4	7	4
North Eastern	5	6	14	9	3	4
Northeast Frontier	6	6	4	4	8	1
North Western	9	14	11	11	4	3
Northern	20	16	20	20	14	12
South Central	7	5	4	2	1	2
South Eastern	4	10	6	4	2	2

1	2	3	4	5	6	7
South East Central	7	7	1	3	5	0
South Western	6	5	11	8	3	1
Southern	6	4	2	6	8	3
West Central	3	2	3	2	2	0
Western	6	6	7	8	8	2
Metro Kolkata	0	0	0	0	0	0
TOTAL	122	118	135	107	104	49

The total number of casualties from 2012-13 to 2017-18 (upto 30th Nov, 2017) is as under:—

Year	Killed	Injured	Total Casualties
2012-13	204	381	585
2013-14	152	234	386
2014-15	292	457	749
2015-16	152	188	340
2016-17	238	369	607
2017-18 (up to 30th November, 2017)	48	188	236

(c) Safety is accorded the highest priority by Indian Railways and all possible steps are undertaken on a continual basis including upgradation of technology to aid safe running of trains. These include replacement of over-aged assets, elimination of unmanned level crossings, adoption of suitable technologies for upgradation and maintenance of track, rolling stock, signalling and interlocking systems, safety drives, greater emphasis on training of officials and inspections at regular intervals to monitor and educate staff for observance of safe practices. Safety devices/systems used to prevent accidents include complete track circuiting, provision of Block Proving Axle Counters (BPAC), Train Protection Warning Systems (TPWS), Colour Light LED Signals, Vigilance Control Device (VCD), usage of 60 kg rails and Pre-stressed Concrete Sleepers, long rail panels, better welding technology, digital types of machines for ultrasonic flaw detection (USFD), electronic monitoring of tracks using track recording cars (TRC) and portable oscillation monitoring system (OMS), progressive use of safer Linke Hofmann Busch (LHB) Coaches. Existing Integral Coach Factory (ICF) Coaches are being provided with central buffer coupler to have enhanced safety features.

Other measures include training of loco pilots and other safety category staff, improvement of their working conditions including proper rest and periodic medical examinations etc. Besides, periodic safety drives, inspections as per laid down schedules, patrolling of tracks, footplate inspections and safety reviews at various levels are regularly conducted to continuously monitor and improve safety aspects of the Railways.

Stampede at Elphinstone bridge

137. SHRI HUSAIN DALWAI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Ministry had received any report/warning about the dangers involved with using the narrow Elphinstone bridge, Mumbai, if so, the details thereof and the action taken by Ministry thereon;

(b) whether it is a fact that just a few days after the stampede incident at Elphinstone bridge, the Ministry sanctioned construction of another bridge on that station, if so, how long did it take to sanction the new bridge and why is the process of sanctioning so long; and

(c) whether the Ministry plans to conduct safety audits of existing railway infrastructure, if so, the progress thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) and (b) No warning was received for any kind of danger in using the Foot Over Bridge (FOB) at Elphinstone Road Railway station.

A work of construction of 12m wide FOB connecting Elphinstone Road Railway Station and Parel Railway Station was sanctioned in 2016-17. After the necessary initial planning, an agency for the work has been fixed and the work has been taken up.

A work of construction of an additional FOB connecting Elphinstone Road Railway Station and Parel Railway Station has also been entrusted to Indian Army so as to provide immediate relief to railway passengers. This work has also been taken up.

(c) Safety department of Indian Railways conducts safety audits to ensure adherence of safe working system through an Inter-Departmental Team. This entails intra-zonal audits once in two months and inter-zonal safety audits/inspections once every six months. This is a regular exercise being conducted every year, the results of which are shared with the concerned departments for improvement.