

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 2111
TO BE ANSWERED ON 02.08.2023**

RRSK

2111. SHRI SELVAM G.:

KUNWAR DANISH ALI:

SHRIMATI MANJULATA MANDAL:

DR. AMOL RAMSING KOLHE:

DR. DNV SENTHILKUMAR S.:

SHRI DHANUSH M. KUMAR:

SHRI KULDEEP RAI SHARMA:

SHRI C.N. ANNADURAI:

DR. SUBHASH RAMRAO BHAMRE:

SHRIMATI SUPRIYA SULE:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Rashtriya Rail Sanraksha Kosh (RRSK) special fund created by the Government for passenger safety is being reduced every year and if so, the quantum of amount sanctioned and spent since inception of the RRSK;**
- (b) whether as per CAG reports, Indian Railways spent extravagantly on foot massagers, crockery, furniture, car rentals, laptops from the amount sanctioned for RRSK and spending on non priority works under the RRSK grew from 2.76 percent in 2017-2018 to 6.36 percent in 2019-2020, if so, the details thereof;**
- (c) whether as per auditor's report, the Railways failed to utilize funds sanctioned under the Kosh and even surrendered the amount sanctioned, if so, the details thereof and the reasons therefor;**

(d)whether this has defeated the primary objective of creation of RRSK to support absolute safety in Railways, if so, the details in this regard;

(e)whether the Government will take action on officials responsible for this irregularity and if so, details thereof;

(f) the other steps taken by the Government for safety of train passengers; and

(g)the details of development works undertaken in Railways so far through the said special fund?

ANSWER

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

(SHRI ASHWINI VAISHNAW)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (g) OF UNSTARRED QUESTION NO. 2111 BY SHRI SELVAM G., KUNWAR DANISH ALI , SHRIMATI MANJULATA MANDAL, DR. AMOL RAMSING KOLHE, DR. DNV SENTHILKUMAR S., SHRI DHANUSH M. KUMAR, SHRI KULDEEP RAI SHARMA, SHRI C.N. ANNADURAI, DR. SUBHASH RAMRAO BHAMRE AND SHRIMATI SUPRIYA SULE TO BE ANSWERED IN LOK SABHA ON 02.08.2023 REGARDING RRSK.

(a) to (g): The details are as under:

1. Rashtriya Rail Sanraksha Kosh (RRSK) was created in 2017-18 for execution of assessed safety works with a corpus of Rs. 1 Lakh Crore over a period of 5 years. The projects taken up under this fund relate to track renewal, bridges, signalling, rolling stock, training and amenities for safety critical staff. RRSK works are to be funded from Gross Budgetary Support (GBS) and Railways revenues/resources; including mobilization of resources through Extra Budgetary Resources (EBR), as per Ministry of Finance guidelines on RRSK. From 2017-18 till 2021-22 an expenditure of Rs. 1.08 Lakh crore was incurred on RRSK works. Details of expenditure incurred is tabulated as below:

Gross Expenditure on RRSK Works (Rs in cr.)						
	Actual	Actual	Actual	Actual	Actual	Total
	2017-18	2018-19	2019-20	2020-21	2021-22	2017-18 to 2021-22
Traffic Facilities	654.02	498.23	370.78	523.49	476.93	2523.45
Railway Research						
Rolling Stock	1099.10	1637.28	1116.15	2969.73	2798.26	9620.52
Level Crossings	535.99	678.60	570.25	544.92		2329.76
Road Over/Under Bridges	3175.23	3488.82	2334.15	4086.45	1736.18	14820.83
Track Renewals	8903.99	9697.31	8314.30	13509.49	16262.45	56687.54

Bridge Works	451.34	516.72	752.59	730.38	1286.13	3737.16
Signal & Telecom Works	1201.01	1461.29	1536.60	1829.99	2058.25	8087.14
Other Electrical Works	18.76	47.02	301.10	460.18	488.53	1315.59
Traction Distribution Works	331.48	302.77				634.25
Machinery & Plant	127.10	179.82	162.94	226.33	349.48	1045.67
Workshops PUs	240.96	202.67	256.08	608.95	354.82	1663.48
Customer Amenities	462.55	795.09	870.12	1915.99	1176.02	5219.77
Other Specified Works		42.00	141.17	235.72	329.44	748.33
Training/HRD	58.00	48.01	73.38	71.69	58.00	309.08
Total	17259.53	19595.63	16799.61	27713.31	27374.49	108742.57

Safety critical staff like drivers keep continuous watch on track and signals. This involves standing. Therefore, the quality of rest after duty hours is very important. To have loco pilots/assistant loco pilots well rested before the next duty, amenities like foot massager, yoga mats, fitness facilities, and kitchen utensils were recommended for running rooms, in the technical report submitted by Centre for Advance Maintenance Technology (CAMTECH) in 2013. Laptops and computers were also provided for safety related Track Management System application besides training of safety manpower. Hence, the expenditure were based on set guidelines for procurement of up gradation of running room and training staff etc. directly related with safety of train running.

C&AG in its performance audit report No 22 of 2022 on “Derailment in Indian Railways” has observed that some of the expenditure booked to RRSK was in non-priority items. Railways have replied to the audit

observation in the Action Taken Note, stating that these expenditure are covered by policy letters and technical report of CAMTECH on Running Room Facilities. Accordingly, required expenditure on equipment and gear for safety critical staff has been booked to RRSK on some Railways.

2. 'Police' and 'Public Order' are State subjects under the Seventh Schedule to the Constitution of India and, therefore, State Governments are responsible for prevention, detection, registration and investigation of crime and maintenance of law and order on Railways through their law enforcement agencies viz. Government Railways Police (GRP)/ District Police. Railway Protection Force (RPF) supplements the efforts of GRP/District Police to provide better protection and security to railway property, passenger area and passengers and for matters connected therewith.

The following corrective measures are being taken by the Railways to prevent human deaths in untoward incidents:-

- i. Railways have constituted interdepartmental 'Joint Committee' comprising officers of Safety, Security, Signal & Engineering departments across all Zonal Railways to study the causes and suggest specific measures to minimize deaths due to untoward incidents including trespassing by humans. Accordingly, preventive and corrective measures are taken to improve and create infrastructure to minimize casualties.**
- ii. Regular announcements are made through Passenger Address System at Railway stations urging passengers to use foot over bridges (FOBs) and to avoid crossing of railway tracks.**

- iii. Various awareness campaigns are organized by Railways to sensitize passengers about the fatalities of crossing railway tracks, foot-board/roof-top travelling, boarding/de-boarding running trains etc.**
- iv. Regular drives are conducted against trespassing, travelling on foot-board, steps, roof top of trains, boarding/de-boarding running trains and the persons apprehended are prosecuted under the relevant provisions of the Railways Act, 1989.**
- v. Railway Protection Force personnel are deployed on locations vulnerable for trespassing.**
- vi. Erection of boundary wall/fencing at identified locations, vulnerable to trespass.**
- vii. Warning sign boards are provided at conspicuous places for the awareness of passengers.**
- viii. Unauthorized trespassing on Railway premises including the Railway track is a punishable offence under section 147 of the Railways Act, 1989 and action is taken against trespassers as per law.**

3. Safety performance is regularly analyzed and Indian Railways has taken the following measures over the years to improve safety of train operations:

- i. Rashtriya Rail Sanraksha Kosh (RRSK) has been introduced in 2017-18 for replacement/renewal/upgradation of critical safety assets, with a corpus of 1 lakh crore for five years. From 2017-18 till 2021-22, a Gross expenditure of Rs. 1.08 lakh crore was incurred on RRSK works.**

- ii. Electrical/Electronic Interlocking Systems with centralized operation of points and signals have been provided at 6427 stations upto 31.05.2023 to eliminate accident due to human failure.**
- iii. Interlocking of Level Crossing (LC) Gates has been provided at 11093 level Crossing Gates up to 31.05.2023 for enhancing safety at LC gates.**
- iv. Complete Track Circuiting of stations to enhance safety for verification of track occupancy by electrical means has been provided at 6377 stations upto 31.05.2023.**
- v. 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.**
- vi. System of disconnection and reconnection for S&T equipment as per protocol has been re-emphasized.**
- vii. All locomotives are equipped with Vigilance Control Devices (VCD) to ensure alertness of Loco Pilots.**
- viii. Retro-reflective sigma boards are provided on the mast which is located two OHE masts prior to the signals in electrified territories to warn the crew about the signal ahead when visibility is low due to foggy weather.**
- ix. 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.**

- x. 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.**
- xi. Mechanisation of track laying activity through use of track machines like PQRS, TRT, T-28 etc to reduce human errors.**
- xii. Maximizing supply of 130m/260m long rail panels for increasing progress of rail renewal and avoiding welding of joints, thereby ensuring safety.**
- xiii. Laying of longer rails, minimizing the use of Alumino Thermic Welding and adoption of better welding technology for rails i.e. Flash Butt Welding.**
- xiv. Monitoring of track geometry by OMS (Oscillation Monitoring System) and TRC (Track Recording Cars).**
- xv. Patrolling of railway tracks to look out for weld/rail fractures.**
- xvi. The use of Thick Web Switches and Weldable CMS Crossing in turnout renewal works.**
- xvii. Inspections at regular intervals are carried out to monitor and educate staff for observance of safe practices.**
- xviii. 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.**
- xix. Detailed instructions on issues related with safety of Track e.g. integrated block, corridor block, worksite safety, monsoon**

precautions etc. have been issued.

- xx. Preventive maintenance of railway assets (Coaches & Wagons) is undertaken to ensure safe train operations and to keep a check on Rail Accidents across the country.**
- xxi. Replacement of conventional ICF design coaches with LHB design coaches is being done.**
- xxii. All unmanned level crossings (UMLCs) on Broad Gauge (BG) route have been eliminated by January 2019.**
- xxiii. 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.**
- xxiv. Indian Railways has displayed Statutory “Fire Notices” for widespread passenger information in all coaches. Fire posters are provided in every coach so as to inform 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.**
- xxv. 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.**
- xxvi. Regular counselling and training of staff is undertaken.**
- xxvii. Concept of Rolling Block introduced wherein work of maintenance/repair/replacement is planned for 2 weeks in**

advance on rolling basis and executed as per plan.

In recent times, there has been an increasing focus on works related to safety, as summarised below:

S N	Item	Unit	During FY 2004-05 to 2013-14		During FY 2014-15 to 2022-23		Compariso n of the period 2014-23 with the period 2004-14
			Cumulativ e for 10 years	Average Per Year	Cumulative for 9 years	Average Per Year	
A.	Track Maintenance						
1.	Expenditure on Track Renewal	Rs. In Cr.	47,018	4,702	91,809	10,201	2.2 Times
2.	Rail Renewal Primary	TKM	32,260	3,226	37,284	4,143	1.3 Times
3.	Use of high quality rails (60 Kg)	KM	57,450	5,745	1,23,717	13,746	2.4 Times
4.	Longer Rail Panels (260m)	KM	9,917	992	68,233	7,581	7.7 Times
5.	USFD (Ultra Sonic Flaw detection) Testing of Rails	TKM	20,19,630	2,01,96 3	26,52,291	2,94,69 9	1.5 Times
6.	USFD (Ultra Sonic Flaw detection) Testing of Welds	Nos.	79,43,940	7,94,39 4	1,73,06,04 6	19,22,8 94	2.4 Times
7.	Track KM added	TKM	14,985	1,499	25,871	2,875	1.9 Times
8.	Weld failures	Nos.	In 2013-14 : 3699		In 2022-23: 724		80% Reduction
9.	Rail fractures	Nos.	In 2013-14 : 2548		In 2022-23: 531		79% Reduction
10	Thick Web Switches	Nos.	Nil	Nil	15,146	1,683	
11	Track Machines	Nos.	As on 31.03.14 = 748		As on 31.03.23 = 1548		2.1 Times
B.	Level						

	Crossing Gate Elimination						
1.	Elimination of Unmanned Level Crossing Gates	Nos.	As on 31.03.2014: 8948		As on 31.03.2023: Nil (All eliminated by 31.01.19)		100% Reduction
2.	Elimination of Manned Level Crossing Gates	Nos.	1,137	114	6,291	699	6.2 Times
3.	Construction of Road over Bridges (i.e. Flyovers)/ Road under Bridges (i.e. Under-passes)	Nos.	4,148	415	10,867	1,207	2.9 Times
4.	Expenditure on LC Elimination	Rs. In Cr.	5,726	573	30,602	3,400	5.9 Times
C.	Bridge Rehabilitation						
1.	Expenditure on Bridge Rehabilitation	Rs. In Cr.	3,919	392	6,380	709	1.8 Times
D.	Signalling Works						
1.	Electronic Interlocking	Stations	837	84	2,521	280	3.3 Times
2.	Automatic Block Signaling	Km	1,486	148.6	1,915	212.8	1.4 Times
3.	Fog Pass Safety Devices	Nos.	As on 31.03.14 : 90		As on 31.03.23 : 19,742		219 Times
E	Rolling Stock						
1.	Manufacture of LHB Coaches	No.	2,337	234	31,956	3,551	15.2 Times

2.	Provision of Fire and Smoke Detection System in coaches	Nos. of Coaches	0	0	12,711	1,412	
3.	Provision of Fire Detection and Suppression System in Pantry and Power Cars	Nos. of Coaches	0	0	2,635	293	
4.	Provision of Fire Extinguishers in Non -AC coaches	Nos. of Coaches	0	0	39,819	4,424	
F.	Gross Budgetary Support for Railway Investment (GBS FY 23-24 : Rs 2.4 Lakhs Cr.)	Rs. In Cr.	1,56,739	15,674	8,25,967 (Incl. of BE 23-24)	82,597	5.3 Times
G.	Expenditure on safety related works	Rs. In Cr.	70,273	7,027	1,78,012 (Incl. of BE 23-24)	17,801	2.5 Times
