

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 851
TO BE ANSWERED ON 07.02.2018**

RAIL ACCIDENTS

851. DR. KULAMANI SAMAL:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the rail accidents that are taking place are mostly because of the fault of Railway staff and if so, the details thereof;

(b) whether it is also a fact that the technological support to loco pilots for avoiding Signal Pass at Danger (SPAD) and collisions is lacking and also the same is not upto the mark and if so, the details thereof;

(c) whether it is a fact that the vacancies in various posts in the Railways are extremely high and it is one of the major reasons of occurrence of accidents;

(d) if so, the details thereof; and

(e) whether the Government is taking any comprehensive measures to fill up the vacancies in the Railways to curb accidents and if so, the details thereof?

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI RAJEN GOHAIN)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF UNSTARRED QUESTION NO. 851 BY DR. KULAMANI SAMAL TO BE ANSWERED IN LOK SABHA ON 07.02.2018 REGARDING RAIL ACCIDENTS.

(a) In the current financial year 2017-18 (from April 2017 to January, 2018), there have been 65 consequential train accidents including the accidents at unmanned level crossings over Indian Railways. Out of these, 33 consequential train accidents were attributed to failure of railway staff.

(b) Following technological supports are being provided/provided to loco pilots for avoiding Signal Passing at Danger (SPAD):-

Automatic Train Protection (ATP) System:-

1. A proposal to provide Automatic Train Protection (ATP) conforming to ETCS level-2 standards on the entire Indian Railway BG network has been made. This will provide technological aid to Loco Pilots for avoiding signal passed at danger (SPAD).

2. Automatic Train Protection (ATP) conforming to ETCS level-1 standard is presently functional at 342 RKMs (200 RKMs Delhi-Agra Section, 117 RKMs Chennai Suburban section and 25 RKMs of Metro Railway, Kolkata.

3. An older version of ATP calling Auxiliary Warning System (AWS) is presently functional on 364 RKMs in the Mumbai suburban section of Central Railway (240 RKMs) and Western Railway (124RKMs).

(c)&(d): All consequential train accidents on Indian Railways are investigated by Commission for Railway Safety (CRS) under Ministry of Civil Aviation, or by Departmental Inquiry Committees. None of the accident inquiry reports available with Safety Directorate have indicated that vacancies on Railways are the main cause of accidents.

The total number of vacancy over the Zonal Railways of Group 'C' and erstwhile Group 'D' staff as on 01.04.2017 is 220137.

(e) Arising and filling up of vacancies is a continuous process. The requirement for various Group 'C' posts under Direct Recruitment Quota (DR-Quota) is assessed by Zonal Railway(s)/Production Unit(s), which accordingly place indents on concerned Railway Recruitment Boards (RRBs). RRBs, in turn, make recruitment on the basis of these indents.

RRBs are regularly providing panels of successful candidates to Railway/Production Units concerned. The year-wise break-up of total number of candidates empanelled for various Group 'C' posts under DR-Quota including safety categories through RRBs during last five and a half years is as under:-

S.No.	Year	Candidates empanelled		Percentage (Safety/total)
		Total	Only for Safety category	
1.	2012-13	28467	23593	83%
2.	2013-14	31805	23168	73%
3.	2014-15	15191	8134	53%
4.	2015-16	27995	22965	82%
5.	2016-17	19587	17874	91%
6	2017-18* (upto 31st December,2017)	16827	15000	89%
Total		1,39,872	1,10,734	79%

*Provisional

Further, two fresh notifications for safety categories in Group 'C' posts viz. Assistant Loco Pilots & Technicians and Senior Section Engineers & Junior Engineers respectively are scheduled in 2017-18.
