

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

RAJYA SABHA
UNSTARRED QUESTION NO.2643
ANSWERED ON 11.08.2023

SHORTFALL IN INSPECTIONS OF RAILWAY NETWORK

2643. SMT. MAUSAM NOOR:

Will the Minister of Railways be pleased to state:

- (a) the identified shortfalls in inspections and track machine idling that were revealed in the recent audit report;
- (b) the action taken by Government against those held responsible and accountable for their roles in the accidents in light of the audit findings attributing derailments to specific departments;
- (c) the progress made in installation of anti-collision devices as a safety measure across the entire railway network; and
- (d) in what manner such a system is expected to address the risks of derailments of trains or collisions?

ANSWER

MINISTER OF RAILWAYS, COMMUNICATIONS AND
ELECTRONICS & INFORMATION TECHNOLOGY
(SHRI ASHWINI VAISHNAW)

- (a) (i) Indian Railways is having an established system of inspection, maintenance and renewal of track. Detailed inspections of engineering assets are carried out by field engineers as per schedule stipulated in Indian Railway Permanent Way Manual (IRPWM) and entered in web portal, Track Management System (TMS). The inspections carried out are reflected in the dashboard of TMS and alerts are sent by TMS to field engineers to take necessary preventive and corrective action.
(ii) The distribution of Track machines is done zone-wise based on workload to ensure their optimum utilization. All out efforts are made to work the track machines efficiently and at the same time ensuring punctual running of Passenger trains.
- (b) During the audit period 2017-18 to 2020-21, total 310 officials have been taken up under D&AR.

(c) & (d)

- (i) Kavach is indigenously developed Automatic Train Protection (ATP) system. Kavach is a highly technology intensive system, which requires safety certification of highest order.
- (ii) Kavach aids the loco pilot in train running within specified speed limits by automatic application of brakes in case Loco Pilot fails to do so and also help the train run safely during inclement weather.
- (iii) The first field trials on the passenger trains were started in February 2016. Based on the experience so gained and Independent Safety Assessment of the system by a 3rd party (Independent Safety Assessor: ISA) three firms were approved in 2018-19, for supply of Kavach.
- (iv) Subsequently Kavach was adopted as a National ATP system in July 2020.
- (v) Kavach has so far been deployed on 1465 Route km and 121 locomotives (including Electric Multiple Unit rakes) on South Central Railway.
- (vi) Kavach tenders have been awarded for Delhi-Mumbai & Delhi-Howrah corridors (approximately 3000 Route km) and work is in progress on these routes.
- (vii) Indian Railways is preparing Detailed Project Report (DPR) and detailed estimate for another approximately 6000 Route km.
