

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

STARRED QUESTION NO:131
ANSWERED ON:30.11.2006
UNMANNED LEVEL CROSSINGS
Nikhil Kumar Shri ;Senthil Dr. Raman

Will the Minister of RAILWAYS be pleased to state:

- (a) the number of unmanned level crossings in the country as on date, zone-wise;
- (b) the guidelines/norms formulated by the Railways for manning the unmanned level crossings;
- (c) whether the Railways are aware that the accidents at the unmanned level crossings are increasing;
- (d) if so, the number of accidents occurred at the unmanned level crossings during each of the last three years and the current year; and
- (e) the steps taken/being taken by the Railways for manning of these unmanned level crossings in order to prevent accidents there?

Answer

MINISTER OF THE STATE IN THE MINISTRY OF RAILWAYS (SHRI LALU PRASAD)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF STARRED QUESTION NO. 131 BY DR. R. SENTHIL AND SHRI NIKHIL KUMAR TO BE ANSWERED IN LOK SABHA ON 30.11.2006 REGARDING UNMANNED LEVEL CROSSINGS.

(a) Number of Level Crossings over the Railway Zones is determined as on first day of the Financial Year. Number of unmanned level crossings as on 01.04.2006 (Zone-Wise) is as under:

S.NO. RAILWAY NUMBER OF UNMANNED
LEVEL CROSSINGS@

1	CENTRAL	503
2	EASTERN	379
3	NORTHERN	2021
4	NORTHEASTERN	1729
5	NORTHEAST FRONTIER	1092
6	SOUTHERN	1333
7	SOUTH CENTRAL	1373
8	SOUTH EASTERN	964
9	WESTERN	2901
10	EAST CENTRAL	879
11	EAST COAST	985
12	NORTH CENTRAL	625
13	NORTH WESTERN	1414
14	SOUTH EAST CENTRAL	821
15	SOUTH WESTERN	913
16	WEST CENTRAL	365
	TOTAL	18297

@ Excluding Canal Crossings & `D` Class Cattle Crossings.

(b) GUIDELINES/NORMS FORMULATED FOR MANNING OF THE UNMANNED LEVEL CROSSINGS ARE:

As per extant rules, in case an unmanned level crossing provided initially and maintained at the cost of the railways needs manning/upgrading/posting of additional gatekeeper due to increase in road traffic, the cost both initial as well as recurring and maintenance has to be borne by the State Government /Road Authority concerned. However, keeping in view the grave consequences of accidents at unmanned level crossings, Railways have decided to man vulnerable level crossings based on the traffic volume and visibility conditions at the unmanned level crossings.

The revised criteria of manning are based on traffic volume and visibility conditions at the level crossing. The details of the criteria arrived at is as under:-

Category-I - Clear visibility level crossings where Train Vehicle Unit(TVU) is more than 6000 and Road Vehicles more than (>) 180

Category-II - Restricted visibility level crossings where TVU is more than (>)6000 and Road Vehicles >120

Category-III - Restricted visibility level crossings where TVU is between 3000 - 6000

Further, it has been decided that no manning of any unmanned level crossing shall be done if motor vehicles do not ply regularly.

Manning of Category-III will be considered once manning of first two categories is over. Priority to be followed will be route-wise, 'A' route followed by 'B', 'C', 'D' Spl., D, 'E Spl.' and 'E'.

If any unmanned level crossing gets involved in more than 3 accidents in 3 years, it should be manned immediately irrespective of the category to which it belongs.

(c) & (d) Railways closely monitor the figures on yearly basis. The number of consequential train accidents at unmanned level crossing during the last three years and up-to October 2006 are given below:

Type of Accident 2003- 2004- 2005- 2006-2007#
2004 2005 2006# (upto October 2006)

Unmanned Level 86 65 65 50
Crossing Accidents.

(# Figures are provisional)

(e) Study of causes of accidents at unmanned level crossings reveal that most of such accidents take place due to negligence of road users in following the provisions of Motor Vehicle Act. The steps taken to prevent accidents at unmanned level crossings in furnished below: STEPS TAKEN BY RAILWAYS TO PREVENT ACCIDENTS AT UNMANNED LEVEL CROSSINGS:

The following steps have been taken to prevent accidents at Unmanned level crossings: -

- (1) Proper Road Signs have been provided on the approaches to level crossings so that the road vehicle drivers are made aware of the existence of level crossings.
- (2) Speed breakers/rumble strips have been provided on the approaches to level crossing gates so that the road vehicle drivers are reminded to reduce their speed.
- (3) Whistle Boards are also provided alongside the rail track on approach to level crossings. The train drivers are required to whistle right from the whistle board till such time the train crosses the level crossings gate in order to warn the road users about the approaching train. Periodic drives are launched for checking whether the drivers are whistling from such Whistle Boards.
- (4) To educate the road drivers about safety at unmanned level crossings, publicity campaign is launched through various media like quickies on TV, cinema slides, posters, talks on radio, newspaper advertisements and street plays.
- (5) Since accidents at unmanned level crossings take place due to negligence of road users, the State Governments can help by exercising strict checks while issuing driving licenses, specially to drivers of trucks, buses and other heavy vehicles. All Chief Secretaries have been requested to co-operate in educating the road users.
- (6) Road users must realize that a train traveling at 90 KMPH covers 25 metres per second. Thus, although to the road users, the train appears to be 200 metres away, in terms of time it is only 8 seconds away. This message is being conveyed to them progressively by various publicity measures.
- (7) Joint ambush checks with civil authorities to nab errant road vehicle drivers under the provisions of Motor Vehicle Act, 1988 and the Railways Act, 1989 are being intensified.
- (8) Village panchayats are involved in their public awareness programmes.
- (9) The Safety posters are being put up at level crossings and Village Panchayat Offices progressively.
- (10) The Safety posters are being put up progressively at retail fuel pumps.
- (11) The level crossing gates are progressively being manned in a phased manner where justified.
- (12) Retro-reflective boards are being provided on the level crossings for improving the visibility during the night- time.

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