as per availability of resources and progress of the project.

(c) and (d) All sanctioned projects are reviewed periodically both at Ministry and Zonal Railway level for which there exists well established mechanism. Railway projects have been prioritized in A to C category in order of their importance. Category A has been further sub-categorized as A1 for National Projects, A2 for cost sharing projects with the State Governments, A3 for intermediate critical projects, A4 for medium critical projects and A5 for other important projects.

Capacity augmentation of Railways on major trunk routes

3468. SHRIMATI RENUKA CHOWDHURY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways have decided a massive capacity augmentation on certain major trunk routes, if so, the details thereof; and

(b) the time by which passengers are likely to get train ticket reservation on demand on all the premier and mail/express trains?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) Upgradation and expansion of Indian Railways on all trunk routes is an ongoing process. Indian Railways have planned large scale infrastructure development and modernization for augmenting capacity including new lines, doubling, gauge conversion, electrification, construction of Eastern (Ludhiana to Dankuni) and Western (Jawaharlal Nehru Port to Dadri) Dedicated Freight Corridors, etc.

(b) On Indian Railways, the demand pattern is not uniform throughout the year and it varies during the peak and lean seasons. The demand for travel surges especially during the peak season like summer holidays, festivals etc. Indian Railways continuously strive to cater to the increased demand for travel by various measures like introduction of new trains, enhancement of the composition of more popular trains and attachment of extra coaches in the existing trains. Also, special trains are run for clearance of extra passenger traffic during peak seasons, feastivals, special events, keeping in view the pattern of traffic, commercial justification, operational feasibility etc.

Strengthening safety infrastructure of Railways

3469. SHRIMATI RENUKA CHOWDHURY: Will the Minister of RAILWAYS be pleased to state:

(a) the main recommendations made in the report of Safety Review Committee under the Chairmanship of Dr. Anil Kakodkar in February, 2016;

(b) the present status of action taken on the recommendations of the Committee; and

(c) the fresh steps taken by the Government to strengthen the poor safety infrastructure of Indian Railways?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) The High Level Safety Review Committee (Kakodkar Committee) had made 106 recommendations covering various aspects *viz.* General Safety Matters, Organizational Structure, Empowerment at Working Level, Safety Related Works and Issues, Filling up of vacancies in critical safety categories and Manpower Planning Issues, Plugging the shortage of critical Safety Spares, External Interferences - Removal of Encroachment and Sabotage, Upgradation of Signaling, Telecommunication and Train Protection System, Upgradation of Rolling Stock, Track, Bridges, Elimination of Level Crossings, Human Resource Development with emphasis on Education and Training Institutes on Indian Railways, Eco-system and Safety Architectures on Indian Railways.

(b) Of the 106 recommendations of the High Level Safety Review Committee (Kakodkar Committee), 68 recommendations have been found fully acceptable, 19 partially acceptable and 19 not acceptable to the Ministry of Railways.

Of the accepted recommendations, 31 recommendations have been fully implemented and remaining recommendations are at various stages of implementation.

(c) 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.