

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAJYA SABHA
UNSTARRED QUESTION NO. 2350
ANSWERED ON 07.08.2026

RAILWAY STATION MODERNIZATION WORKS IN ASSAM

2350 SHRI BIRENDRA PRASAD BAISHYA:

Will the Minister of RAILWAYS be pleased to state:

- (a) the status of railway station modernization works in Assam, including upgradation of platforms, waiting halls, lighting, drinking water and sanitation facilities;
- (b) whether Government has taken measures to improve level crossing safety, signalling systems and track maintenance in accident-prone sections of Assam, if so, the details thereof; and
- (c) the number of unmanned level crossings, if any, are still existing in Assam and the timeline for their elimination or conversion into manned/grade-separated crossings?

ANSWER

MINISTER OF RAILWAYS, INFORMATION & BROADCASTING AND
ELECTRONICS & INFORMATION TECHNOLOGY

(SHRI ASHWINI VAISHNAW)

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

The Amrit Bharat Station Scheme involves preparation of master plans and their implementation in phases to improve the stations of Indian Railways. The master planning, keeping in view the necessity of each station, 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/subway to commensurate with passenger traffic
- Provision of lifts/escalators/ramps
- Improvement of platform surface/ provision of platform shelter
- Provision of kiosks for local products through schemes like ‘One Station One Product’
- Parking development
- Amenities for Divyangjans
- Better passenger information systems
- Provision of air concourse, executive lounges, Multimodal integration, landscaping, etc.

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

So far, 1340 stations have been identified for development under Amrit Bharat Station Scheme, out of which 50 stations are located in Assam. The names of stations identified for development under Amrit Bharat Station Scheme in Assam are as following:

State	No. of Stations	Names of Stations
Assam	50	Amguri, Arunachal, Chaparmukh, Dhemaji, Dhubri, Dibrugarh, Diphu, Duliajan, Fakiragram Jn., Gauripur, Gohpur, Golaghat, Gosai gaon hat, Guwahati, Haibargaon, Harmuti, Hojai, Jagi Road, Jorhat Town, Kamakhya Jn, Kokrajhar, Lanka, Ledo, Lumding Jn, Majbat, Makum Jn, Margherita, Mariani Jn, Murkongselek, Naharkatiya, Nalbari, Namrup, Narangi, New Bongaigaon Jn, New Haflong, New Karimganj Jn, New Tinsukia Jn, North Lakhimpur, Pathshala, Rangapara North Jn, Rangiya Jn, Sarupathar, Sibsagar Town, Silapathar, Silchar, Simaluguri, Tangla, Tinsukia, Udalguri, Viswanath Chariali

Completed stations in Assam:

Development works at railway stations under Amrit Bharat Station Scheme in Assam have been taken up at a good pace. Details of stations completed in Assam are as under:

State	No. of Stations	Name of Stations
Assam	2	Haibargaon, Majbat

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

- **Dhubri station:** The works of new station building, porch, new high level platform no. 2 & 3, improvement of existing station building, circulating area, platform shelter, toilet, boundary wall, 12 m wide foot over bridge and installation of Coach Indication Board have been completed. The work of lift has been taken up.

- **Narangi station:** The works of new station building blocks, porch, new waiting hall, improvement of existing station building, circulating area, entry/exit gate, boundary wall and platform surface at platform no.1 have been completed. The works of extension of platform no.1, one 12 m wide foot over bridge, lifts and amenities for Divyangjan have been taken up.
- **Simaluguri station:** The work of improvement of waiting hall has been completed. The works of entry/exit gate, improvement of circulating area, 12 m wide foot over bridge, tactile tiles for Divyangjan and Pay & Use toilet have been taken up.
- **Viswanath Chariali station:** The works of new station building, porch, improvement of circulating area, approach road, toilet block, platform shelter, extension of platform no.1, installation of Coach Indication Board and Train Indication Board have been completed. The work of lift has been taken up.

Further, development / redevelopment / upgradation / modernisation of stations on Indian Railways including provision of passenger amenities such as, platform upgradation, waiting hall, lighting, drinking water arrangement, urinal, lavatory, etc., are 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.

Track Maintenance:

Strengthening, upgradation, modernisation and improvement of track infrastructure is a continuous and ongoing process over Indian Railways. The following measures are being taken by Indian Railways, including in Assam, to upgrade railway tracks:

- i. Modern track structure consisting of 60kg, 90 Ultimate Tensile Strength (UTS) rails, Wider and heavier Pre-stressed Concrete Sleepers (PSC) with elastic fastening, fan-shaped layout turnout on PSC sleepers and H-beam Sleepers on girder bridges are being used while carrying out primary track renewals.
- ii. The Thick Web Switches and Weldable CMS Crossings are being used in turnout renewal works.
- iii. Supply of 260m long rail panels have been increased to avoid welding of joints, thereby improving safety and riding quality
- iv. Thick Web Switch Expansion Joints are being used in place of earlier Conventional/Improved SEJs.
- v. Adoption of better welding technology for rails i.e. Flash Butt Welding.

- vi. Adoption of mechanized system for track maintenance using high output plain tampers and points & crossing tampers for improved maintainability & reliability of track.
- vii. Deployment of state-of-the-art modern machines including Rail Grinding Machines to further improve asset reliability.
- viii. Mechanisation of track laying activities through use of track machines like PQRS, TRT, T-28 etc.
- ix. Interlocking of Level Crossing (LC) Gates for enhancing safety at LC gates.
- x. Use of advanced Phased Array technology of testing of rail and welds.
- xi. Deployment of Integrated Track Monitoring Systems (ITMS) and Oscillation Monitoring System (OMS) for comprehensive health assessment to ascertain optimal maintenance requirements.
- xii. Adoption of portable Track Measuring Trolley for continuous recording of track parameters in yards.
- xiii. Using web enabled Track Management System (TMS) for integration and data analytics of the track inspection records received through various sources to enable precise maintenance inputs.

As a result of above measures, there has been significant increase in speed potential of the tracks. The details of speed potential of railway tracks in Indian Railways during 2014 vis-a-vis 2026 are as under:

Sectional Speed (kmph)	2014		2026	
	Track Km	%	Track Km	%
130 & above	5,036	6.3	24,173	22.5
110 - 130	26,409	33.3	62,482	58.1
< 110	47,897	60.4	20,897	19.4
Total	79,342	100	1,07,552	100

This includes 2,857 Track km in Northeast Frontier Railway including Assam, which has been upgraded to a speed potential of 110 kmph.

Level Crossing Safety:

All Unmanned level crossings (UMLCs) on Broad Gauge (BG) network of Indian Railways have been eliminated in 2019.

As on 01.04.2026, there are 15,689 Nos. of Manned Level Crossings (MLCs) on Indian Railways. In order to improve safety as well as operational efficiency, Level Crossings (LCs) are eliminated either by providing Road over Bridges/ Road under Bridges (ROBs/ RUBs) in lieu of LCs or through direct

closure (for low traffic LCs) or by diversion of road traffic to nearby ROB/RUB/LC depending upon the site conditions.

Sanctioning of works of Road over Bridge (ROB)/Road under Bridge (RUB) in lieu of Level crossings (LCs) is a continuous and dynamic process of Indian Railway. Such works are prioritised and taken up on the basis of their impact on safety in train operations, mobility of trains & impact for road users and feasibility etc.

No. of ROB/ RUBs constructed on Indian Railways during the period 2004-14 vis a vis 2014-26 (Upto May'26) is as under:

Period	ROBs/ RUBs constructed
2004-14	4,148 Nos.
2014-26 (Upto May'26)	14,451 Nos. (347 Nos. in Assam)

As on 01.06.2026, 4,993 Nos. ROB/ RUBs works are sanctioned at a cost of approx. ₹ 1,17,492 Cr on Indian Railways including 67 Nos. ROB/RUB works at a cost of approx. ₹ 1,362 Cr in the state of Assam which are at various stages of planning and execution.

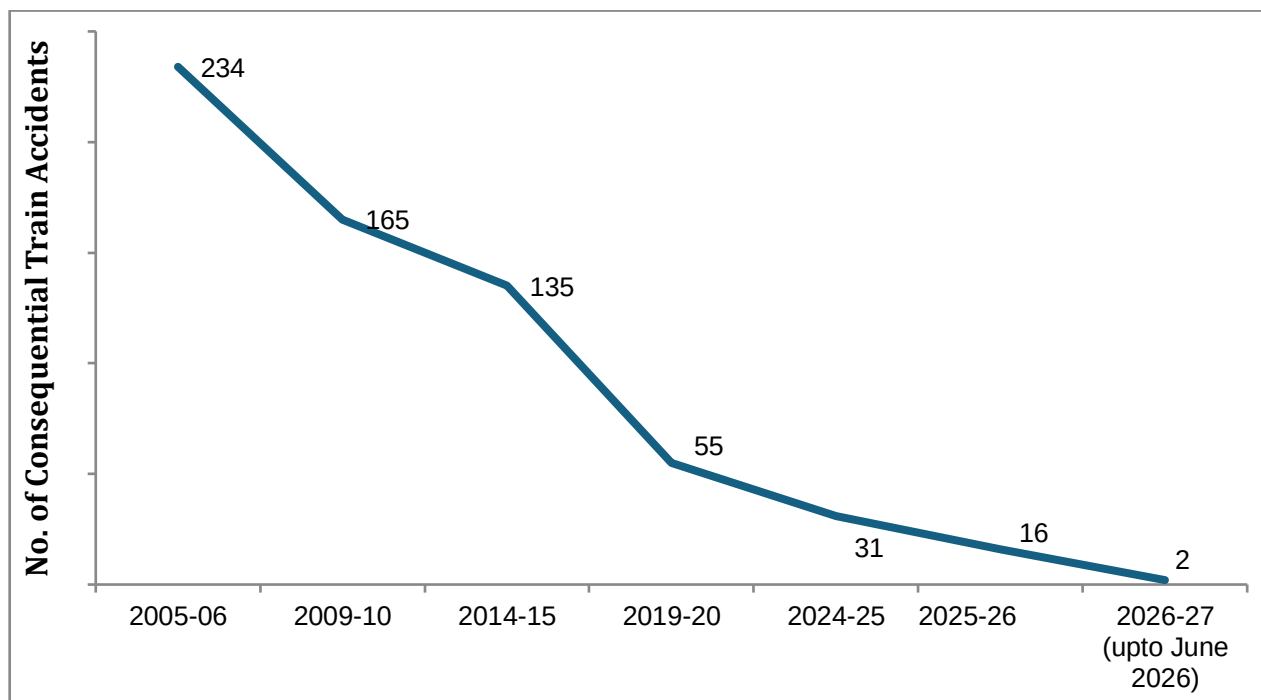
Completion & commissioning of ROB/RUB works depends on various factors like cooperation of State Governments in giving consent for closure of LC, fixing of approach alignment, approval of General Arrangement Drawing (GAD), land acquisition, removal of encroachment, shifting of infringing utilities, statutory clearances from various authorities, law and order situation in the area of project / work sites, duration of working season in a year for the particular project / area due to climatic conditions etc. All these factors affect the completion time of the projects / works.

Railways have taken following measures to expedite the progress of work:

- i. Joint survey with concerned State Govt./Road Owning Authority is done before finalizing the General Arrangement Drawing (GAD) to ensure smooth execution.
- ii. Periodic meetings of Railway & State Government officials are done to resolve various issues related to ROB/RUB works.
- iii. Standardization of superstructure and substructure drawings for various combinations of span, skewness and width of road on the Railway portion has been done to avoid delays during the design approval. This has been issued in the form of a compendium, which can be directly adopted for Road Over Bridge across Railway lines for expeditious planning.

Safety including Signalling System:

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	16 (88% lesser)
2026-27 (upto June 2026)	2

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
2025-26	0.01 (91% 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:

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

2. Electrical/Electronic Interlocking Systems with centralized operation of points and signals in place of old mechanical signalling have been provided at 6671 stations as on 30.06.2026, this includes 153 stations with Electronic Interlocking in Assam.
3. Interlocking of Level Crossing Gates (LC) has been provided at 10395 Level Crossing Gates up to 30.06.2026 for enhancing safety at LC Gate over Indian Railway, including 367 interlocked Level Crossing Gates in Assam.
4. Complete Track Circuiting of stations to enhance safety by verification of track occupancy by electrical means has been provided at 6671 stations up to 30.06.2026 over Indian Railway, including 230 stations in Assam.
5. Axle counters for automatic clearance of Block Section, BPAC (Block Proving Axle Counter) are provided to ensure complete arrival of train without manual intervention before granting line clear to receive next train and to reduce human element. These systems have been provided on 6085 Block Sections up to 30.06.2026 over Indian Railway, including 230 block sections in Assam.
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.No.	Item	2004-05 to 2013-14	2014-15 to 2025-26	2014-26 Vs. 2004-14
Technological Improvements				
1.	Use of high-quality rails (60 Kg) (Km)	57,450 Km	1.63 Lakh Km	More than 2.8 times
2.	Longer Rail Panels (260m) (Km)	9,917 Km	87,219 Km	Nearly 9 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 31.03.26: 31,693 Nos.	352 times
5.	Thick Web Switches (Nos.)	Nil	35,971 Nos.	
Better Maintenance Practices				
1.	Primary Rail Renewal (Track Km)	32,260 Km	57,583 Km	1.78 times

2.	USFD (Ultra Sonic Flaw detection) Testing of Welds (Nos.)	79.43 Lakh	2.25 Crore	More than 2.8 times
3.	Weld failures (Nos.)	In 2013-14: 3,699 Nos.	In 2025-26: 272 Nos.	93 % reduction
4.	Rail fractures (Nos.)	In 2013-14: 2,548 Nos.	In 2025-26: 208 Nos.	92% reduction
Better Infrastructure and Rolling Stock				
1.	New Track KM added (Track Km)	14,985 Km	36,429 Km	Almost 2.5 times
2.	Flyovers (RoBs)/Underpasses (RUBs) (Nos.)	4,148 Nos.	14,362 Nos.	More than 3 times
3.	Unmanned Level crossings (Nos.) on BG	As on 31.03.14: 8,948	As on 31.03.26:Nil (All eliminated by 31.01.19)	Removed
4.	Manufacture of LHB Coaches (Nos.)	2,337 Nos.	49,366 Nos.	More than 21 times

Implementation of Kavach:

1. Kavach is an indigenously developed Automatic Train Protection (ATP) system. Kavach is a highly technology intensive system, which requires safety certification of highest order (SIL-4).
2. Kavach aids the Loco Pilot in running of trains within specified speed limits by automatic application of brakes in case Loco Pilot fails to do so and also helps the trains to run safely during inclement weather.
3. The first field trials on the passenger trains were started in February 2016. Based on the experience gained and Independent Safety Assessment of the system by Independent Safety Assessor (ISA), three firms were approved in 2018-19, for supply of Kavach Ver 3.2.
4. Kavach was adopted as National ATP system in July, 2020.
5. Implementation of Kavach System involves following Key Activities:-
 - a. Installation of Station Kavach at each and every station, block section.
 - b. Installation of RFID Tags throughout the track length.
 - c. Installation of telecom Towers throughout the section.
 - d. Laying of Optical Fibre Cable along the track.
 - e. Provision of Loco Kavach on each and every Locomotive running on Indian Railways.

6. 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.
7. Kavach version 4.0 covers all the major features required for the diverse railway network. This is a significant milestone in safety for Indian Railways. Within a short period, IR has developed, tested and started deploying Automatic Train Protection System.
8. Major improvement in Version 4.0 includes increased Location Accuracy, Improved Information of Signal Aspects in bigger yards, Station to Station Kavach interface on OFC and Direct Interface to existing Electronic Interlocking System. With these improvements, Kavach Ver.4.0. is planned for large scale deployment over Indian Railways.
9. After extensive and elaborate trials, Kavach Version 4.0 has been successfully commissioned on 2633 Route Kilometres as on 31.07.2026, covering the high-density Delhi- Mumbai and Delhi-Howrah routes over Indian Railway.

S. No.	Section	Progress (RouteKm)
(1)	Delhi-Mumbai route: 1,423 Rkm	
I	Tilak Bridge – Junction cabin – Palwal – Mathura – Kota-Nagda-Ratlam – Vadodra – Virar section	1,327
ii	Vadodara – Ahmedabad section	96
(2)	Delhi – Howrah route: 1,210 Rkm	
i.	Chippyana – Tundla– Kanpur – Subedarganjsection	563
ii.	Kanpur – Lucknow section	71
iii.	Mirzapur - DDU (Excluding) section	64
iv	DDU(FOC) –Bhabua Road section	50
v.	Sasaram – Pheser section	43
vi.	Gaya – Sarmatarn – Nimiaghat section	159
vii.	Chota Ambana - Bardhaman – Howrah section	260

10. In addition, track side Kavach implementation work is being taken up on 21,794 RKM covering all GQ,GD,HDN and identified sections of Indian Railways. This includes sections in Assam covering 234 Rkm.

11. The total progress of key items of Kavach on Indian Railway sections are as under:-

S. No.	Item	Progress
i	Laying of Optical Fibre Cable	11,547 Km
ii	Installation of Telecom Towers	1,721 Nos.
iii	Station Data Centre	1,009 station
iv	Installation of Track side equipment	7,726 RKm
v	Provision of Kavach in Loco	6,290 Nos.

12. In addition, work for installation of Kavach in 7,190 Locomotives and 1,200 EMU/MEMU has been taken up.
13. Specialized training programmes on Kavach are being conducted at centralized training institutes of Indian Railways to impart training to all concerned officials. By now more than 94,000 technicians, operators and engineers have been trained on Kavach technology. This includes about 57,000 Loco Pilots & Assistant Loco Pilots. Courses have been designed in collaboration with IRISSET.
14. The cost for provision of Track Side including Station equipment of Kavach is approximately Rs. 50 Lakhs/Km and cost for provision of Kavach equipment on locomotives is approximately Rs. 80 Lakh/Loco.
15. The funds utilized on Kavach works so far up to Jun'26 is Rs.3,875Crores. The allocation of funds during the year 2026-27 is Rs.2,066 Crores. Kavach work is going at good pace in the entire country. Requisite funds are made available as per the progress of works.
