

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAJYA SABHA
UNSTARRED QUESTION NO. 3321
ANSWERED ON 20.03.2026

IMPROVED AMENITIES AND SAFETY PROTOCOLS IN RAILWAYS

3321 SHRI SANJAY SETH:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether investments in signalling upgrades, track renewal, rolling stock modernisation and train protection systems have strengthened rail safety, if so, the details thereof and if not, the reasons therefor;
- (b) whether new technologies are being integrated for real-time monitoring and predictive maintenance, if so, details of the same and if not, reasons for the same;
- (c) the steps taken to enhance passenger confidence through improved amenities and safety protocols; and
- (d) details of the roadmap for making Indian Railways one of the safest rail networks globally?

ANSWER

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

(a) to (d): Safety is accorded the highest priority on Indian Railways. As a consequence of various safety measures taken over the years, there has been a steep decline in the number of accidents.

Number of Consequential Train Accidents has reduced as shown in the table below:-

Year	Consequential Accidents
2014-15	135
2025-26 (upto 28.02.2026)	14 (90% lesser)

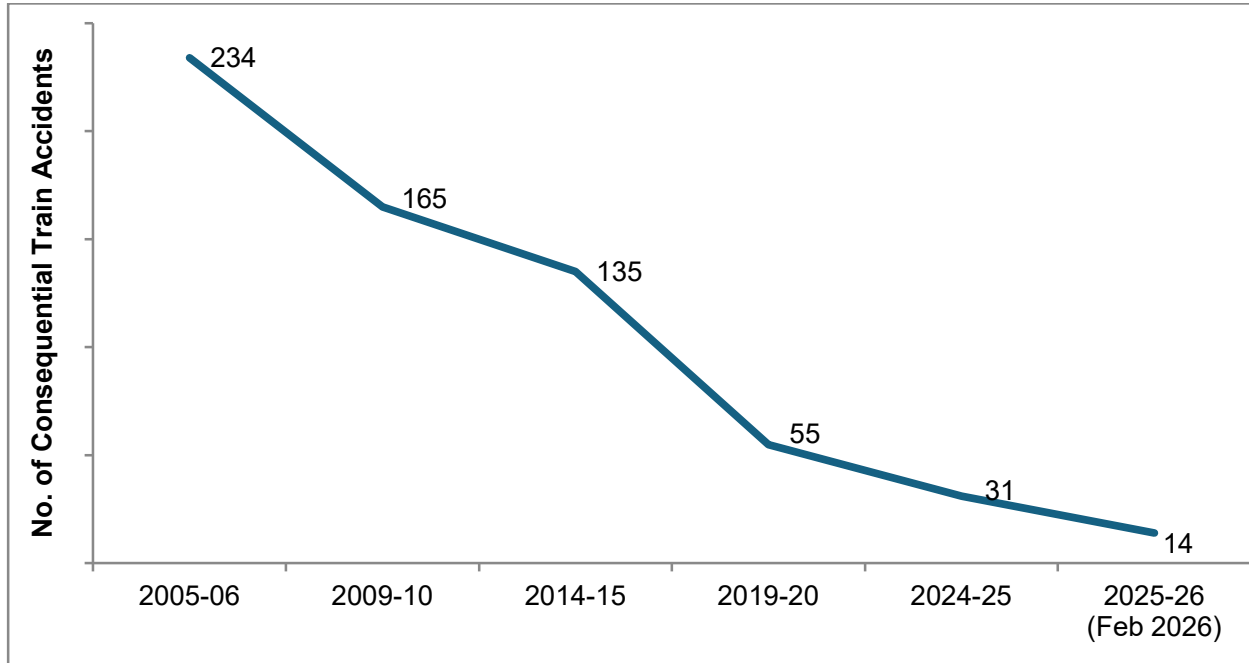
Another important index showing improvement in safety in train operations is Consequential Accident Index, the details of which are as under: -

Consequential Accident Index:-

Year	Accident Index
2014-15	0.11
2024-25	0.03 (73% lesser)

This index measures number of consequential accidents as a ratio of total running kilometers of all trains.

$$\text{Accident Index} = \frac{\text{No. of consequential accidents}}{\text{No. of trains X million kilometers run}}$$



The various safety measures taken to enhance safety in train operations are as under:-

1. On Indian Railways, the expenditure on Safety related activities has increased over the years as under:-

Expenditure/Budget on Safety related activities (Rs. in Cr.)					
2013-14	2022-23	2023-24	2024-25	2025-26	2026-27
39,200	87,336	1,01,662	1,14,022	1,17,693	1,20,389

2. Electrical/Electronic Interlocking Systems with centralized operation of points and signals have been provided at 6,665 stations up to 28.02.2026 to reduce accidents due to human failure.
3. Interlocking of Level Crossing (LC) Gates has been provided at 10,153 Level Crossing Gates up to 28.02.2026 for enhancing safety at LC Gates.
4. Complete Track Circuiting of stations to enhance safety by verification of track occupancy by electrical means has been provided at 6,669 stations up to 28.02.2026.
5. Indian Railways has gone for implementation of indigenously developed Automatic Train Protection (ATP) system, which required safety certification of highest order (SIL 4). Kavach has been adopted

as a National ATP system in July 2020. Based on deployment of Kavach version 3.2 on 1465 RKM on South Central Railway and experience gained, further improvements were made. Finally, Kavach specification version 4.0 was approved by RDSO on 16.07.2024. After extensive and elaborate trials, Kavach Version 4.0 has been successfully commissioned on 1,452 Route Kilometres, covering the high-density Delhi- Mumbai and Delhi-Howrah routes as below:

SN	Section	Progress Route (Km)
(1)	Delhi-Mumbai route:	
i	Junction cabin – Palwal – Mathura –Nagda section	667
ii	Vadodara - Ahmedabad section	96
iii	Vadodara - Virar section	336
(2)	Delhi – Howrah route:	
i	Gaya Sarmatanr section	93
ii	Chota Ambana - Bardhaman – Howrah section	260

Further, track side Kavach implementation work has been taken up on 24,427 RKM covering all GQ, GD, HDN and identified sections of Indian Railways.

6. Detailed instructions on issues related with safety of Signalling, e.g. mandatory correspondence check, alteration work protocol, preparation of completion drawing, etc. have been issued.
7. System of disconnection and reconnection for S&T equipment as per protocol has been re-emphasized.
8. All locomotives are equipped with Vigilance Control Devices (VCD) to improve alertness of Loco Pilots.
9. Retro-reflective sigma boards are provided on the mast which is located two OHE masts prior to the signals in electrified territories to alert the crew about the signal ahead when visibility is low due to foggy weather.
10. A GPS based Fog Safety Device (FSD) is provided to loco pilots in fog affected areas which enables loco pilots to know the distance of the approaching landmarks like signals, level crossing gates, etc.
11. Modern track structure consisting of 60kg, 90 Ultimate Tensile Strength (UTS) rails, Prestressed Concrete Sleeper (PSC) Normal/Wide base sleepers with elastic fastening, fan shaped layout turnout on PSC sleepers, Steel Channel/H-beam Sleepers on girder bridges is used while carrying out primary track renewals.
12. Mechanisation of track laying activity through use of track machines like PQRS, TRT, T-28 etc. to reduce human errors.

13. Maximizing supply of 130m/260m long rail panels for increasing progress of rail renewal and avoiding welding of joints, thereby improving safety.
14. Ultrasonic Flaw Detection (USFD) testing of rails to detect flaws and timely removal of defective rails.
15. Laying of longer rails, minimizing the use of Alumino Thermic Welding and adoption of better welding technology for rails i.e., Flash Butt Welding.
16. Monitoring of track geometry by OMS (Oscillation Monitoring System) and TRC (Track Recording Cars).
17. Patrolling of railway tracks to look out for weld/rail fractures.
18. The use of Thick Web Switches and Weldable CMS Crossing in turnout renewal works.
19. Inspections at regular intervals are carried out to monitor and educate staff for observance of safe practices.
20. Web based online monitoring system of track assets viz. Track database and decision support system has been adopted to decide rationalized maintenance requirement and optimize inputs.
21. Detailed instructions on issues related with safety of Track, e.g. integrated block, corridor block, worksite safety, monsoon precautions, etc. have been issued.
22. Preventive maintenance of railway assets (Coaches & Wagons) is undertaken to ensure safe train operations.
23. Replacement of conventional ICF design coaches with LHB design coaches is being done.
24. All unmanned level crossings (UMLCs) on Broad Gauge (BG) route have been eliminated by January 2019.
25. Safety of Railway Bridges is ensured through regular inspection of Bridges. The requirement of repair/rehabilitation of Bridges is taken up based upon the conditions assessed during these inspections.
26. Indian Railways has displayed Statutory "Fire Notices" for widespread passenger information in all coaches. Fire posters are provided in every coach so as to educate and alert passengers regarding various Do's and Don'ts to prevent fire. These include messages regarding not carrying any inflammable material, explosives, prohibition of smoking inside the coaches, penalties etc.
27. Production Units are providing Fire detection and suppression system in newly manufactured Power Cars and Pantry Cars, Fire and Smoke detection system in newly manufactured coaches. Progressive fitment of the same in existing coaches is also underway by Zonal Railways in a phased manner.
28. Regular counselling and training of staff is undertaken.
29. Concept of Rolling Block introduced in Indian Railways (Open Lines) General Rules vide Gazette notification dated 30.11.2023, wherein work of integrated maintenance/ repair/replacement of assets is planned up to 52 weeks in advance on rolling basis and executed as per plan.

The details of the Safety related works related to better maintenance practices, Technological improvements, better infrastructure and rolling stock etc. undertaken by Railways are tabulated below:-

S.N.	Item	2004-05 to 2013-14	2014-15 to 2024-25	2014-25 Vs. 2004-14
Technological Improvements				
1.	Use of high-quality rails (60 Kg) (Km)	57,450 Km	1.43 Lakh Km	More than 2 times
2.	Longer Rail Panels (260m) (Km)	9,917 Km	77,522 Km	Nearly 8 times
3.	Electronic Interlocking (Stations)	837 Stations	3,691 Stations	More than 4 times
4.	Fog Pass Safety Devices (Nos.)	As on 31.03.14: 90 Nos.	As on 31.03.25: 25,939 Nos.	288 times
5.	Thick Web Switches (Nos.)	Nil	28,301 Nos.	
Better Maintenance Practices				
1.	Primary Rail Renewal (Track Km)	32,260 Km	49,941 Km	1.5 times
2.	USFD (Ultra Sonic Flaw detection) Testing of Welds (Nos.)	79.43 Lakh	2 Crore	More than 2 times
3.	Weld failures (Nos.)	In 2013-14: 3699 Nos.	In 2024-25: 370 Nos.	90 % reduction
4.	Rail fractures (Nos.)	In 2013-14: 2548 Nos.	In 2024-25: 289 Nos.	More than 88% reduction
Better Maintenance Practices				
1.	New Track KM added (Track Km)	14,985 Km	34,428 Km	More than 2 times
2.	Flyovers (RoBs)/Underpasses (RUBs) (Nos.)	4,148 Nos.	13,808 Nos.	More than 3 times
3.	Unmanned Level crossings (Nos.) on BG	As on 31.03.14: 8,948	As on 31.03.24: Nil (All eliminated by 31.01.19)	Removed
4.	Manufacture of LHB Coaches (Nos.)	2,337 Nos.	42,677	More than 18 times

Further, the following steps are being taken by the Railways in coordination with GRP/Local Police for safety and security of passengers (including women passengers) in trains and at stations:-

- i. On vulnerable and identified routes/sections trains are escorted by Railway Protection Force in addition to trains escorted by Government Railway Police of different States.
- ii. Zonal railways have been instructed for deployment of proper combined strength of male & female RPF/RPSF personnel in train escort parties, to the extent possible.
- iii. Frequent announcements are made through Public Address System to educate passengers to take precautions against theft, snatching, drugging etc.
- iv. Railway Help Line number 139 (integrated with Emergency Response Support System No. 112) is operational (24x7) over Indian Railways for security related assistance to passengers in distress.
- v. Surveillance is kept through CCTV cameras provided in number of coaches and railway stations for enhanced security of passengers.
- vi. Railways are in regular touch with passengers through various social media platforms like. Twitter, Facebook, etc. to enhance security of passengers and to address their security concerns.
- vii. "Meri Saheli" initiative has been launched with an objective to provide enhanced safety and security to lady passengers travelling alone in long distance trains for their entire journey i.e. from the originating station to destination station. Dedicated teams of lady RPF personnel have been formed for its implementation.
- viii. Drives are conducted to restrict entry of male passengers into the compartments reserved for ladies and the offenders are prosecuted under relevant law.
- ix. State Level Security Committee of Railways (SLSCR) have been constituted for all State/Union Territories under the Chairmanship of respective Director General of Police/Commissioner of States/Union Territories for regular monitoring and review of security arrangements of the Railways.

Amrit Bharat Stations:

Development / redevelopment / upgradation / modernisation of stations on Indian Railways is a continuous and ongoing process and works in this regard are undertaken as per requirement, subject to inter-se priority and availability of funds. Development / redevelopment / upgradation / modernisation of a station is carried out based on category of station/condition/traffic handled etc.

Ministry of Railways has launched Amrit Bharat Station Scheme for redevelopment of stations with a long-term approach.

The scheme involves preparation of master plans and their implementation in phases to improve the stations. The master planning includes:

- Improvement of access to station and circulating areas
- Integration of station with both sides of city
- Improvement of station building
- Improvement of waiting halls, toilets, sitting arrangement, water booths
- Provision of wider foot over bridge/air concourse commensurate with passenger traffic
- Provision of lift/escalators/ramp
- Improvement /Provision of platform surface and cover over platforms
- Provision of kiosks for local products through schemes like ‘One Station One Product’
- Parking areas, Multimodal integration
- Amenities for Divyangjans
- Better passenger information systems
- Provision of executive lounges, nominated spaces for business meetings, landscaping, etc. keeping in view the necessity at each station.

The scheme also envisages sustainable and environment friendly solutions, provision of ballastless tracks etc. as per necessity, phasing and feasibility and creation of city centre at the station in the long term.

Completed stations:

So far, 1,338 stations have been identified for development under the Amrit Bharat Station Scheme. Development works at railway stations under Amrit Bharat Station Scheme have been taken up at a good pace. Till now, works have been completed at 180 stations. Names of stations completed so far are as following:

Alnavar, Amb Andaura, Ambikapur, Amgaon, Anandpur Sahib, Anara, Angamali For Kaladi, Ayodhya Dham, Badami, Bagalkot, Baijnath Paprola, Balrampur, Bantawala, Barabhum, Baramati, Bareilly City, Baripada, Barmer, Barpali, Begumpet, Beohari, Bhanupratappur, Bhilai, Bhind, Bijnor, Bimalgarh, Bommiidi, Bundi, Chanda Fort, Chalakudi, Changanassery, Chennai Park, Chhindwara, Chidambaram, Chinchpokli, Chinna Salem, Chirayinkeezh, Cuttack, Dakor, Derol, Deshnoke, Devlali, Dharwad, Dhule, Dongargarh, Fatehabad, Fatehpur, Fatehpur Shekhawati, Ferok, Gadag, Gangapur City, Godda, Godhra Jn., Gogameri, Gokak Road, Gola Gokarnath, Gomti Nagar, Govardhan, Govind Garh, Govindpuri, Govindpur Road, Hafizpeta, Haibargaon, Haldia, Hapa, Harpalpur, Hathras City, Hodal, Idgah Agra Jn., Izzatnagar, Jaisalmer, Jam Jodhpur, Jam Wanthali, Joychandin Pahar, Junnor Deo, Kakinada Town, Kalyani Ghoshpara, Kamakhyaguri, Kanalus Jn., Karaikkudi Jn., Karamsad, Karimnagar, Katni South, Kedgaon, Khairthal, Khambhaliya, Khalilabad, Koppal, Kosamba Jn., Kulitturai, Kuttipuram, Lasalgaon,

Limbdi, Lohardaga, Lonand Jn., Mahe, Mahuva, Mailani, Mandal Garh, Mandawar Mahwa Road, Madhupur, Mambalam, Manaparai, Mandi Dabwali, Mangalagiri, Mannargudi, Matunga, M.C.S. Chhatarpur, Mithapur, Morappur, Morbi, Muktsar, Munirabad, Muri Jn., Murtizapur Jn., Nainpur Jn., Nandura, Narmadapuram, Netaji Subhash Chandra Bose Itwari Junction, Nidadavolu Jn., Nilambur Road, Okha, Orchha, Palitana, Panagarh, Panki Dham, Parel, Parlakhemundi, Pirpainti, Piska, Pokhrayan, Pollachi Jn., Polur, Porbandar, Rajgarh, Rajmahal, Rajula Jn., Ramagundam, Ramghat Halt, Rayanpadu, Saharanpur Jn., Sahibzada Ajit Singh Mohali, Sahebgunj, Samakhiyali, Samalpatti, Sanchi, Sankarpur, Savda, Seoni, Shahad, Shajapur, Sholavandan, Shoranur Jn., Shridham, Siddharth Nagar, Sihor Jn., Siuri, Sri Bala Brahmeswara Jogulamba, Srirangam, Srivilliputtur, St.Thomas Mount, Sullurpeta, Suraimanpur, Swaminarayan Chappia, Talcher, Tamluk, Thawe, Thiruvarur Jn., Tiruvannamalai, Tripunithura, Tuni, Ujhani, Urkura, Utran, Vadakara, Vadala Road, Vidisha, Vriddhachalam Jn., Wadakancheri, Warangal.

The activities for development at other stations have also been taken up at good pace and progress of some of the above stations is as given below:

- **Tirupati station:** The structural framework of new second entry station building on South side, 2 nos. air concourses and sewage treatment plant have been completed. The finishing works of new second entry station building on South side and air concourses, structural work of station building on North side, platform shelter, lift, escalator etc. have been taken up.
- **Nellore station:** The structural framework, brickwork and plastering of station building on both East and West sides have been completed. The finishing works of station building on both East and West side and air concourse, extension work of subway, parking, water tanks and sewage treatment plant have been taken up.
- **Bangalore Cantonment station:** The works of diversion road on South side, training centre, hostel on North side, electric substation building have been completed. The works of South side station building, North side station building, circulating area and Foot Over Bridge have been taken up.
- **Kota Junction station:** The structural works of front departure hall, front arrival hall and rear side station building have been completed. The finishing works of front departure hall, rear side station building, air concourse, through roof, circulating area have been taken up.
- **Bhubaneshwar station:** The structural work of new station building at East and West side and air concourse have been completed. The structural work of elevated driveway at East and West side station, extension of Foot Over Bridge and platform shelter have been taken up. The finishing works of new station building at East and West side, works of MEP (Mechanical, Electrical and Plumbing), HVAC (Heating, Ventilation and Air Conditioning) and escalators have been taken up.

Development / Upgradation of railway stations is complex in nature involving safety of passengers & trains and requires various statutory clearances such as fire clearance, heritage, tree cutting, airport clearance etc. The progress also gets affected due to brownfield related challenges such as shifting of utilities (involving water/sewage lines, optical fibre cables, gas pipe lines, power/signal cables, etc.), infringements, operation of trains without hindering passenger movement, speed restrictions due to works carried out in close proximity of tracks and high voltage power lines, etc. and these factors affect the completion time.

Further, development / upgradation / modernization of stations including Amrit Bharat Station Scheme is generally funded under Plan Head-53 'Customer Amenities'. The details of allocation and expenditure under Plan Head-53 are maintained Zonal Railway-wise and not work-wise or station-wise or state-wise. The fund allocation of ₹ 12,120 crore has been made for the financial year 2025-26 under Plan Head-53 and expenditure of ₹ 11,892 crore (up to February, 2026) has been incurred so far.
