

(c) Safety is accorded the highest priority by Indian Railways and all possible steps are undertaken on a continual basis to prevent accidents and to enhance safety. These include timely replacement of over-aged assets, 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 being introduced to prevent accidents include provision of Block Proving Axle Counters (BPAC), Auxiliary Warning System (AWS), Vigilance Control Device (VCD), Anti Collision Device (ACD)/ Train Collision Avoidance System (TCAS), etc.

Private sector participation in railway projects

140. DR. JANARDHAN WAGHMARE: Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Planning Commission has recently criticised Railways for failing to attract private sector participation in its multi-crore infrastructure projects;
- (b) if so, whether the Planning Commission has also called for overhauling its management to allow relevant experts to be part of its decision making process;
- (c) if so, the reaction of the Ministry on such remarks of the Commission;
- (d) whether Railways propose to attract private sector participation in its infrastructure projects to speed up railway reforms; and
- (e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.J. SURYA PRAKASH REDDY): (a) No, Sir.

(b) and (c) Do not arise.

(d) and (e) Ministry of Railways has recently announced a policy to encourage private participation in building rail connectivity and capacity augmentation. The policy offers the following five models: (i) Non-Government private line model (ii) Joint Venture model (iii) Build, Own and Transfer model (iv) Capacity Augmentation through funding by customer (v) Capacity Augmentation through competitive bidding and annuity.