

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

LOK SABHA

**UNSTARRED QUESTION NO.4312
TO BE ANSWERED ON 21.3.2018**

SAFETY OF PASSENGERS

**†4312. SHRI DHARMENDRA YADAV:
SHRI SHRIRANG APPA BARNE :**

Will the Minister of RAILWAYS be pleased to state :

(a) whether the Union Government has allocated huge funds to the railway for safety of rail passengers keeping in view the various train accidents that took place during the last one year;

(b) if so, the details thereof;

(c) whether the condition of tracks, safety and monitoring lapses are the major reasons for rail accidents;

(d) if so, whether the Government is considering the fact that manual railway track inspection and conventional system of safety have become old fashioned in the current scenario;

(e) if so, whether the Union Government proposes to develop modern and high technology system for monitoring, inspection and maintenance of railway tracks

(f) if so, the details thereof; and

(g) the time by which said new technology is likely to be made available to Indian Railways?

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI RAJEN GOHAIN)

(a) & (b) : The Railways' Capital Outlay has been fixed at ₹ 1,20,000 cr in Revised Estimates 2017-18, which is ₹ 10,065 cr higher than Actual Expenditure 2016-17 of ₹ 1,09,935 cr. To give fillip to passenger safety, the Government has introduced Rashtriya Rail Sanraksha Kosh (RRSK) in 2017-18 with a corpus of ₹ 1 lakh crore to be spent over a period of five years, to clear the backlog of renewal/replacement of safety assets.

The Capital allocation of 2017-18 also includes ₹ 20,000 cr under RRSK to be spent on identified works under planheads Track Renewals, Bridge Works, Signalling & Telecommunication Works, Road Safety Works of Level Crossings & Road Over/Under Bridges, Rolling Stock, Traffic Facilities, Electrical Works, Machinery & Plant, Workshops, Passenger Amenities and Training.

(c) : During the current year 2017-18 (1st April 2017 to 15th March 2018), out of total 71 consequential train accidents over Indian Railways, 14 accidents were attributed to track defects.

(d) : Inspection of Railway track is done as per Indian Railways Permanent Way Manual, with requires inspection of track by mechanized means, supplemented by detailed manual inspection to ensure safety.

(e) to (g) : Induction of state of the art technology is a continuous process. Induction of various state of the art technology for monitoring and inspection of rail tracks have been considered, such as Integrated Track Recording Cars (TRCs), Ground Penetration Radar, Axle Box Mounted Accelerometers, Component Monitoring System and Vehicular Ultra Sonic Flaw Detection (USFD). Maintenance of track is done with fleets of state of the art track maintenance machines deployed over different Zonal Railways.
