

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
STARRED QUESTION NO.293  
TO BE ANSWERED ON 22.03.2017**

**INVESTMENTS IN RAILWAYS**

**\*293. SHRI NINONG ERING:**

**Will the Minister of RAILWAYS be pleased to state:**

- (a) the detailed action plan chalked out by the Government to improve safety measures/standard of the Railways during the next three years;**
- (b) the details of funds allocated to the Railways between 2014-15 and 2015-16 and the manner in which the funds have been utilised during the said period;**
- (c) whether the budget allocation has been decreased and if so, the reasons therefor; and**
- (d) whether there has been under-investment in the Railways and if so, the measures taken to increase investments?**

**ANSWER**

**MINISTER OF RAILWAYS**

**(SHRI SURESH PRABHAKAR PRABHU)**

**(a) to (d): A Statement is laid on the Table of the House.**

\*\*\*\*\*

**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF STARRED QUESTION NO. 293 BY SHRI NINONG ERING TO BE ANSWERED IN LOK SABHA ON 22.03.2017 REGARDING INVESTMENTS IN RAILWAYS**

**(a): Indian Railways accord highest priority to safety in train operations. Consequential train accidents have declined from 195 in 2006-07 to 135 in 2014-15 and further to 107 in 2015-16. Number of consequential train accidents remained at a level of 99 during 2016-17 (from 1<sup>st</sup> April 2016 to 28<sup>th</sup> February 2017). Accidents Per Million Train Kilometres, an important index of safety, has come down from 0.23 in 2006-07 to 0.11 in 2014-15 and further to 0.10 (approximately) in 2015-16. All possible steps are undertaken on a continual basis including up-gradation of technology to aid safe running of trains. These include replacement of over-aged assets, elimination of unmanned level crossings, adoption of suitable technologies for upgradation and maintenance of track, rolling stock, signaling and interlocking systems, safety drives, greater emphasis on training of officials and inspections at regular intervals to monitor and educate staff for observance of safe practices. Safety devices/systems used to prevent accidents include complete track circuiting, provision of Block Proving Axle Counters (BPAC), Train Protection Warning Systems (TPWS), Colour Light LED Signals,**

**Vigilance Control Device (VCD), usage of 60 kg rails and Prestressed Concrete Sleepers, long rail panels, better welding technology, digital types of machines for ultrasonic flaw detection (USFD), electronic monitoring of tracks using track recording cars (TRC) and portable oscillation monitoring system (OMS), progressive use of Linke Hofmann Busch (LHB) Coaches, Centre Buffer Coupler with Integral Coach Factory (ICF) Coaches, etc.**

**Other measures include training of loco pilots and other safety category staff, improvement of their working conditions including proper rest and periodic medical examinations etc. Besides, periodic safety drives, inspections as per laid down schedules, patrolling of tracks, footplate inspections and safety reviews at various levels are regularly conducted to continuously monitor and improve safety aspects of the Railways.**

**(b) and (c): Allocation of funds to safety related activities forms part of both Revenue and Capital segments of Railway Budget. In 2014-15 and 2015-16 the outlays provided in Revised Estimates (RE) for safety related activities were ₹ 44046 crores and ₹ 46048 crores respectively. As against this, the expenditure in these years was ₹ 42304 crores and ₹ 45516 crores respectively. A statement**

indicating the fund allocated and expenditure incurred during the years 2014-15 and 2015-16 is as follows:

**Expenditure on Safety Related Activities**

(₹ in crores)

<b>Revenue Expenditure(Gross) on Safety:</b>	<b>RE 2014-15</b>	<b>Actual Expenditure 2014-15</b>	<b>RE 2015-16</b>	<b>Actual Expenditure 2015-16</b>
<b>Repairs and Maintenance of Permanent Ways and Works</b>	<b>10435</b>	<b>10282</b>	<b>10945</b>	<b>10888</b>
<b>Repairs and Maintenance of Motive Powers</b>	<b>4892</b>	<b>4783</b>	<b>5338</b>	<b>5273</b>
<b>Repairs and Maintenance of Carriages and Wagons</b>	<b>11313</b>	<b>11276</b>	<b>12263</b>	<b>11952</b>
<b>Repairs and Maintenance of plant and Equipment</b>	<b>6434</b>	<b>6027</b>	<b>6584</b>	<b>6254</b>
<b>Operating Expenses-Traffic-Minor head 600-Safety</b>	<b>24</b>	<b>11</b>	<b>30</b>	<b>16</b>
<b>Total Revenue (Safety):</b>	<b>33098</b>	<b>32379</b>	<b>35160</b>	<b>34383</b>
<b>Capital Expenditure (Gross) on safety:</b>				
<b>Assets-Acquisition, Construction and Replacement:</b>				
<b>Road Safety Works – Level Crossings.</b>	<b>460</b>	<b>442</b>	<b>518</b>	<b>470</b>
<b>Road Safety Works–ROBs/RUBs</b>	<b>2017</b>	<b>1792<sup>^</sup></b>	<b>2144</b>	<b>2133<sup>^</sup></b>
<b>Track Renewals</b>	<b>5047</b>	<b>5372</b>	<b>5426</b>	<b>5586</b>
<b>Bridge Works</b>	<b>465</b>	<b>441</b>	<b>491</b>	<b>520</b>
<b>Signalling and Telecom Works</b>	<b>1033</b>	<b>1006</b>	<b>853</b>	<b>894</b>
<b>Workshops (POH/IOH of</b>	<b>1926</b>	<b>872</b>	<b>1456</b>	<b>1530</b>

<b>Revenue Expenditure(Gross) on Safety:</b>	<b>RE 2014-15</b>	<b>Actual Expenditure 2014-15</b>	<b>RE 2015-16</b>	<b>Actual Expenditure 2015-16</b>
<b>Rolling stock)</b>				
<b>Total Capital (Safety):</b>	<b>10948</b>	<b>9925</b>	<b>10888</b>	<b>11133</b>
<b>Total (Revenue + Capital) on Safety</b>	<b>44046</b>	<b>42304</b>	<b>46048</b>	<b>45516</b>
<b>^Includes funds under Budgetary Sources</b>				

**(d): Funds available have been generally inadequate compared to the large shelf of railway projects of Doubling, New Lines, Gauge Conversion, Traffic Facilities, Workshops, Signaling and Telecommunications etc.**

**However, due to higher Gross Budgetary Support allocation and Extra Budgetary Resources, fund allocation to Doubling, New Lines, Gauge Conversion, National Projects, Electrification Traffic Facilities, Workshops, Signaling and Telecommunications etc. has been enhanced in the last two years.**

**In the Budget 2017-18, setting up of a Rashtriya Rail Sanraksha Kosh (RRSK) has been announced with a corpus of ₹1 lakh crores over a period of 5 years. A provision of ₹ 20,000 crores has been made in budget estimate 2017-18 towards RRSK to fund essential safety works.**

**To augment investments, apart from obtaining higher budgetary support from the General Exchequer, increasing adequate**

**revenue surplus to generate internal resource, Railways have been mobilizing Extra Budgetary Resources like institutional finance sourced by Indian Railway Finance Corporation (IRFC) from Life Insurance Corporation of India, investment by Strategic/Private investors under Public-Private Partnership policy, equity participation by State Governments and Public Sector entities in joint ventures with Railways and funding from multilateral lending agencies like World Bank.**

**\*\*\*\*\***