

Zonal Railways	Name of Stations
South Central Railway (17)	Nallapadu, New Guntur, Nagalapalli, Moula Ali, Raichur, Donakonda, Aurangabad, Mantralayam Road, Basar, Markapur Road, Rajahmundry, Ongol, Repalle, Kisamudram, Gadwal, Washim and Dharmabad.
South Eastern Railway (02)	Gola Road and Basta.
South East Central Railway (08)	Howbagh, Durg, Bhandara Road, Gondia, Kirodirhal Nagar, Balaghat, Tilda and Usalapur.
South Western Railway (18)	Harihar, Davangere, Gudgeri, Mallapur, Daroji, Kuppam, Sanvordem Curchorem, Bijapur, Subramanya Road, Bantawala, Neralakatte, Ugar Khurd, Kudachi, Belgaum, Hole Narsipur, Tumkur, Kalas and Dharwad.
Western Railway (07)	Dharangaon, Gandhinagar Capital, Gandhidham, Sabarmati BG, Madsaur, Patan and Kim.
West Central Railway (05)	Dakaniya Talav, Bheraghat, Bandakpur, Rewa and Sihora Road.

Measures to strengthen railway safety

3502. SHRI SANJAY RAUT: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government has taken certain measures to step up the safety of passengers in the light of increasing number of accidents and terror attacks during the last one year, if so, the details thereof;

(b) whether some experts have suggested certain measures to improve the railway safety, particularly from Korea and Japan agencies; and

(c) if so, the details thereof and details of the steps taken or proposed to be taken by Government to strengthen the railway safety?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) Improvement in safety and security is a continuous process. For improving safety, 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.

For improving Security:- Policing on Railways being a State subject, prevention of crime, registration of cases, their investigation and maintenance of law and order in Railway premises as well as on running trains and security of railway tracks, tunnels & bridges are the statutory responsibility of the State Governments, which they discharge through Government Railway Police (GRP) Civil Police. However, Railway Protection Force (RPF) supplements the efforts of GRP by providing better protection and security of passengers and passenger area and for matters connected therewith.

Besides, the following steps are also being taken by the Railways to provide security:

1. On vulnerable and identified routes/sections, 2500 trains (on an average) are escorted by Railway Protection Force daily, in addition to 2200 trains escorted by Government Railway Police of different States daily.
2. Surveillance is kept through CCTV cameras, provided at about 344 stations over Indian Railways, to ensure safety and security of passengers.
3. Security Help Line number 182 is made operational over Indian Railways for security related assistance to passengers in distress.
4. An Integrated Security System consisting of surveillance of vulnerable stations through Close Circuit Television Camera Network, Luggage Scanner including other Access Control etc. has been sanctioned to improve surveillance mechanism over 202 railway stations.
5. Sniffer Dog squads are utilized at some important stations for anti-sabotage checks.
6. Joint drives by Commercial Department and RPF are conducted from time to time against the entry of unauthorized persons in trains and railway premises.
7. Close liaison is made by RPF with the State Police/ GRP authorities at all levels for prevention of crime, registration of cases, their investigation and maintenance of law and order in Railway premises as well as on running trains.

(b) and (c) A Korean and a Japanese delegations had visited India in the month of January, 2017 and reports of these delegations are awaited.

Indian Railways accord highest priority to safety in train operations. Safety measures taken on Indian Railways is a continuous process which envisage accident prevention and mitigation directed towards continuous reduction in risk level to its customers. This is done by adopting new technologies and improvement in asset reliability to reduce human dependency. In the Budget 2017-18, setting up of a Rashtriya Rail Sanraksha Kosh (RRSK) has been announced with a corpus of ₹1 lakh crore over a period of 5 years. A provision of ₹ 20,000 crore has been made in Budget 2017-18 towards RRSK to fund essential safety works.

Gauge conversion on Lucknow-Sitapur section

3503. SHRI KIRANMAY NANDA: Will the Minister of RAILWAYS be pleased to state:

- (a) whether it is a fact that the gauge conversion work on Lucknow-Sitapur section is going at a slow pace and will not be able to complete as per scheduled time;
- (b) if so, the details of progress made so far on this section; and
- (c) the estimated time by which train services would be made available to the public on Sitapur-Lucknow route?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) to (c) A Railway project requires a number of clearances from various Ministries and Departments of State/Central Governments. These, *inter-alia*, include clearances inherent to land acquisition, forestry clearance and permission for crossing from departments like National Highway Authority of India, Public Works Departments, Irrigation canals etc, and also clearances of Archaeological Survey of India if the alignment passes in vicinity of a protected monument, local bodies for projects passing through urban areas, etc which are part of project execution. Process of seeking the approvals/clearances causes delay in completion of the projects. In addition, as per the prevailing system, funds are allocated on yearly basis based on Gross Budgetary Support from Ministry of Finance. As many factors responsible for completion of a project are beyond the control of Ministry of Railways, it is not feasible to fix time frame for completion of all projects. However, the work of gauge conversion of Lucknow-Sitapur section has been expedited by providing sufficient funds in 2016-17. An outlay of ₹503.53 crore has been provided in Railway Budget 2016-17 for Lucknow-Sitapur-Pilibhit gauge conversion project.

Earthwork, bridge work, ballast supply and track linking have been taken up on the section. Overall physical progress is 85%.