

Manufacture of trainsets

1904. DR.T. SUBBARAMI REDDY:

SHRIMATI AMBIKA SONI:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether Railways have decided to go ahead with manufacture of 160 kilometre per hour Trainset, eliminating the need for locomotive, if so, the details thereof;
- (b) whether it will have all facilities including bio-toilets;
- (c) by when the rakes will be ready;
- (d) the amount earmarked for the project; and
- (e) in what sectors it is likely to be operational, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) Two Train sets have been included in production programme for 2017-18 for Integral Coach Factory (ICF), as a development measure.

(b) The train sets will have all modern facilities including bio-toilets.

(c) Since this is a developmental activity being taken up for the first time by Indian Railways, the dates for readiness of the rakes cannot be specified at this stage.

(d) Provision for acquisition of 15 train sets at a cost of ₹2500 Crore has been made under the Rolling Stock Programme (Item No.735 of 2017-18).

(e) No such sections have been identified, as these will depend on technical specifications, sanction of Commissioner of Railway Safety, line capacity and other infrastructural constraints at the time the rakes are ready after manufacture.

Train accidents and improvement in speed of late running trains

†1905. SHRI NARESH AGRAWAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that despite all claims, neither the number of train accidents have come down nor there is any improvement in the speed of trains running late, if so, the reasons therefor;

(b) if not, the steps taken to check train accidents and improve the condition of trains running late; and

†Original notice of the question was received in Hindi.

(c) the number of train accidents which took place in the last two years and the number of casualties in such accidents, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) and (c) Number of consequential train accidents (including accidents at unmanned level crossings (UMLC) caused due to negligence of road vehicle users) from 2014-15 to 2015-16 and the current year from 1st April, 2016 to 28th February, 2017 are given below:—

Year	No. of Consequential Train Accidents	Killed	Injured
2014-15*	135	292	457
2015-16@	107	122	188
2016-17# (01.04.2016 to 28.02.2017)	99	232	353

* In 2014-15 out of 135, 50 consequential train accidents occurred at UMLCs caused due to negligence of road vehicle users. In these accidents, 130 persons were killed and 85 got injured.
 @ In 2015-16 out of 107, 29 consequential train accidents occurred at UMLCs caused due to negligence of road vehicle users. In these accidents, 58 persons were killed and 41 got injured.
 # In 2016-17 (upto February, 2017) out of 99, 17 consequential train accidents occurred at UMLCs caused due to negligence of road vehicle users. In these accidents, 34 persons were killed and 16 got injured.

The trains lose punctuality on Indian Railways due to factors related to its internal working as well as external factors which Railways are not in control of. Other than assets failures, various constraints/difficulties which adversely affect punctuality are numerous such as – line capacity constraints on account of increasing passenger and freight traffic, adverse weather conditions (Fog, Rains, Breaches), intermittent natural calamities such as floods, cyclones, heavy rains, heavy road traffic at level crossing gates across the Indian Railways network, multi faceted Law and Order problems, miscreant activities such as theft of Railway assets, mid-section run over cases involving cattle and human etc.

(b) Improvement in train safety is a continuous process. Constant upgradation of technology is being incorporated in all spheres of Railway operations and infrastructure to prevent accidents and to enhance safety. 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 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 used to prevent accidents include complete track circuiting, provision of Block Proving Axle Counters (BPAC), Auxiliary Warning System (AWS), Colour Light LED Signals, Vigilance Control Device (VCD), usage of 60kg rails and Pre-stressed Concrete Sleepers, long rail panels, better welding technology, progressive use of Linke Hofmann Busch (LHB) Coaches, Centre Buffer Couplers with Integral Coach Factory (ICF) Coaches, etc.

Indian Railways has initiated various measures to improve punctuality such as prioritization of preventive maintenance of assets to minimize asset failures, capacity enhancement projects by construction of additional loop lines at stations, doubling, construction of third line corridors, automatic signaling, construction of low height subway to replace level crossings, Rail Under Bridges and Rail Over Bridges, etc. In addition, Zonal Railways have also been advised to have better co-ordination with Civil and Police authorities of States to deal with situations arising out of law and order problems.

Job Guarantee Scheme in textile sector

†1906. SHRI SANJAY SETH: Will the Minister of TEXTILES be pleased to state:

(a) whether Government is contemplating or proposes to enforce Textile Job Guarantee Scheme to help the rural families living below the poverty line, if so, the details thereof; and

(b) the action plan of Government to enforce this policy in the backward regions of various States of the country to improve the economy of those States?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRI AJAY TAMTA): (a) No Sir.

(b) Question does not arise.

Functional and sick textile units

†1907. SHRI LAL SINH VADODIA: Will the Minister of TEXTILES be pleased to state:

(a) the number of textile units which are functional and are producing textiles as on date;

(b) the number of sick and closed textile units, respectively;

†Original notice of the question was received in Hindi.