

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 392
TO BE ANSWERED ON 24.07.2024**

SAFETY MEASURES FOR RAILWAY EMPLOYEES

392. SHRI M K RAGHAVAN :

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government has data regarding the status of development of Calicut Railway Station and if so, the details regarding the same including expected date of completion of the works;**
- (b) whether the Government has observed that a large number of railway underpasses such as those at Nalloor in Feroke was closed which affects a large number of daily commuters and if so, the details of steps taken to address the problems of commuters;**
- (c) whether the trackmen in Railways are given adequate safety measures such as use of Rakshak and if so, the details thereof;**
- (d) if not, the details of steps taken for the safety of railway Keymen in the country; and**
- (e) the total number of railway employees who lost their lives due to train accidents during work and details of measures taken to compensate their families across the country ?**

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(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. 392 BY SHRI M K RAGHAVAN TO BE ANSWERED IN LOK SABHA ON 24.07.2024 REGARDING SAFETY MEASURES FOR RAILWAY EMPLOYEES.

(a) Ministry of Railways has launched 'Amrit Bharat Station scheme' for development of Stations on Indian Railways. Kozhikode (Calicut) railway station falling in the state of Kerala has been identified for redevelopment under this scheme.

This scheme envisages development of stations on a continuous basis with a long term approach. It involves preparation of Master Plans and their implementation in phases to improve the amenities at the stations like improvement of station access, circulating areas, waiting halls, toilets, lift/escalators as necessary, cleanliness, free Wi-Fi, kiosks for local products through schemes like 'One Station One Product', better passenger information systems, executive lounges, nominated spaces for business meetings, landscaping etc. keeping in view the necessity at each such station.

The scheme also envisages improvement of building, integrating the station with both sides of the city, multimodal integration, amenities for Divyangjans, sustainable and environment friendly solutions, provision of ballast less tracks, etc. as per necessity, phasing and feasibility and creation of city centres at the station in the long term.

Tender for redevelopment of Kozhikode Railway Station has been awarded and the works have started.

Further, development/redevelopment/upgradation of Railway Stations is complex in nature involving safety of passengers & trains and requires various statutory clearances such as fire clearance, heritage, tree cutting, airport clearance etc. The progress also gets affected due to brown field related challenges such as shifting of utilities, (involving water/sewage

lines, optical fiber cables, gas pipe lines, power/signal cables etc.,) infringements, encroachments, operation of trains without hindering passenger movement, speed restrictions due to works carried out in close proximity of high voltage power lines etc. and these factors affect the completion time. Therefore, no time frame can be indicated at this stage.

(b) Few bridges designated for waterway use are used for crossing the track by pedestrian / vehicular traffic as an underpass. Use of waterway bridge openings is not permitted for road / pedestrian movement on technical considerations for safety of Water-way Bridge and also safety of road user / pedestrians. Water-way Bridge is designed to pass flood water through its openings without affecting the safety of embankment / bridge of railway lines.

However, in exceptional cases where the location is a source/potential source of trespass, affecting safety in train operations, mobility of trains and conditions of infrastructures adversely, Subway/ FOB may be provided at nearby suitable location depending on feasibility, & priority.

(c) & (d) Following practices are observed regularly for safety of Track Maintainer:

1. Regular counselling is done by senior supervisors and officers and through seminars/workshops for “Personal Safety First” while working on/near to track. Necessary protection measures like hand flags, banner flags, detonators, whistles, RAKSHAK equipments etc. are provided as per requirement.

2. Personal protective equipments viz. Luminous vests, Safety helmets, miner light/tri-colour torch, safety shoes and light weight improved tools & equipment have been provided to Track Maintainers.

3. Lookout men are also deputed where necessary to watch for the approaching train.

4. Periodic medical examinations are done to ascertain the fitness of keymen.

(e) Indian Railways have a scheme for providing appointment on compassionate ground to dependents of Railway Servants who lose their lives in the course of duty or die in harness while in service or are medically incapacitated/decategorised subject to fulfilment of terms and conditions for such appointments.

As per extant instructions, the General Managers of all Zonal Railways/Production Units (PUs) have been empowered to grant Ex-gratia lump-sum compensation to the families of Railway employees in case of death occurring due to accidents in the course of performance of duties.
