

**Anti-collision device in railways**

607. SHRI SYED NASIR HUSSAIN: Will the Minister of RAILWAYS be pleased to state:

(a) whether anti-collision device has been successfully checked and installed in Railways and if so, the details thereof;

(b) if not, the action plan formulated to improve this device to make it more effective in preventing railway accidents;

(c) whether any machine/device is also being used to identify the railway track flaws, apart from taking help from the railway employees and if so, the details thereof; and

(d) the details of the arrangements made in other countries in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) and (b) Anti-Collision Device (ACD) developed by Konkan Railway Corporation Limited (KRCL), was provided under a pilot project on 1736 Route Kilometres on Northeast Frontier Railway (NFR). During trials, complex operational and technical problems were experienced which could not be fully resolved by KRCL due to design limitations of ACD. As such, proliferation of ACD has not been undertaken.

Technological aids of Automatic Train Protection System to drivers (Loco Pilots) to avoid collisions due to Signal Passing at Danger (SPAD) or over speeding are being progressively adopted on Indian Railways keeping priority for high density routes/ Suburban sections within the constraints of resources.

Presently the following different Automatic Train Protection (ATP) Systems are existing on Indian Railways:

- (i) Automatic Train Protection (ATP) System based on proven European Train Control System (ETCS-L1) Technology has been implemented on 342 RKMs (200 RKMs Delhi-Agra Section, 117 RKMs Chennai Suburban section and 25 RKMs of Metro Railway, Kolkata).
- (ii) An ATP system called Auxiliary Warning System (AWS) is presently functional on 364 RKMs in the Mumbai suburban section of Central Railway (240 RKMs) and Western Railway (124 RKMs).

- (iii) An ATP System indigenous developed called Train Collision Avoidance System (TCAS) is under trail on 250 RKMs of South Central Railway as a pilot project.
- (iv) It has been decided to provide Automatic Train Protection (ATP) System based on ETCS Level-2 on entire Indian Railways network.

After extensive deliberations, it has been decided to carry out extensive trial of ETCS Level-2 system before going for large scale implementation, and accordingly 4 works for the same have been included in the supplementary Works Programme 2018-19.

(c) and (d) In addition to Keyman's daily patrol, Ultrasonic Flaw Detection (USFD) technology is being extensively used in Indian Railways to detect flaws in service rails and weld and take remedial steps accordingly.

As per bur knowledge, similar technologies are used in other countries for detection and identification of flaws in rails.

#### **Incident of looting, eve-teasing, etc. in trains**

†608. SHRI SANJAY SETH: Will the Minister of RAILWAYS be pleased to state:

- (a) whether it is a fact that incidents of offering substance laced with sedatives, looting, eve-teasing in trains have increased significantly in comparison to earlier times despite all Government claims;
- (b) if so, reasons therefor; and
- (c) if not, the details of number of such incidents occurred during the last four years, year-wise?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) to (c) 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 are the statutory responsibility of the State Governments, which they discharge through Government Railway Police (GRP)/District Police. However, Railway Protection Force (RPF) supplements the efforts of GRP to provide better protection and security of passenger area and passengers. Cases of Indian Penal Code (IPC) crime including drugging, dacoity, robbery and eve-teasing etc.

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†Original notice of the question was received in Hindi.