

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS

**RAJYA SABHA**  
**UNSTARRED QUESTION NO. 2061**  
**ANSWERED ON 23.12.2022**

**TRAIN RELATED CATTLE DEATHS**

2061 SHRI SUSHIL KUMAR MODI:

Will the Minister of RAILWAYS be pleased to state:

- (a) the number of train related cattle deaths recorded in the last three years, year-wise, State/UT-wise;
- (b) the number of trains that have been affected by cattle hits in the year so far and amount spent on related damage repair;
- (c) the funds allocated and utilized so far for building boundary walls along railway tracks and estimated timeline for completion of construction;
- (d) the railway corridors earmarked for the construction of boundary walls;
- (e) the total length of boundary walls to be built by next year; and
- (f) whether there is a train-speed criteria which necessitates railway fencing activities, if so, details thereof?

**ANSWER**

MINISTER OF RAILWAYS, COMMUNICATIONS AND  
ELECTRONICS & INFORMATION TECHNOLOGY

(SHRI ASHWINI VAISHNAW)

(a) to (f): A Statement is laid on the Table of the House.

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**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (f) OF UNSTARRED QUESTION NO. 2061 BY SHRI SUSHIL KUMAR MODI ANSWERED IN RAJYA SABHA ON 23.12.2022 REGARDING TRAIN RELATED CATTLE DEATHS**

(a) The desired information regarding number of train related cattle deaths recorded in the last 3 years, year-wise, State/UT-wise is quite spread out and extensive and requires sufficient time for compilation.

(b) The number of Mail/Express trains affected by cattle hits during 2022-23 so far is 2521. The amount spent on related damage/repair of such incidents is nominal.

(c) to (e) Fund allocated for construction of fencing/boundary wall for 2022-23 is ₹ 479.32 Cr against which ₹ 400 Cr have been utilized. Construction of Fencing/Boundary Wall is a continuous activity, which is taken up at vulnerable locations of trespassing, encroachments and on sections identified for raising of sectional speed beyond 110 kmph.

The completion of fencing/boundary wall depends on various factors like shifting of infringing utilities, removal of encroachments, geological and topographical conditions of area, number of working months in a year for particular location due to climatic conditions etc. and all these factors affect the completion time. With above constraints, every effort is being made to execute the works expeditiously.

New Delhi - Mumbai (Including Vadodara - Ahmedabad) and New Delhi - Howrah (Including Kanpur - Lucknow) routes have been earmarked for fencing all along the track alongwith vulnerable locations on other routes of Indian Railways.

(f) Yes, Sir. Existing provisions stipulate fencing at vulnerable locations for speed above 110 kmph to 130 kmph and all along the track for speed above 130 kmph, as a minimum standard.

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