

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
UNSTARRED QUESTION NO. 4471  
TO BE ANSWERED ON 20.08.2025**

**RAILWAY PROJECTS IN ANDHRA PRADESH**

**4471.DR. D. PURANDESWARI:**

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

- (a) the details of the current percentage of broad-gauge railway lines electrified in Andhra Pradesh and the scheduled date for achieving 100% electrification;**
- (b) the status of track upgradation works to support Vande Bharat Express operations;**
- (c) the details of the progress on the deployment of the 'Kavach' automatic train protection system on major routes within the State;**
- (d) the details of the total funds allocated for electrification and safety system upgradation projects in Andhra Pradesh for the current fiscal year; and**
- (e) the details of the specific measures being taken to enhance the speed and safety of passenger and freight trains running through the State?**

**ANSWER**

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

**(SHRI ASHWINI VAISHNAW)**

- (a) to (e) Electrification of railway network on Indian Railways has been taken up in mission mode. So far, about 99% of Broad Gauge (BG) network has been electrified. The electrification in remaining network**

has been taken up. Electrification carried out during 2014-25 and before 2014 is as under:

<b>Period</b>	<b>Route Kilometer</b>
<b>Before 2014 (about 60 years)</b>	<b>21,801</b>
<b>2014-25</b>	<b>46,900</b>

In Andhra Pradesh, entire existing BG network has been electrified. Further, all new line / multitracking projects are being sanctioned and constructed with electrification.

Budget allocation has increased significantly in the recent times. Budget allocation for infrastructure projects including electrification and safety works falling fully/partly in Andhra Pradesh is as under:

<b>Period</b>	<b>Outlay</b>
<b>2009-14</b>	<b>₹ 886 crore/year (including Telangana)</b>
<b>2025-26</b>	<b>₹ 9417 crore</b>

Upgradation and improvement of railway tracks on Indian Railways to increase the speed potential have been carried out in a big way during last 10 years. The measures for track upgradation include use of 60 kg rails, wider base concrete sleepers, thick web switches, longer rail panels, H Beam sleepers, modern track renewal and maintenance machines etc.

As a result of above measures, there has been significant increase in speed potential of the tracks.

**Speed potential of tracks:**

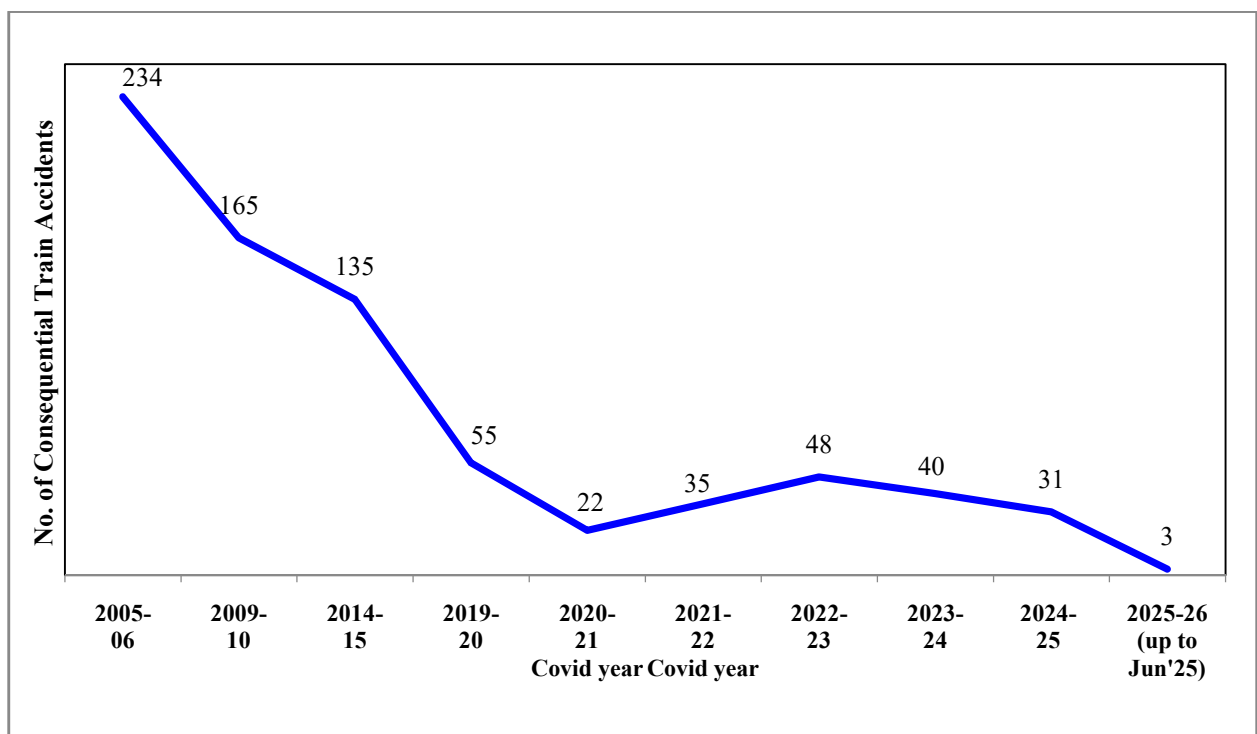
<b>Sectional Speed (kmph)</b>	<b>2014 (Track Km)</b>	<b>2025 (Track Km)</b>
<b>&lt; 110</b>	<b>47,897</b>	<b>22,862</b>
<b>110 - 130</b>	<b>26,409</b>	<b>59,800 (more than 2 times)</b>
<b>130 &amp; above</b>	<b>5,036</b>	<b>23,010 (more than 4 times)</b>
<b>Total</b>	<b>79,342</b>	<b>1,05,672</b>

## **Safety in train operations:**

**Safety is accorded the highest priority on Indian Railways. 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 have reduced from 135 in 2014-15 to 31 in 2024-25 as shown in the graph below. The causes of the accidents that took place over Indian Railways broadly include track defects, loco/coach defects, equipment failures, human errors, 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 31 in 2024-25 and further to 3 in 2025-26 (upto June, 2025).**

**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 2024-25, indicating an improvement of approx. 73% during the said period.**



**The various safety measures taken to enhance safety in train operations are as under:-**

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

<b>Expenditure on Safety related activities (Rs. in Cr.)</b>					
	<b>2013-14</b>	<b>2022-23</b>	<b>2023-24</b>	<b>2024-25</b>	<b>2025-26</b>
<b>Maintenance of Permanent Way &amp; Works</b>	<b>9,172</b>	<b>18,115</b>	<b>20,322</b>	<b>21,800</b>	<b>23,316</b>
<b>Maintenance of Motive Power and Rolling Stock</b>	<b>14,796</b>	<b>27,086</b>	<b>30,864</b>	<b>31,540</b>	<b>30,666</b>
<b>Maintenance of Machines</b>	<b>5,406</b>	<b>9,828</b>	<b>10,772</b>	<b>12,112</b>	<b>12,880</b>
<b>Road Safety LCs and ROBs/ RUBs</b>	<b>1,986</b>	<b>5,347</b>	<b>6,662</b>	<b>8,184</b>	<b>7,706</b>
<b>Track Renewals</b>	<b>4,985</b>	<b>16,326</b>	<b>17,850</b>	<b>22,669</b>	<b>22,800</b>
<b>Bridge Works</b>	<b>390</b>	<b>1,050</b>	<b>1,907</b>	<b>2,130</b>	<b>2,169</b>
<b>Signal &amp; Telecom Works</b>	<b>905</b>	<b>2,456</b>	<b>3,751</b>	<b>6,006</b>	<b>6,800</b>
<b>Workshops Incl. PUs and Misc. expenditure on Safety</b>	<b>1,823</b>	<b>7,119</b>	<b>9,523</b>	<b>9,581</b>	<b>10,134</b>
<b>Total</b>	<b>39,463</b>	<b>87,327</b>	<b>1,01,651</b>	<b>1,14,022</b>	<b>1,16,470</b>

- 2. Electrical/Electronic Interlocking Systems with centralized operation of points and signals have been provided at 6,635 stations up to 30.06.2025 to reduce accident due to human failure.**
- 3. Interlocking of Level Crossing (LC) Gates has been provided at 11,096 level Crossing Gates up to 30.06.2025 for enhancing safety at LC gates.**
- 4. Complete Track Circuiting of stations to enhance safety by verification of track occupancy by electrical means has been provided at 6,640 stations up to 30.06.2025.**

- 5. 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 Rkm). Kavach has been successfully commissioned over Kota–Mathura section (Delhi–Mumbai route) covering 324 Route Kilometers on 30.07.2025.**
- 6. 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.**
- 7. System of disconnection and reconnection for S&T equipment as per protocol has been re-emphasized.**
- 8. All locomotives are equipped with Vigilance Control Devices (VCD) to improve alertness of Loco Pilots.**
- 9. 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.**
- 10. 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.**
- 11. Modern track structure consisting of 60kg, 90 Ultimate Tensile Strength (UTS) rails, Prestressed Concrete Sleeper (PSC) Normal/Wide base sleepers with elastic fastening, fan shaped layout turnout on PSC sleepers, Steel Channel/H-beam Sleepers on girder bridges is used while carrying out primary track renewals.**

- 12.Mechanisation of track laying activity through use of track machines like PQRS, TRT, T-28 etc. to reduce human errors.**
- 13.Maximizing supply of 130m/260m long rail panels for increasing progress of rail renewal and avoiding welding of joints, thereby improving safety.**
- 14.Ultrasonic Flaw Detection (USFD) testing of rails to detect flaws and timely removal of defective rails.**
- 15.Laying of longer rails, minimizing the use of Alumino Thermic Welding and adoption of better welding technology for rails i.e., Flash Butt Welding.**
- 16.Monitoring of track geometry by OMS (Oscillation Monitoring System) and TRC (Track Recording Cars).**
- 17.Patrolling of railway tracks to look out for weld/rail fractures.**
- 18.The use of Thick Web Switches and Weldable CMS Crossing in turnout renewal works.**
- 19.Inspections at regular intervals are carried out to monitor and educate staff for observance of safe practices.**
- 20.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.**
- 21.Detailed instructions on issues related with safety of Track, e.g. integrated block, corridor block, worksite safety, monsoon precautions, etc. have been issued.**
- 22.Preventive maintenance of railway assets (Coaches & Wagons) is undertaken to ensure safe train operations.**
- 23.Replacement of conventional ICF design coaches with LHB design coaches is being done.**
- 24.All unmanned level crossings (UMLCs) on Broad Gauge (BG) route have been eliminated by January 2019.**

**25.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.**

**26.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.**

**27.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.**

**28.Regular counselling and training of staff is undertaken.**

**29.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 related to better maintenance practices, Technological improvements, better infrastructure and rolling stock etc. undertaken by Railways are tabulated below:-**

<b>S.N.</b>	<b>Item</b>	<b>2004-05 to 2013-14</b>	<b>2014-15 to 2024-25</b>	<b>2014-25 Vs. 2004-14</b>
	<b>Technological Improvements</b>			
<b>1.</b>	<b>Use of high-quality rails (60 Kg) (Km)</b>	<b>57,450 Km</b>	<b>1.43 Lakh Km</b>	<b>More than 2 times</b>

2.	<b>Longer Rail Panels (260m) (Km)</b>	<b>9,917 Km</b>	<b>77,522 Km</b>	<b>Nearly 8 times</b>
3.	<b>Electronic Interlocking (Stations)</b>	<b>837 Stations</b>	<b>3,691 Stations</b>	<b>More than 4 times</b>
4.	<b>Fog Pass Safety Devices (Nos.)</b>	<b>As on 31.03.14: 90 Nos.</b>	<b>As on 31.03.25: 25,939 Nos.</b>	<b>288 times</b>
5.	<b>Thick Web Switches (Nos.)</b>	<b>Nil</b>	<b>28,301 Nos.</b>	
<b>Better Maintenance Practices</b>				
1.	<b>Primary Rail Renewal (Track Km)</b>	<b>32,260 Km</b>	<b>49,941 Km</b>	<b>1.5 times</b>
2.	<b>USFD (Ultra Sonic Flaw detection) Testing of Welds (Nos.)</b>	<b>79.43 Lakh</b>	<b>2 Crore</b>	<b>More than 2 times</b>
3.	<b>Weld failures (Nos.)</b>	<b>In 2013-14: 3699 Nos.</b>	<b>In 2024-25: 370 Nos.</b>	<b>90 % reduction</b>
4.	<b>Rail fractures (Nos.)</b>	<b>In 2013-14: 2548 Nos.</b>	<b>In 2024-25: 289 Nos.</b>	<b>More than 88% reduction</b>
<b>Better Infrastructure and Rolling Stock</b>				
1.	<b>New Track KM added (Track Km)</b>	<b>14,985 Km</b>	<b>34,428 Km</b>	<b>More than 2 times</b>
2.	<b>Flyovers (RoBs)/ Underpasses (RUBs) (Nos.)</b>	<b>4,148 Nos.</b>	<b>13,808 Nos.</b>	<b>More than 3 times</b>
3.	<b>Unmanned Level crossings (Nos.) on BG</b>	<b>As on 31.03.14: 8,948</b>	<b>As on 31.03.24: Nil (All eliminated by 31.01.19)</b>	<b>Removed</b>
4.	<b>Manufacture of LHB Coaches (Nos.)</b>	<b>2,337 Nos.</b>	<b>42,677</b>	<b>More than 18 times</b>

**Progress of Kavach is as under:**

- 1. Kavach is an indigenously designed, developed, and manufactured 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 trains 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 KavachVer 3.2.**
- 4. Kavach was adopted as National ATP system in July 2020.**
- 5. Implementation of Kavach System involves following Key Activities:**
  - i. Installation of Station Kavach at each and every station, block section.**
  - ii. Installation of RFID Tags throughout the track length.**
  - iii. Installation of telecom Towers throughout the section.**
  - iv. Laying of Optical Fibre Cable along the track.**
  - v. 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 Sentral Railway, a 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 yards, Station to Station Kavach interface on OFC and Direct Interface to existing Electronic Interlocking System. With these improvements, Kavach Ver.4.0. is planned for large scale deployment over Indian Railways.**
- 9. After extensive and elaborate trials in 324 Rkms of Mathura-Kota section for advance version of Kavach 4.0, this section is approved by Independent Safety Assessor (ISA). This is also the first section to be approved by ISA. Kavach Version 4.0 has been commissioned over Kota–Mathura section covering 324 Route Kilometers on 30.07.2025.**
- 10. Progress of Key items comprising Kavach system on Indian Railways upto 15.08.2025 is as under:-**

<b>SN</b>	<b>Items</b>	<b>Progress</b>
<b>1</b>	<b>Laying of Optical Fibre Cable</b>	<b>5870 Km</b>
<b>2</b>	<b>Installation of Telecom Towers</b>	<b>638 Nos.</b>
<b>3</b>	<b>Provision of Kavach at Stations</b>	<b>708 Nos.</b>
<b>4</b>	<b>Provision of Kavach in Loco</b>	<b>1348 Locos</b>
<b>5</b>	<b>Installation of Track side equipment</b>	<b>4012 Rkm</b>

- 11. Project for equipping 10,000 Locomotives has been finalized. 69 number of loco sheds have been prepared for equipping with Kavach.**
- 12. Bids for track side Works of Kavach for approximately 15,000 RKm have been invited covering all GQ, GD, HDN and identified sections of Indian Railways, out of which works of 14954 RKm have been awarded.**
- 13. Part of sections mentioned above passes through the state of Andhra Pradesh.**

**14. Specialized training programmes on Kavach are being conducted at centralized training institutes of Indian Railways to impart training to all concerned officials. By now more than 30,000 technicians, operators and engineers have been trained on Kavach technology. Courses have been designed in collaboration with IRISET.**

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