

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
UNSTARRED QUESTION NO.4272  
TO BE ANSWERED ON 21.03.2018**

**SAFETY MEASURES**

**4272. SHRI OM BIRLA :**

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

**(a) the budgetary allocations made and the expenditure incurred therefrom for safety measures in the Railways during the last three years and the current year, year-wise;**

**(b) the details of the recommendations of the Kakodkar Committee in this regard which have been implemented and also those which have not been implemented along with the reasons therefor;**

**(c) whether the Government has taken any steps for the upgradation or complete overhaul of coaches used by the Indian Railways to bring them inline with current requirements and standards of safety while providing world class facilities to the passengers and if so, the details thereof;**

**(d) if not, the reasons therefor; and**

**(e) whether the Government has taken any steps to upgrade the safety, security and goods carrying capacity of carriage wagons and if so, the details thereof?**

**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.4272 BY SHRI OM BIRLA TO BE ANSWERED IN LOK SABHA ON 21.03.2018 REGARDING SAFETY MEASURES**

**(a) : The outlay made and expenditure incurred on safety related activities during the last three years and the current year is as under -**

**( ₹ in cr)**

	<b>Revised Estimates</b>	<b>Actual Expenditure</b>
<b>2014-15</b>	<b>44842</b>	<b>43113</b>
<b>2015-16</b>	<b>46048</b>	<b>45516</b>
<b>2016-17</b>	<b>63062</b>	<b>53456</b>
<b>2017-18</b>	<b>68725</b>	<b>51973</b>
		<b>(upto end of Feb.2018)</b>

**(b) : A High Level Safety Review Committee (Kakodkar Committee) was constituted by the Ministry of Railways which has made 106 recommendations on various technical and technology related aspects in connection with safe running of train services. Of these, 97 recommendations have been fully / partially accepted, and 9 recommendations are not accepted by the Ministry of Railways. Of the accepted recommendations, 65 have been implemented. The remaining recommendations are at various stages of implementation. The process of implementation of some of the recommendations is a continuous and / or long drawn out process requiring test and trails, identification and introduction of new and suitable technologies, consultation with outside agencies etc. and as such require larger duration of time for their final implementation.**

**(c) & (d) : The improvement of passenger facilities and safety in trains is a continual process. In this regard, Ministry of Railways has taken**

**several steps to improve travel experience of passengers and safety in train services across the country. Some of the steps taken are as under –**

**Proliferation of LHB Coaches – A policy decision has been taken to manufacture only Linke Hoffman Busche (LHB) type coaches from 2018-19 onwards. LHB coaches have better technology and are of superior design as compared to the Integral Coach Factory (ICF) type coaches.**

**Provision of Fire Extinguishers – Dry chemical powder type fire extinguishers are being provided in all main line trains.**

**Automatic Fire & Smoke Detection System in AC Coaches – Instructions have been issued to Production Units that all newly manufactured AC coaches shall be provided with Automatic Fire & Smoke Detection System. For existing coaches, sanction exists for the provision of automatic fire & smoke detection system in 3250 coaches. Works is being carried out in a phased manner.**

**Fire Suppression System in Pantry Cars and Power Cars – Instructions have been issued that this system should be provided in all newly manufactured LHB power cars and LHB pantry cars by the Production Units. Sanction is available for provision of automatic fire detection and suppression system in existing 150 LHB pantry cars and 225 LHB power cars. The work of retro fitment is being carried out progressively.**

**Improving Fire Retardancy in Coaches – Coaches are being provided with fire retardant furnishing materials such as fire retardant curtains, partition panelling, roof ceiling, flooring, seat and berths along with cushioning material and seat covers, windows and UIC vestibules etc. The specifications of these items are being upgraded from time to time as a part of continual improvement. In the specification of major furnishing items, now a new parameter related to fire retardancy (i.e.**

heat release rate) has been introduced as per international norms.

**Provision of Double Acting Doors in Coaches – Double acting doors in coaches are two-way swing AC compartment doors for easy evacuation of passengers. Such doors need to be provided in the AC coaches so as to improve the fire worthiness and enable passengers to quickly evacuate from the coach in the event of fire. Sanction under Rolling Stock Programme (RSP) exists for the provision of double acting doors in 3500 coaches and the work is being carried out in a phased manner. Also, instructions have been issued to Production Units that all newly manufactured AC coaches shall be provided with double acting doors.**

**(e) : Improvements in freight rolling stock design is a continuous activity where measures for upgrading the safety, security and goods carrying capacity of carriage wagons are being taken as a continuous process. For improving the through put, some of the recent measures taken are as below-**

**(i) Design development and procurement of 25 tonne axle load BOXNS wagon which has given satisfactory riding performance upto 100 kmph in loaded condition in Indian Railways.**

**(ii) Design of new low weight low height bogies for use on new 25 tonne axle load wagons and development of higher capacity couplers & draft gears.**

**(iii) Retrofitment of bogie mounted brake system, twin pipe brake system, rehabilitation of BOXN and BOBRN wagons etc.**

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