

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

RAJYA SABHA
UNSTARRED QUESTION NO.764
ANSWERED ON 08.12.2023

SAFETY OF RAILWAY WORKERS

764. SHRI A. A. RAHIM:

Will the Minister of RAILWAYS be pleased to state:

- (a) the number of workers (Trackmen/women, Keymen/women and others) who died due to train accidents in the last 5 years during maintenance work on railway tracks, Zone-wise; and
- (b) the number of railway divisions that do not have Rakshak device available to the workers?

ANSWER

MINISTER OF RAILWAYS, COMMUNICATIONS AND
ELECTRONICS & INFORMATION TECHNOLOGY

(SHRI ASHWINI VAISHNAW)

(a) and (b): A Statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) and (b) OF UNSTARRED QUESTION NO. 764 BY SHRI A. A. RAHIM ANSWERED IN RAJYA SABHA ON 08.12.2023 REGARDING SAFETY OF RAILWAY WORKERS

(a) Zone-wise details for last 5 years regarding the number of Railway Workers (Trackmen/women, Keyman/women, and others) who died due to train accidents during maintenance work on railway tracks, are as under:

S. No.	Name of Zonal Railways	Number of Railway Workers (Trackmen/women, Keyman/women, and others) who died due to train accidents during maintenance work on railway tracks in the last five years (From 2019-20 to Till 27.11.2023)
		Total
1.	Central Railway	44
2.	East Coast Railway	19
3.	East Central Railway	30
4.	Eastern Railway	23
5.	North Central Railway	31
6.	North Eastern Railway	13
7.	Northern Railway	40
8.	Northeast Frontier Railway	16
9.	North Western Railway	24
10.	South Central Railway	18
11.	South East Central Railway	24
12.	South Eastern Railway	15
13.	Southern Railway	20
14.	South Western Railway	06
15.	West Central Railway	19
16.	Western Railway	19
17.	Metro Railway, Kolkata	NIL

- (b) Safety of track and workmen is accorded highest priority in Indian Railways. Various safety measures are taken by Indian Railways for safety of track maintainers while carrying out track maintenance activities in close proximity of track, which include the following:
1. Regular counselling of track maintainers is being done through seminars/workshops for “personal safety first” while working near to track.
 2. Personal protective equipments viz. Luminous vests, Safety helmets, miner light/tri-colour torch, safety shoes, retro-reflective/high-visibility jackets and light weight improved tools & equipment have been provided to track maintainers.
 3. Work site remote control hooter and whistle has been provided to all gangs to warn the working personnel about the approaching train. Lookout men are also deputed where necessary to watch for the approaching train.
 4. Speed restrictions on adjacent lines are imposed while taking up track renewal works by Track Relaying Train (TRT) and Ballast Cleaning Machines (BCM) in view of safety.
 5. Periodic medical examinations are being done to ascertain the fitness of track personnel.

Further, work of provision of Very High Frequency(VHF) based Approaching Train Warning System (RAKSHAK) for track maintainers has been sanctioned for 12 Zonal Railways on Golden Quadrilateral and Diagonal routes of Indian Railways costing ₹ 91.61 Crores. Based on the feedback of Zonal Railways, the system has following limitations:

- (i) The system is not effective in hilly terrain, deep cuttings, tunnels and sharp curves, where there is obstruction in line of sight.

- (ii) The system does not work fully in Automatic Block Signalling Territory where number of trains ply in single block section at close interval and signals are placed 1 km apart.
- (iii) The system does not function on sections with more than two lines.

Considering the above limitations of Rakshak System, it has not yet been provided on fifty five Divisions of Indian Railways.
