

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

LOK SABHA

**UNSTARRED QUESTION NO.5327
TO BE ANSWERED ON 28.03.2018**

BUDGETARY ALLOCATION FOR SAFETY OF TRAINS

†5327. SHRI ALOK SANJAR:

Will the Minister of RAILWAYS be pleased to state :

- (a) the details of the budgetary allocations made with regard to the safety of Indian Railways during the last three years and the current year;**
- (b) the amount utilized out of the said allocation made;**
- (c) the details of the safety related measures adopted during the above said period; and**
- (d) whether despite all security measures taken, rail accidents are continuously taking place and if so, the corrective measures taken in this regard?**

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI RAJEN GOHAIN)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF UNSTARRED QUESTION NO. 5327 BY SHRI ALOK SANJAR TO BE ANSWERED IN LOK SABHA ON 28.03.2018 REGARDING BUDGETARY ALLOCATION FOR SAFETY OF TRAINS.

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

(₹ in cr)

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

(c) : Safety is accorded the highest priority by Indian Railways and all possible steps are undertaken on a continual basis to prevent accidents and 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. Preventive and predictive maintenance of the Railway assets is undertaken to ensure safe train operation. Safety devices/systems being used to prevent accidents include Electronic Interlocking, Track Circuiting, provision of Block Proving Axle Counters, Colour Light LED Signals, Train Protection & Warning System, Vigilance Control Device, Fog Pass Device, usage of 52 kg/60 kg, 90 or higher UTS rails and Pre-stressed Concrete Sleepers, use of Ultrasonic Flaw Detection of rails and welds at predefined periodicity to detect internal flaws in rails/welds. Electronic monitoring of track geometry is carried

out to detect defects and plan maintenance. Steel Channel Sleepers on girder bridges are being used while carrying out primary track renewals.

Further, it has been decided to lay Thick Webs Switches, Weldable Cast Manganese Steel crossings on identified routes. Progressive use of Linke Hofmann Busch Coaches, use of Centre Buffer Couplers with Integral Coach Factory Coaches, etc. Railway tracks are replaced on age cum condition basis through track renewal works which is an ongoing process. Other measures include training of loco pilots and other safety category staff, improvement of their working conditions including proper rest and periodic medical examination etc. Besides, patrolling of tracks, footplate inspections and safety reviews at various levels, etc. are regularly conducted to continuously monitor and improve safety aspects of the Indian Railways.

(d) : No, Madam. The number of consequential train accidents (including accidents at Unmanned Level Crossings mainly caused due to negligence of road vehicle users) have decreased from 135 in 2014-15, to 107 in 2015-16 and further to 104 in 2016-17. In the current year (upto 15th March, 2018) the number of consequential train accidents have further reduced to 71 as compared to 101 in the corresponding period of the previous year.
