

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 2049
TO BE ANSWERED ON 07.03.2018**

RAIL ACCIDENTS

+2049. SHRI UDAY PRATAP SINGH:

Will the Minister of RAILWAYS be pleased to state:

(a) whether after taking cognizance of recent accidents, the Government has taken steps for passenger safety and to prevent recurrence of such accidents;

(b) if so, the details thereof;

(c) whether the Government has contemplated/proposed to upgrade the various safety standards of the railway;

(d) if so, the details thereof and the expected time limit to complete the process; and

(e) if not, the reasons therefor?

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI RAJEN GOHAIN)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF UNSTARRED QUESTION NO. 2049 BY SHRI UDAY PRATAP SINGH TO BE ANSWERED IN LOK SABHA ON 07.03.2018 REGARDING RAIL ACCIDENTS.

(a)&(b): Safety is accorded the highest priority by Indian Railways and all possible steps are undertaken on a continual basis based on the experience gained from various accidents in the past to enhance safety. These include timely replacement of over-aged assets, adoption of suitable technologies for upgradation and maintenance of track, rolling stock, signalling and interlocking systems, safety drives, greater emphasis on training of officials and safety inspections at regular intervals to monitor and educate staff for observance of safe practices.

(c) to (e): All technologies, maintenance procedure & processes in connection with safe running of train are introduced after thorough examination from safety point of view. The safety standards are specific to the technologies and the procedures; these are constantly being upgraded/modified with the change in technologies and new maintenance procedures. Indian Railways have adopted or are continuously introducing new technologies such as electronic interlocking at all interlocked Broad Gauge stations on Indian Railways, Automatic Train Protection (ATP) system based on European Train Control System Level 2 (ETCS-L2) in the entire BG route and covering all the Electric locos, EMU/MEMUs and Diesel locos over BG route, Mobile Train Radio Communication (MTRC) including Broad Band Corridor with LTE covering the entire BG route, Centralized Traffic Control (CTC) on entire route, Train Management System covering all 4 Metros, Automatic Block Signalling covering the Golden

Quadrilateral & Diagonals routes and train detection system in balance routes, Remote Diagnostics and Predictive Maintenance, Track Circuiting at station, Axle Counter for Block working (BPAC), Use of 60 kg rails and Pre Stressed Concrete Sleepers (PSC), Long Welded Rail Panels (LWR), Thick Web Switches in turnouts, Digital Ultrasonic Flaw Detection Machines for rail defects. A policy decision has been taken to manufacture only Linke Hoffman Busche (LHB) type coaches from 2018-19 onwards. All electric locomotives have been provided with Vigilance Control Devices (VCD) which helps in checking the alertness of Loco Pilots (LPs). Training to the Loco Pilots is being imparted on Simulators for improving reaction time and driving skills.

As a result of implementing the above mentioned continual upgradation and adoption of technologies, the number of consequential accidents has steadily fallen over Indian Railways.
