

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

UNSTARRED QUESTION NO:4480

ANSWERED ON:29.03.2017

Rashtriya Rail Sanraksha Kosh

Adhikari,Shri,Dibyendu;Adsul Shri Anandrao ;Munde Dr.Pritam Gopinath;Patil Shri Shivaji Adhalrao;Raut Shri Vinayak
Bhaurao;Shrirang Shri Chandu Barne

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government has decided to lay path for major safety overhaul in the Railways and if so, the details thereof;
- (b) whether the Indian Railways has identified critical areas and guiding principles for deployment of Rashtriya Rail Sanraksha Kosh(RRSK) funds for bringing out perceptible improvement in safety scenario over Indian Railways and if so, the details thereof;
- (c) whether the Indian Railways has decided to fill up about two lakh vacancies of safety personnel in a time bound manner in the next five years;
- (d) if so, the details thereof and the steps taken by the Union Government thereon;
- (e) whether there is a need to de-stress the rail traffic to ensure that the safety inspection aspect is not compromised; and
- (f) if so, the steps taken to address the excessive lack of manpower, including the gangman, on the ground level?

Answer

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI RAJEN GOHAIN)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (f) OF UNSTARRED QUESTION NO. 4480 BY SHRI ADHALRAO PATIL SHIVAJIRAO, SHRI SHRIRANG APPA BARNE, SHRI VINAYAK BHAURAO RAUT, SHRI ANANDRAO ADSUL, SHRI DIBYENDU ADHIKARI AND DR. PRITAM GOPINATH MUNDE TO BE ANSWERED IN LOK SABHA ON 29.03.2017 REGARDING RASHTRIYA RAIL SANRAKSHA KOSH

(a): Safety is accorded the highest priority by Indian Railways and all possible steps are undertaken on a continual basis including up-gradation of technology to aid safe running of trains. These include replacement of over-aged assets, elimination of unmanned level crossings, 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 inspections at regular intervals to monitor and educate staff for observance of safe practices. Safety devices/systems used to prevent accidents include complete track circuiting, provision of Block Proving Axle Counters (BPAC), Train Protection Warning Systems (TPWS), Colour Light LED Signals, Vigilance Control Device (VCD), usage of 60 kg rails and Pre-stressed Concrete Sleepers, long rail panels, better welding technology, digital types of machines for ultrasonic flaw detection (USFD), electronic monitoring of tracks using track recording cars (TRC) and portable oscillation monitoring system (OMS), progressive use of Linke Hofmann Busch (LHB) Coaches, Centre Buffer Coupler with Integral Coach Factory (ICF) Coaches, etc.

Other measures include training of loco pilots and other safety category staff, improvement of their working conditions including proper rest and periodic medical examinations etc. Besides, periodic safety drives, inspections as per laid down schedules, patrolling of tracks, footplate inspections and safety reviews at various levels are regularly conducted to continuously monitor and improve safety aspects of the Railways.

(b): Hon'ble Minister of Finance has announced in Para 74 of his Budget Speech 2017-18 as under:-

"For passenger safety, a 'Rashtriya Rail Sanraksha Kosh' will be created with a corpus of ` 1 lakh crore over a period of five years. Besides seed capital from the Government, the Railways will arrange the balance resources from their own revenues and other sources."

Accordingly, a Fund namely 'RRSK' with a corpus of ` 1 lakh crore has been created and an outlay of ` 20,000 crore has been provided in 2017-18. Funds under RRSK in 2017-18 include ` 5000 crore from Capital (Budgetary Support), ` 10000 crore from Railway Safety Fund received as Railways' share from Central Road fund, ` 4000 crore from DRF and ` 1000 crore from Railways' revenue surplus. RRSK has been allotted to safety works under various plan heads of Traffic Facilities, Rolling Stock, Road Safety Works-Level Crossings, Road Safety Works-Road Over/Under Bridges, Track Renewals, Bridge Works, Signalling and Telecom Works, Other Electrical Works, Traction Distribution Works, Machinery and Plant, Workshops including Production Units, Training/HRD etc.

(c) and (d): Occurrence and filling up of vacancies on the Railways from open market is a continuous process. The recruitment in Pay

Band 1 ` 5200-20,200 having Grade pay ` 1800/(now level 1) is made by Railway Recruitment Cells (RRCs). The policy of Railways is to fill the same as per operational requirement. Some of the vacancies are likely to remain unfilled at a particular point of time.

(e): Density of rail traffic does not have any direct bearing on the quality of Safety Inspections conducted by the Indian Railways. Periodic safety drives, inspections as per laid down schedules and safety services at various levels are regularly conducted to continuously monitor and improve safety aspects of the Railways.

(f): Arising of vacancies is a continuous process due to normal retirements, voluntary retirements, deaths and on account of creation of posts etc. Similarly, filling up of vacancies is a continuous process through various modes of intake. There is always a time lag between occurrence of vacancies and processing the same for filling up, which involves notification of vacancies, holding examinations, finalization of select panels and issue of appointment letters.

On Indian Railways, majority of regular systematic Track Maintenance activities are done by Track Machines owned and operated by permanent staff. Total 20 Track Maintenance works mostly pertaining to track renewal activities and activities incidental to track maintenance have been identified for execution through contracts.
