

(b) if so, the details thereof; and

(c) the action Government has taken or proposes to take to prevent the spread of the American pest in the country?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND FARMERS WELFARE (SHRI PARSHOTTAM RUPALA): (a) to (c) Yes, during Kharif 2018, the maize crop was affected by a pest called Fall Armyworm (FAW) (*Spodoptera frugiperda*). As per the available reports, an area (approx.) of 81000 ha. in Karnataka, 1740 ha. in Telangana, 1431 ha. in Andhra Pradesh and 315 ha. in Tamil Nadu was affected by this pest. During rabi 2018, the pest has also been noticed on Sorghum and Sugarcane crop. Taking cognizance of the situation, the Department of Agriculture, cooperation and Farmers Welfare (DAC&FW) has assisted the State Agriculture Department, *inter alia*, by undertaking exhaustive surveys, disseminating timely advisories, organizing review meetings, distributing bio-control agents, extending label claims of pesticides against FAW and promoting Integrated Pest Management (IPM) package of practices for Maize.

**Rising number of train accidents in the country**

1423. SHRI G. C. CHANDRASHEKHAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether a number of train derailments and accidents occurred in various parts of country during last three years and if so, the number of persons killed and injured in these accidents and the total amount of compensation paid to the victims;

(b) whether any enquiry has been conducted into these accidents and the outcome thereof; and

(c) the steps taken by Government to check frequent rail accidents in future and to ensure the safety and security of the rail passengers?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a): Details of type-wise number of consequential train accidents that took place during the last three years and number of persons killed/injured therein are as under:—

Type of Accidents	2015-16			2016-17			2017-18		
	Number of accidents	Killed	Injured	Number of accidents	Killed	Injured	Number of accidents	Killed	Injured
Collision	3	1	12	5	5	28	3	0	0
Derailments	65	36	99	78	193	322	54	28	174
Manned Level Crossings	6	12	10	0	0	0	3	3	9
Unmanned Level crossings	29	58	41	20	40	19	10	26	12
Fire	0	0	0	1	0	0	3	0	2
Misc.	4	15	25	0	0	0	0	0	0
TOTAL	107	122	187	104	238	369	73	57	197

The amount of compensation paid during the last three years is as follows:—

Year	Compensation paid (₹ in lakhs)
2015-2016	262.96
2016-2017	303.17
2017-2018	188.51

*Note:* The compensation paid in a year need not necessarily relate to the accidents/casualties in that year alone. The amount paid in a year depends upon the number of cases finalized by the Railway Claims Tribunals (RCTs) or other Courts of Law in a particular year irrespective of the year(s) in which the accident they pertain to, have occurred.

(b) All consequential train accidents on Indian Railways are inquired into either by the Commission of Railway Safety (CRS) under the Ministry of Civil Aviation or by the Departmental Inquiry Committees of Railways. During the last three years *i.e.* 2015-16, 2016-17 and 2017-18, altogether 284 consequential train accidents (including incidents at unmanned level crossings due to negligence of road vehicle users) occurred on Indian Railways. Based on the findings as contained in accident inquiry reports (including *prima-facie* causes), 161 accidents were caused due to Failure of Railway Staff, 79 due to Failure of persons other than Railway Staff, 09 due to failure of equipments, 05 due to Sabotage, 21 due to Incidental factors and 06 due to combination of factors. Cause in respect of 3 consequential train accidents is under investigation.

(c) Safety and Security is accorded the highest priority by Indian Railways and all possible steps are undertaken on a continual basis to prevent accidents and to enhance Safety and Security.

To ensure safety of rail passengers, the following measures have been taken:—

1. Rashtriya Rail Sanraksha Kosh (RRSK) - As announced by Hon'ble Minister of Finance in his Budget Speech for 2017-18, a fund namely 'Rashtriya Rail Sanraksha Kosh (RRSK)' had been introduced with a corpus of ₹ 1 lakh crore over a period of five years from 2017-18 onwards for critical safety related works. A provision of ₹ 20,000 crore has been made in Budget Estimate 2018-19 out of 'RRSK', as was done in 2017-18. The Funds under RRSK are being utilized to finance works under Plan heads Traffic Facilities, Rolling Stock, Level Crossing, ROB/RUB, Track Renewal, Bridge Works, Signal and Telecommunication Works, other Electrical Works, TRD Works, Machinery and Plant, Workshop and Training/HRD.

2. Expenditure on safety has increased consistently from ₹ 45516 crore in 2015-16 to ₹ 53457 crore in 2016-17, ₹ 60885 crore in 2017-18 and further ₹ 73065 crore (Budget Estimate) in 2018-19.
3. Topmost priority is given to Rail/Track renewal by making available funds and material for rail renewal. Further adequate traffic blocks for carrying out work are also being provided.
4. Switch over to the manufacture of Linke Hofmann Busch (LHB) coaches from 2018-19 onwards and stopping the manufacture of ICF coaches. The LHB coaches having superior design and better safety features like anti-climbing features etc.
5. Elimination of unmanned level crossings on Broad Gauge through closure, merger, provision of subways and manning, etc. Upto November, 2018 all the unmanned level crossings (UMLC) have been eliminated on Broad Gauge except a very small number *i.e.* 28 UMLCs.
6. New works have been included in the category of Safety works like Platform extension and raising, foot overbridge, pathways and boundary walls etc. to improve passenger safety.
7. Delegation of powers and easing of procedures, improving safety awareness amongst railway employees, and better training facilities like imparting simulator based training for improving the driving skills and the reaction time of Loco Pilots.
8. Security has been identified as one of the priority areas by the Railways for strengthening and upgradation. Measures initiated for security of passengers include escorting of 2500 trains (on an average daily), in addition to escorting of 2200 trains by GRP, operationalisation and upgradation of Security Help Line number 182, access control at important stations, erection of morchas, guarding of platforms, yards and circulating areas, surveillance through Close Circuit Television (CCTV) Cameras at important railway stations etc.
9. Prevention and detection of crime and maintenance of law and order in railway station premises as well as in running trains are the statutory responsibility of State Governments, which they discharge through the Government Railway Police (GRP). Railway Protection Force (RPF) is supplementing efforts of respective States to strengthen security across Indian Railways.
10. For regular monitoring and review of security arrangements for the Railways, State Level Security Committee for Railways (SLSCR) have been constituted

for all State/Union Territories (UTs) under the Chairmanship of respective Director General of Police/Commissioner of States/Union Territories.

**Electrification of railway tracks**

1424. SHRI K. R. ARJUNAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government has approved the proposal for electrification of the remaining 13,675 kilometres of railway tracks at an estimated cost of over ₹ 12,134 crore;

(b) if so, the details thereof;

(c) whether it is also a fact that the electrification is likely to be completed by 2021-22; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) Yes, Sir. Ministry of Railways has planned for 100% electrification of Broad Gauge (BG) routes and accordingly work for electrification of balance BG routes of 13,675 Route Kilometer (RKM) has been approved at a cost of ₹ 12,134 crore.

With above, Indian Railways will be the first major railway in the world to have 100% electrified BG railway network of such size, confirming its commitments towards green and clean environment.

100% electrification will entail following advantages:—

- (i) Reduced energy bill of Railways by about ` 13,000 crore per annum.
- (ii) Reduction in diesel oil consumption by about 2.8 billion liters, thereby reducing dependence on imported diesel oil and saving foreign exchange.
- (iii) Amenable to adoption of renewable sources of energy like solar, wind power.
- (iv) Haulage of heavier freight and longer passenger trains at higher speed due to higher haulage capacity of electric loco.
- (v) Increased capacity of railway network due to reduced detention and seamless transport on electric traction.
- (vi) Reduce carbon emission and improve environment particularly in cities like New Delhi.

(b) Details of section with kilometers and cost are as under:—