

New rail lines in Haryana and Punjab

748. DR. KANWAR DEEP SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) the total number of railway projects announced for Haryana and Punjab for laying new rail lines during the last three years and the current year and the details thereof;

(b) whether the work has been initiated on these projects;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) Railway projects are not sanctioned State-wise. However, Panipat-Meerut (104 km.) and Rajpura-Mohali (24 km.), 2 new line projects have been announced in the Budget in the last 3 financial years including current financial year 2018-19, which are falling fully/partly in the States of Haryana and Punjab.

(b) to (d) Detailed Project Report for Panipat-Meerut new line project has been taken up. Government of Punjab has been requested for cost sharing of Rajpura-Mohali new line project. Consent is awaited.

Technology to prevent rail accidents

749. DR. SASIKALA PUSHPA RAMASWAMY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government has put in place various technologies to avert rail accidents caused due to derailment, collision, SADP etc.;

(b) if so, the details thereof;

(c) whether Government has made any assessment regarding the effectiveness of a particular technology for using it in Indian Railways (IR) on pan-India basis to prevent accidents;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) and (b) Yes, Sir. 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 of passengers. Following improvement in techniques/technology have been adopted to prevent accidents:—

1. All electric locomotives are equipped with Vigilance Control Device (VCD) to ensure alertness of Loco Pilots.
2. Provision of Retro-reflective sigma boards on the mast which is located two OHE masts prior to the signals in electrified territories to warn the crew about signal ahead when visibility is low due to foggy weather.
3. Provision of GPS based Fog Pass device to loco pilots in fog affected areas which enables loco pilots to know the exact distance of the approaching landmarks like signals, level crossing gates etc.
4. Train Protection and Warning System (TPWS) based on European Technology ETCS Level-1, a proven Automatic Train Protection (ATP) System to avoid train accident/collision on account of human error of Signal Passing at Danger (SPAD) or over speeding, has been provided on Noapara-Kavi Subhash section of Kolkata Metro (28 RKMs), Chennai-Gumidipundi suburban section of Southern Railway (50 RKMs), Basin Bridge - Arrakkonam section of Southern Railway (67 RKMs) and Hazrat Nizamuddin-Agra section of Northern/North Central Railway (200 RKMs)
5. Auxiliary Warning System (AWS) is presently functional on 413 RKMs in the Mumbai suburban section of Central Railway (289 RKMs) and Western Railway (124 RKMs)
6. Train Collision Avoidance System (TCAS): It is an Automatic Train Protection (ATP) System being developed in association with 3 Indian manufacturers. The system has been installed on Lingampalli-Vikarabad-Wadi, Vikarabad-Bidar section (250 RKMs) on South Central Railway.
7. Mobile Train Radio Communication, a secure means of mobile train communication, has been deployed over 2541 RKMs.
8. Total 85,577 nos. of Walkie-Talkie sets have been provided to Train Driver and Guard for safe train operation, total 72,740 nos. of Walkie - Talkie sets have been provided to Maintenance staff and Total 8616 nos. of 25 watt Walkie - Talkie sets have been provided to Station Masters for communication with Driver and Guard.
9. Emergency phone/sockets have been provided along railway track at a span of one Km each for emergency communication by Driver with Railway control, in case of any emergency.

10. Indian Railways has already adopted the technological upgradation in safety aspects of coaches and wagons by way of introducing Modified Centre Buffer couplers, Bogie Mounted Air Brake System (BMBS), improved suspension design and provision of Automatic fire and smoke detection system in coaches.
11. Use of Long Rail panels on track to minimize welded joints.
12. Ultrasonic Flaw Detection (USFD) testing of rails to detect flaws and timely removal of defective rails.
13. Procurement of Thick Web Switches and Weldable CMS Crossing for use on track.
14. Mechanization of track maintenance to reduce human errors.

(c) to (e) Yes, Sir. All the safety equipments are provided based on the trial reports and requirement depending upon the geography of the area.

Enhancing average speed of trains

750. SHRI NARAYAN LAL PANCHARIYA: Will the Minister of RAILWAYS be pleased to state:

- (a) whether Government has taken any step to increase the average speed of trains;
- (b) if so, the details thereof and if not, the reasons therefor;
- (c) whether Government has taken any step to upgrade railway tracks to enable running of trains at high speed;
- (d) if so, the details thereof and if not, the reasons therefor; and
- (e) the details regarding cost implications involved in increasing average speed of trains?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) and (b) Yes, Sir. With a view to increasing speed of trains in Indian Railways, 'Mission Raftaar' has been announced in the Railway Budget 2016-17.

The mission envisages a target of doubling of average speed of freight trains and increasing the average speed of all non-suburban passenger trains by 25 kmph in next 5 years.

Action Plan for improving mobility and increasing average speed includes removal of speed restrictions, construction of road over bridges (ROBs) and road