

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
UNSTARRED QUESTION NO. 396  
TO BE ANSWERED ON 27.11.2024**

**STATUS OF NATIONAL RAIL PLAN, 2030**

**396. SHRI BENNY BEHANAN:  
SHRI TANUJ PUNIA;  
ADV. ADOOR PRAKASH:**

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

- (a) the coverage of Kavach Safety system in terms of length, along with the percentage of coverage in regards to the total rail network;**
- (b) current status of the National Rail Plan, 2030, including the progress made towards identifying new dedicated freight and high-speed rail corridors; and**
- (c) the numbers of reported rail accidents during the past five years and the reasons increasing number of rail accidents and measures taken by the Government to address the situation?**

**ANSWER**

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

**(SHRI ASHWINI VAISHNAW)**

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

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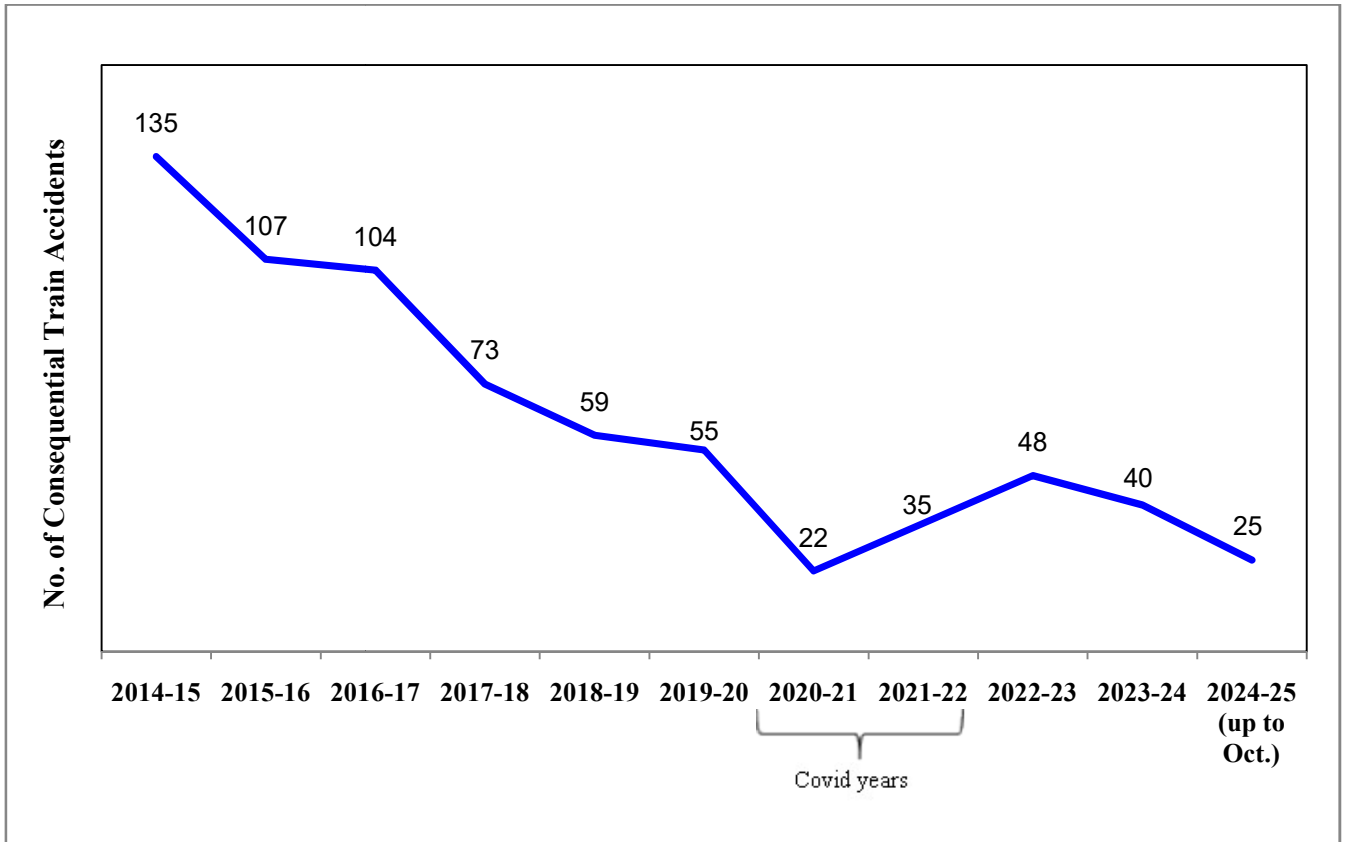
**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (c) OF UNSTARRED QUESTION NO.396 BY SHRI BENNY BEHANAN, SHRI TANUJ PUNIA AND ADV. ADOOR PRAKASH TO BE ANSWERED IN LOK SABHA ON 27.11.2024 REGARDING STATUS OF NATIONAL RAIL PLAN, 2030.**

**(a) & (c):**

- i. As a consequence of various safety measures taken over the years, there has been a steep decline in the number of accidents. Consequential Train Accidents, which include consequential train derailments also, have reduced from 135 in 2014-15 to 40 in 2023-24 as shown in the graph below. The causes of these accidents broadly include track defects, Loco/Coach defects, equipment failures, human errors etc. An accident might cause damage to the Railway property that includes track, rolling stock, OHE equipment, signaling gears etc.**

**It may be noted that the consequential train accidents during the period 2004-14 was 1711 (average 171 per annum), which has declined to 678 during the period 2014-24 (average 68 per annum).**

**Another important index showing improved safety in train operations is Accidents Per Million Train Kilometer (APMTKM) which has reduced from 0.11 in 2014-15 to 0.03 in 2023-24, indicating an improvement of approx. 73% during the said period**



**Consequential Train Accidents on Indian Railways and casualties therein:**

| Period             | No. of Consequential Train Accidents | No. of Deaths | No. of Injuries |
|--------------------|--------------------------------------|---------------|-----------------|
| 2004-05 to 2013-14 | 1711                                 | 904           | 3155            |
| 2014-15 to 2023-24 | 678                                  | 748           | 2087            |

**SAFETY MEASURES**

**Safety is accorded the highest priority on Indian Railways. The various safety measures taken to enhance safety in train operations are as under:-**

- i. **On Indian Railways, the expenditure on Safety related activities has increased over the years as under:**

| <b>Expenditure on Safety related activities</b>            |                          |                          | <b>(Rs. in Cr.)</b> |
|--|--------------------------|--------------------------|---------------------|
|  | <b>2022-23<br/>(Act)</b> | <b>2023-<br/>24(Act)</b> | <b>BE 2024-25</b>   |
| <b>Maintenance of Permanent Way &amp; Works</b>            | <b>18,115</b>            | <b>20,322</b>            | <b>21,386</b>       |
| <b>Maintenance of Motive Power and Rolling Stock</b>       | <b>27,086</b>            | <b>30,864</b>            | <b>31,494</b>       |
| <b>Maintenance of Machines</b>                             | <b>9,828</b>             | <b>10,772</b>            | <b>11,864</b>       |
| <b>Road Safety LCs and ROB/ RUBs</b>                       | <b>5,347</b>             | <b>6,662</b>             | <b>9,980</b>        |
| <b>Track Renewals</b>                                      | <b>16,326</b>            | <b>17,850</b>            | <b>17,652</b>       |
| <b>Bridge Works</b>  | <b>1,050</b>             | <b>1,907</b>             | <b>2,137</b>        |
| <b>Signal &amp; Telecom Works</b>                          | <b>2,456</b>             | <b>3,751</b>             | <b>4,647</b>        |
| <b>Workshops Incl. PUs and Misc. expenditure on Safety</b> | <b>7,119</b>             | <b>9,523</b>             | <b>9,615</b>        |
| <b>Total</b>   | <b>87,327</b>            | <b>1,01,651</b>          | <b>1,08,776</b>     |

- ii. **Electrical/Electronic Interlocking Systems with centralized operation of points and signals have been provided at 6,608 stations up to 31.10.2024 to reduce accidents due to human failure.**
- iii. **Interlocking of Level Crossing (LC) Gates has been provided at 11,053 level Crossing Gates up to 31.10.2024 for enhancing safety at LC gates.**

- iv. Complete Track Circuiting of stations to enhance safety by verification of track occupancy by electrical means has been provided at 6,619 stations up to 31.10.2024.**
- v. Kavach is a highly technology intensive system, which requires safety certification of highest order. Kavach was adopted as a National ATP system in July 2020. Kavach is provided progressively in phased manner. Kavach has already been deployed on 1548 RKm on South Central Railway and North Central Railway. Presently, the work is in progress on Delhi-Mumbai and Delhi-Howrah corridors ( approximately 3000 Route Km). Track side works on these routes have been completed on about 1081 RKm ( 705 RKm on Delhi-Mumbai section and 376 RKm on Delhi-Howrah section ). Regular trials are being done on these sections.**
- vi. Detailed instructions on issues related with safety of Signalling e.g. mandatory correspondence check, alteration work protocol, preparation of completion drawing, etc. have been issued.**
- vii. System of disconnection and reconnection for S&T equipment as per protocol has been re-emphasized.**
- viii. All locomotives are equipped with Vigilance Control Devices (VCD) to improve alertness of Loco Pilots.**
- ix. Retro-reflective sigma boards are provided on the mast which is located two OHE masts prior to the signals in electrified territories to alert the crew about the signal ahead when visibility is low due to foggy weather.**
- x. A GPS based Fog Safety Device (FSD) is provided to loco pilots in fog affected areas which enables loco pilots to know the**

**distance of the approaching landmarks like signals, level crossing gates etc.**

- xi. Modern track structure consisting of 60kg, 90 Ultimate Tensile Strength (UTS) rails, Prestressed Concrete Sleeper (PSC) Normal/Wide base sleepers with elastic fastening, fanshaped layout turnout on PSC sleepers, Steel Channel/H-beam Sleepers on girder bridges is used while carrying out primary track renewals.**
- xii. Mechanisation of track laying activity through use of track machines like PQRS, TRT, T-28 etc to reduce human errors.**
- xiii. Maximizing supply of 130m/260m long rail panels for increasing progress of rail renewal and avoiding welding of joints, thereby improving safety.**
- xiv. Ultrasonic Flaw Detection (USFD) testing of rails to detect flaws and timely removal of defective rails.**
- xv. Laying of longer rails, minimizing the use of Alumino Thermic Welding and adoption of better welding technology for rails i.e. Flash Butt Welding.**
- xvi. Monitoring of track geometry by OMS (Oscillation Monitoring System) and TRC (Track Recording Cars).**
- xvii. Patrolling of railway tracks to look out for weld/rail fractures.**
- xviii. The use of Thick Web Switches and Weldable CMS Crossing in turnout renewal works.**
- xix. Inspections at regular intervals are carried out to monitor and educate staff for observance of safe practices.**
- xx. Web based online monitoring system of track assets viz. Track database and decision support system has been adopted to decide rationalized maintenance requirement and optimize inputs.**

- xxi. Detailed instructions on issues related with safety of Track e.g. integrated block, corridor block, worksite safety, monsoon precautions etc. have been issued.**
- xxii. Preventive maintenance of railway assets (Coaches & Wagons) is undertaken to ensure safe train operations.**
- xxiii. Replacement of conventional ICF design coaches with LHB design coaches is being done.**
- xxiv. All unmanned level crossings (UMLCs) on Broad Gauge (BG) route have been eliminated by January 2019.**
- xxv. Safety of Railway Bridges is ensured through regular inspection of Bridges. The requirement of repair/rehabilitation of Bridges is taken up based upon the conditions assessed during these inspections.**
- xxvi. Indian Railways has displayed Statutory “Fire Notices” for widespread passenger information in all coaches. Fire posters are provided in every coach so as to educate and alert passengers regarding various Do’s and Don’ts to prevent fire. These include messages regarding not carrying any inflammable material, explosives, prohibition of smoking inside the coaches, penalties etc.**
- xxvii. Production Units are providing Fire detection and suppression system in newly manufactured Power Cars and Pantry Cars, Fire and Smoke detection system in newly manufactured coaches. Progressive fitment of the same in existing coaches is also underway by Zonal Railways in a phased manner.**
- xxviii. Regular counselling and training of staff is undertaken.**
- xxix. Concept of Rolling Block introduced in Indian Railways (Open Lines) General Rules vide Gazette notification dated**

**30.11.2023, wherein work of integrated maintenance/ repair/ replacement of assets is planned up to 52 weeks in advance on rolling basis and executed as per plan.**

**The details of the Safety related works undertaken by Railways are tabulated below:-**

| <b>SN</b>                              | <b>Item</b>  | <b>2004-05 to 2013-14</b>   | <b>2014-15 to 2023-24</b>     | <b>2014-24 Vs. 2004-14</b> |
|--|--|-----------------------------|-------------------------------|----------------------------|
| <b>Track Maintenance</b>               |  |                             |                               |                            |
| <b>1.</b>                              | <b>Expenditure on Track Renewal (Rs. in Cr.)</b>                     | <b>47,038</b>               | <b>1,09,577</b>               | <b>2.33 times</b>          |
| <b>2.</b>                              | <b>Rail Renewal Primary (Track Km)</b>                               | <b>32,260</b>               | <b>43,335</b>                 | <b>1.34 times</b>          |
| <b>3.</b>                              | <b>Use of high-quality rails (60 Kg) (Km)</b>                        | <b>57,450</b>               | <b>1,23,717</b>               | <b>2.15 times</b>          |
| <b>4.</b>                              | <b>Longer Rail Panels (260m) (Km)</b>                                | <b>9,917</b>                | <b>68,233</b>                 | <b>6.88 times</b>          |
| <b>5.</b>                              | <b>USFD (Ultra Sonic Flaw detection) Testing of Rails (Track km)</b> | <b>20,19,630</b>            | <b>26,52,291</b>              | <b>1.31 times</b>          |
| <b>6.</b>                              | <b>USFD (Ultra Sonic Flaw detection) Testing of Welds (Nos.)</b>     | <b>79,43,940</b>            | <b>1,73,06,046</b>            | <b>2.17 times</b>          |
| <b>7.</b>                              | <b>New Track KM added (Track km)</b>                                 | <b>14,985</b>               | <b>31,180</b>                 | <b>2.08 times</b>          |
| <b>8.</b>                              | <b>Weld failures (Nos.)</b>  | <b>In 2013-14: 3699</b>     | <b>In 2023-24: 481</b>        | <b>87% reduction</b>       |
| <b>9.</b>                              | <b>Rail fractures (Nos.)</b>   | <b>In 2013-14: 2548</b>     | <b>In 2023-24: 383</b>        | <b>85% reduction</b>       |
| <b>10</b>                              | <b>Thick Web Switches (Nos.)</b>                                     | <b>Nil</b>                  | <b>21,127</b>                 |                            |
| <b>11</b>                              | <b>Track Machines (Nos.)</b>   | <b>As on 31.03.14 = 748</b> | <b>As on 31.03.24 = 1,661</b> | <b>122% increase</b>       |
| <b>Level Crossing Gate Elimination</b> |  |                             |                               |                            |



|                              |   |                             |  |                       |
|------------------------------|---|-----------------------------|--|-----------------------|
| <b>1.</b>                    | <b>Elimination of Unmanned Level Crossing Gates (Nos.)</b>        | <b>As on 31.03.14: 8948</b> | <b>As on 31.03.24: Nil eliminated by 31.01.19)</b> | <b>100% reduction</b> |
| <b>2.</b>                    | <b>Elimination of Manned Level Crossing Gates (Nos.)</b>          | <b>1,137</b>                | <b>7,075</b>                                       | <b>6.21 Times</b>     |
| <b>3.</b>                    | <b>Road over Bridges (RoBs)/ Road under Bridges (RUBs) (Nos.)</b> | <b>4,148</b>                | <b>11,945</b>                                      | <b>2.88 Times</b>     |
| <b>4.</b>                    | <b>Expenditure on LC Elimination (LC+ROB+RUB)</b>                 | <b>8,825</b>                | <b>41,957</b>                                      | <b>4.75 Times</b>     |
| <b>Bridge Rehabilitation</b> |   |                             |  |                       |
| <b>1.</b>                    | <b>Expenditure on Bridge Rehabilitation (Rs. in Cr.)</b>          | <b>3,924</b>                | <b>8,255</b>                                       | <b>2.10 Times</b>     |
| <b>Signalling Works</b>      |   |                             |  |                       |
| <b>1.</b>                    | <b>Electronic Interlocking (Stations)</b>                         | <b>837</b>                  | <b>2,964</b>                                       | <b>3.52 times</b>     |
| <b>2.</b>                    | <b>Automatic Block Signaling (Km)</b>                             | <b>1,486</b>                | <b>2,497</b>                                       | <b>1.67 times</b>     |

| <b>S N</b>           | <b>Item</b>  | <b>2004-05 to 2013-14</b> | <b>2014-15 to 2023-24</b>     | <b>2014-24 Vs. 2004-14</b> |
|----------------------|--|---------------------------|-------------------------------|----------------------------|
| <b>Rolling Stock</b> |  |                           |                               |                            |
| <b>1.</b>            | <b>Manufacture of LHB Coaches (Nos.)</b>   | <b>2,337</b>              | <b>36,933</b>                 | <b>15.80 times</b>         |
| <b>2.</b>            | <b>Provision of Fire and Smoke Detection System in AC coaches (Nos. of Coaches)</b>                  | <b>0</b>                  | <b>19,271</b>                 |                            |
| <b>3.</b>            | <b>Provision of Fire Detection and Suppression System in Pantry and Power Cars (Nos. of Coaches)</b> | <b>0</b>                  | <b>2,991</b>                  |                            |
| <b>4.</b>            | <b>Provision of Fire Extinguishers in Non -AC coaches (Nos. of Coaches)</b>                          | <b>0</b>                  | <b>66,840</b>                 |                            |
| <b>5.</b>            | <b>Fog Pass Safety Devices (Nos.)</b>  | <b>As on 31.03.14: 90</b> | <b>As on 31.03.24: 19,742</b> | <b>219 times</b>           |

**Further, regarding Kavach safety system-**

- 1. Kavach is an indigenously developed Automatic Train Protection (ATP) system. Kavach is a highly technology intensive system, which requires safety certification of highest order (SIL-4).**
- 2. Kavach aids the Loco Pilot in running of train within specified speed limits by automatic application of brakes in case Loco Pilot fails to do so and also helps the trains to run safely during inclement weather.**
- 3. The first field trials on the passenger trains were started in February 2016. Based on the experience gained and Independent Safety Assessment of the system by Independent Safety Assessor (ISA), three firms were approved in 2018-19, for supply of Kavach ver 3.2.**
- 4. Kavach was adopted as National ATP system in July 2020.**
- 5. Implementation of Kavach System involves following Key Activities:**
  - a. Installation of Station Kavach at each and every station, block section.**
  - b. Installation of RFID Tags throughout the track length.**
  - c. Installation of telecom Towers throughout the section.**
  - d. Laying of Optical Fibre Cable along the track.**
  - e. Provision of Loco Kavach on each and every Locomotive running on Indian Railways.**
- 6. Based on deployment of Kavach version 3.2 on 1465 RKm on South Central Railway, lot of experience was gained. Using that further improvements were made. Finally, Kavach**

**specification version 4.0 was approved by RDSO on 16.07.2024.**

- 7. Kavach version 4.0 covers all the major features required for the diverse railway network. This is a significant milestone in safety for Indian Railways. Within a short period, IR has developed, tested and started deploying Automatic Train Protection System.**
- 8. Major improvement in Version 4.0 includes increased Location Accuracy, Improved Information of Signal Aspects in bigger yard, Station to Station Kavach interface on OFC and Direct Interface to existing Electronic Interlocking System. With these improvements, now large scale deployment has started.**
- 9. Kavach has already been deployed on 1548 RKm on South Central Railway and North Central Railway. Presently, the work is in progress on Delhi- Mumbai & Delhi- Howrah corridors (approximately 3000 Route km). Track side works on these routes have been completed on about 1081 RKM (705 RKm on Delhi-Mumbai section and 376 RKm on Delhi-Howrah section). Regular trials are being done on these sections.**
- 10. Progress of Key items comprising Kavach system on above mentioned routes upto Oct' 2024 is as under:-**
  - a. Laying of Optical Fibre Cable: 4960 Km**
  - b. Installation of Telecom Towers: 378 Nos.**
  - c. Provision of Kavach at Stations: 381 Nos.**
  - d. Provision of Kavach in Loco: 482 Locos**
  - e. Installation of Track side equipment: 1948 RKm.**
- 11. Next phase of Kavach implementation is planned as under:-**
  - a. Project for equipping 10,000 Locomotives has been**

**finalized.**

- b. Bids for track side Works of Kavach for approximately 15000 RKm have been invited, out of which Bids for about 9000Rkm have been opened. It covers all GQ, GD, HDN and Identified sections of Indian Railways.**
- 12. Currently, 3 OEMs are approved for supply of Kavach System. To increase capacity and scale of implementation, trials and approval of more OEMs are at different stages.**
- 13. Specialized training programme on Kavach are being conducted at centralized training institutes of Indian Railways to impart training to all concerned officials. By now more than 9000 technicians, operators and engineers have been trained on Kavach technology. Courses have been designed in collaboration with IRISSET.**

**(b): Regarding Status of National Rail Plan, 2030-**

**Presently, Ministry of Railways has taken up construction of two Dedicated Freight Corridors (DFC) viz. Eastern Dedicated Freight Corridor (EDFC) from Ludhiana to Sonnagar (1337 Km) and Western Dedicated Freight Corridor (WDFC) from Jawaharlal Nehru Port Terminal (JNPT) to Dadri (1506 Km). Till September, total 2741 Km (96.4%) route commissioned out of total 2843 Km. Eastern Dedicated Freight Corridor consisting of 1337 Km has been completed and Western Dedicated Freight Corridor consisting of 1404 Km has been completed. The Vaitarna-JNPT (102 km) section of WDFC is expected to be completed by Dec, 2025.**

**Further, Ministry of Railways has assigned the work related to preparation of Survey/ Detailed Project Report (DPR) for the following three (03) new Dedicated Freight Corridors (DFCs) to Dedicated Freight Corridor Corporation of India Limited (DFCCIL):-**

- i. East- Coast Corridor: Kharagpur to Vijayawada**
- ii. East-West corridor :**
  - (a) Palghar - Bhusawal - Nagpur – Kharagpur - Dankuni**
  - (b) Rajkharsawan – Kalipahari - Andal**
- iii. North-South Sub-corridor: Vijayawada-Nagpur-Itarsi**

**None of the above corridor has been sanctioned yet. Being highly capital intensive, the sanction of any DFC projects depends on several factors such as technical feasibility, financial viability and availability of financing options etc.**

### **High Speed Rail Project**

**Presently, Mumbai- Ahmedabad High Speed Rail (MAHSR) Project is the only sanctioned High Speed Rail project in the Country which is being implemented with technical & financial assistance from Government of Japan.**

**Further, Ministry of Railways has assigned the work for the preparation of Survey/Detailed Project Report (DPR) for the following seven new High Speed Rail (HSR) corridors to National High Speed Rail Corporation Limited (NHSRCL), out of which six (06) DPRs are under examination and DPR of Varanasi-Howrah is under preparation:**

- i. Delhi-Varanasi**
- ii. Delhi-Ahmedabad**
- iii. Mumbai-Nagpur**
- iv. Mumbai-Hyderabad**
- v. Chennai-Mysore**
- vi. Delhi-Amritsar**
- vii. Varanasi-Howrah**

**None of the above corridor has been sanctioned yet. Being highly capital intensive, the sanction of any High Speed Rail Project depends on several factors such as technical feasibility, financial viability and availability of financing options etc.**

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