

(d) After completion of extended field trials further proliferation will be considered.

Accidents at railway crossings

2612. SHRI Y.S. CHOWDARY: Will the Minister of RAILWAYS be pleased to state:

- (a) the details of persons killed during last three years at railway crossings, manned/unmanned, across the country;
- (b) the details of compensation paid by Railways, during last three years;
- (c) whether Government has taken any steps/measures to construct ROBs/RUBs at these railway crossings, during the last three years; and
- (d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BHARATSINH SOLANKI): (a) Number of persons who lost their lives in consequential train accidents/incidents at manned and unmanned level crossings during the last three years *i.e.* 2009-10, 2010-11 and 2011-12 is given below:

Year	Loss of lives in incidents at Manned Level Crossings	Loss of lives in incidents at Unmanned Level Crossings
2009-10	7	170
2010-11	7	130
2011-12*	5	202

*figures are provisional.

(b) The amount of compensation paid by the Railways to the victims of accidents/incidents at manned and unmanned level crossings during the last three years, *i.e.*, 2009-10, 2010-11 and 2011-12, is as under:

Year	Amount of compensation paid in incidents at Manned Level Crossings (Rs. in lakhs)		Amount of compensation paid in incidents at Unmanned Level Crossings (Rs. in lakhs)	
	Death	Injury	Death	Injury
2009-10	17.81	3.97	31.51	0.04
2010-11	25.81	0.39	17.41	2.48
2011-12*	50.08	0.42	2.22	0

* figures are provisional

Note: The compensation paid in a year does not necessarily relate to the accident/incident happened in that year.

(c) and (d) Yes, Sir. Railways have decided to eliminate unmanned/manned level crossings by (i) construction of Road Under Bridges (RUB)/subway in lieu of level crossing, (ii) by construction of diversion road for merger of unmanned level crossing to nearby manned or unmanned level crossings or subway or RUB or Road Over Bridges (ROB), (iii) by closing unmanned level crossings having NIL Train Vehicle Unit (TVU) where roads are non-existent on either side and (iv) construction of ROB in lieu of level crossing.

Separate cadre for loco pilots

†2613. SHRI MOTILAL VORA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government has received Dr. Anil Kakodkar Committee report on railway safety;

(b) if so, the salient recommendations thereof;

(c) whether Government is aware that presently diesel train drivers in electric trains and electric train drivers in diesel trains are being appointed that has resulted in some accidents,

(d) if so, whether Government would make a separate cadre of loco pilots to run electric and diesel trains; and

(e) if so, by when and if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BHARATSINH SOLANKI): (a) Yes, Sir.

(b) The salient recommendations of the Report are (a) Organizational structure Changes-creation of Railway Safety Authority and Railway Research and Development Council (b) A state of Art Signaling and Protection System based on European Train Control System pattern, (c) Switch over to manufacture of Linke-Hoffmann-Bush (Modern Indian Railway Coach) (LHB) design coaches in place of Integral Coach Factory (ICF) coaches, (d) Prohibiting Cooking in Pantry Cars (e) Elimination of all level crossings (f) creation of Rs. 1,00,000 crores non-fungible and non-lapsable safety fund generated through Safety Cess on passengers, Grant from Central Government, Deferred dividend (against Social burden), Road Cess and Railway Land Development Authority to the tune of Rs. 20,000 crores per annum.

(c) No, Sir. There have been no correlation so far to suggest that such cross deployment was ever a cause of accident. However, instructions already exist for loco pilots to work on dual traction *i.e.* diesel/electric locomotives and proper training is imparted to them before they are booked for working on either locomotive.

†Original notice of the question was received in Hindi.