

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAJYA SABHA
UNSTARRED QUESTION NO. 2344
ANSWERED ON 07.08.2026

DRAINS CONSTRUCTION FOR SAFETY ALONG RAILWAYS TRACKS

2344 SHRI BHASHYAM RAMA KRISHNA:

Will the Minister of RAILWAYS be pleased to state:

- (a) the details regarding the number of drains constructed for safety purposes along railway tracks in Andhra Pradesh;
- (b) the length of drains constructed and the locations identified as flood-prone or accident-prone stretches where such works have been undertaken;
- (c) the details regarding the funds sanctioned, released and utilized for these drainage works, classified, year-wise and division-wise;
- (d) whether Government has conducted any safety or vulnerability assessment to identify railway track sections requiring urgent drainage interventions in Andhra Pradesh; and
- (e) if so, the criteria used for prioritization and the key findings of such assessments?

ANSWER

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

(a) to (e) There is an established system of inspection and monitoring of Railway Bridges, tracks cuttings & vulnerable locations, as per laid down system which, inter alia, includes daily monitoring by Keymen, deployment of stationary watchmen at vulnerable locations and mobile patrolling during monsoon on Indian Railways. The inspection of the Railway track is undertaken by designated officials prescribed intervals and maintenance is carried out as per the prescribed schedule.

In addition to prescribed schedule for regular maintenance, additional measures are also taken during monsoon to ensure smooth train operation such as:

- Pre-Monsoon & Post-Monsoon inspections in addition to routine inspections carried out by designated officials and attention is given to track/bridge /cutting/drainage as per the deficiencies brought out during inspection to prevent unusual occurrence.
- Regular cleaning of side drains and catch water drains, cleaning and desilting of railway culverts and Waterway Bridge.
- Deployment of stationary watchmen on identified locations and introduction Monsoon Patrolling on identified sections.

- Joint inspection of Railway Affecting Works (canals, reservoirs, tanks etc.) with concerned State Government Authorities.
- Close liaison with local authorities for monitoring of excess release of water from reservoir/dams, maintaining close liaison with the concerned Regional Meteorological Centres for updated weather information.
- Officers/supervisors are nominated for inspection whenever very heavy/extremely rainfall warning issued by IMD to ensure safe operations of train services.
- Keeping adequate monsoon reserves such as boulders, quarry dust, relieving girders etc.

To address water logging issue in RUB, several remedial measures has been taken on Indian Railways, as under:

- Adequate drainage arrangement has been made as integral part of planning of new RUB/underpasses.
- In existing RUBs/underpasses remedial measures like water flow diversion to nearby bridge and nallahs/drains, provision of cover shed on approach roads, provision of hump at entry to RUB, provision of cross drains, sealing of joints etc. have been made as per feasibility, suitability and site requirements.
- In addition, pumping arrangement has also been made for identified RUBs, to drain out water expeditiously in case of heavy rain fall and provision has been made to stop road traffic in exceptional/unusual rainfall situation for safety of road users.

Based on past history and inspections carried out at various levels, works such as construction of drain, additional waterway, rebuilding, rehabilitation and strengthening of bridges are planned and executed. Repair/strengthening/rehabilitation of various structures is a continuous process and is undertaken whenever so warranted by their physical condition as ascertained during these inspections.

Railway projects are sanctioned/executed Zonal Railway wise and not State-wise as Railway projects may span across State boundaries. Andhra Pradesh state is covered under East Coast Railway, Southern Railway, South Central Railway, South Coast Railway and South Western Railway.

About 558 km of drain has been constructed along the track in above mentioned Zones. This includes 16km of drain constructed at critical and vulnerable locations. Significant infrastructure upgrades costing about Rs. 40 Cr. has been carried out in last 5 years related to construction of drain and allied structures.

To improve track safety and flood resilience, additional waterways at 107 locations have been provided during 2021-2026 in East Coast Railway, Southern Railway, South Central Railway, South Coast Railway and South Western Railway. Further 79 locations have been sanctioned for additional waterways. About 11224 number of bridges have been rehabilitated on IR from 2021-2026 which

include 2132 in the jurisdiction of East Coast Railway, Southern Railway, South Central Railway, South Coast Railway and South Western Railway.

Shrungavarapukota (SUP)-Boddavara (BDVR) section, Chimidipalli(CMDP)-Borragehallu(BGHU) section, Nayudupeta(NYP)- Pedapariya(PYA) section, Nagari(NG)- Vepagunta (VGA) section, Rayadurg (RDG)- Avuladatla (ALAT) section, Bangalore city (SBC)-Dharmavaram(DMM) section etc. are some of the sections which are closely monitored for vulnerable locations such as cuttings, embankments and landslide-prone areas in Andhra Pradesh.
