

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
STARRED QUESTION NO. 142
TO BE ANSWERED ON 10.12.2025**

PASSENGER AMENITIES AT RAILWAY STATIONS

***142. SHRI GODAM NAGESH:**

Will the Minister of RAILWAYS be pleased to state:

- (a) the present status of passenger amenities provided at railway stations across the country particularly in Telangana;**
- (b) whether the Government is taking steps to upgrade basic facilities such as waiting halls, drinking water, sanitation and digital services and if so, the details thereof; and**
- (c) the details of the measures taken/being taken by the Government to improve passenger safety including anti-collision systems, track maintenance, security at stations and on trains?**

ANSWER

**MINISTER OF RAILWAYS, INFORMATION & BROADCASTING AND
ELECTRONICS & INFORMATION TECHNOLOGY
(SHRI ASHWINI VAISHNAW)**

(a) to (c) A Statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (c) OF LOK SABHA STARRED QUESTION NO. 142 TO BE ANSWERED ON 10.12.2025

(a) to (c) Ministry of Railways has launched Amrit Bharat Station Scheme for redevelopment of stations with a long-term approach.

The scheme involves preparation of master plans and their implementation in phases to improve the stations. The master planning includes:

- **Improvement of access to station and circulating areas**
- **Integration of station with both sides of city**
- **Improvement of station building**
- **Improvement of waiting halls, toilets, sitting arrangement, water booths**
- **Provision of wider foot over bridge/air concourse commensurate with passenger traffic**
- **Provision of lift/escalators/ramp**
- **Improvement /Provision of platform surface and cover over platforms**
- **Provision of kiosks for local products through schemes like 'One Station One Product'**
- **Parking areas, Multimodal integration**
- **Amenities for Divyangjans**
- **Better passenger information systems**
- **Provision of executive lounges, nominated spaces for business meetings, landscaping, etc. keeping in view the necessity at each station.**

The scheme also envisages sustainable and environment friendly solutions, provision of ballastless tracks etc. as per necessity, phasing and feasibility and creation of city centre at the station in the long term.

So far, 1337 stations, have been identified for development under Amrit Bharat Station Scheme across the country, out of which 40 stations are located in the state of Telangana. The names of stations identified for development under Amrit Bharat Station Scheme in the state of Telangana are as following:

State	No. of Stations	Name of Stations
Telangana	40	Adilabad, Basar, Begumpet, Bhadrachalam Road, Gadwal, Hafizpeta, Hi-tech city, Huppuguda, Hyderabad, Jadcherla, Jangaon, Kacheguda, Kamareddi, Karimnagar, Kazipet Jn, Khammam, Lingampalli, Madhira, Mahbubabad, Mahbubnagar, Malakpet, Malkajgiri Jn, Manchiryal, Medak, Medchal, Miryalaguda, Nalgonda, Nizamabad Jn, Peddapalli Jn, Ramagundam, Secunderabad, Shadnagar, Sri Bala Brahmeswara Jogulamba, Tandur, Umdanagar, Vikarabad, Warangal, Yadadri, Yakutpura, Zahirabad

Development works at railway stations under Amrit Bharat Station Scheme in the state of Telangana have been taken up at a good pace.

Till now, works of 04 stations (Begumpet, Karimnagar, Sri Bala Brahmeswara Jogulamba, Warangal) in the state of Telangana have been completed under this scheme.

The works at other stations have also been taken up at good pace and progress of some of the above stations is as given below:

- Khammam station: The works of platform shelter, general waiting hall, retiring room and improvement to AC lounge have been completed. The works of Foot Over Bridge, lifts, escalator, station building and circulating area have been taken up.**
- Basar station: The works of improvement of platform surfacing and platform wall have been completed. The works of improvement of circulating area, platform shelter and waiting hall have been taken up.**
- Hafizpeta station: The works of station building, booking office, waiting hall, and toilet have been completed. The works of platform shelter, platform surfacing, circulating area, building elevation, signages, lift, escalator, 12 m Foot Over Bridge and Divyangjan facilities have been taken up.**

Development / redevelopment / upgradation / modernisation of stations including provision of passenger amenities at stations on Indian Railways is a continuous and ongoing process and works in this regard are undertaken as per requirement, subject to inter-se priority and availability of funds. The priority for development / redevelopment / upgradation / modernisation of stations is accorded to higher category of station over lower category of station while sanctioning and executing the works.

Development / upgradation / modernisation of stations including under Amrit Bharat Station Scheme is generally funded under Plan Head-53 'Customer Amenities'. The details of allocation and expenditure under Plan Head-53 are maintained Zonal Railway-wise and not work-wise, or station wise or state-wise. The state of Telangana is covered under the jurisdiction of South Central Railway. For this zone, an allocation of ₹ 862.60crore has been made for the financial year 2025-26, out of which an expenditure (up to October, 2025) of ₹ 664.27crore has been incurred so far.

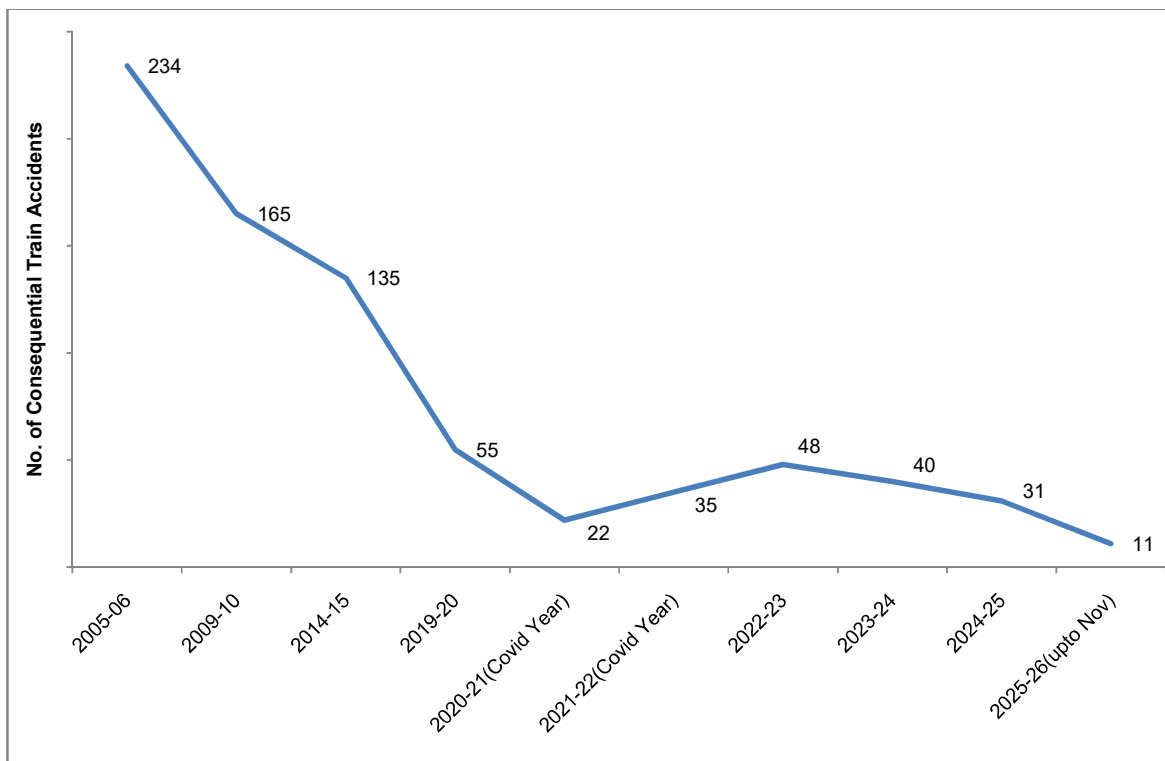
Safety

Safety is accorded the highest priority on Indian Railways. As a consequence of various safety measures taken over the years, there has been a steep decline in the number of accidents. Consequential Train Accidents have reduced from 135 in 2014-15 to 31 in 2024-25 as shown in the graph below.

It may be noted that the Consequential Train Accidents during the period 2004-14 was 1711 (average 171 per annum), which has declined to 31 in 2024-25 and further to 11 in 2025-26 (upto November, 2025).

Another important index showing improved safety in train operations is Accidents Per Million Train Kilometer (APMTKM) which has reduced from 0.11 in 2014-15 to 0.03 in 2024-25, indicating an improvement of approx. 73% during the said period.

The number of consequential train accidents during the last ten years is depicted in the graph below:-



The various safety measures taken to enhance safety in train operations are as under:-

1. On Indian Railways, the expenditure on Safety related activities has increased over the years as under:

Expenditure on Safety related activities (Rs. in Cr.)				
2013-14 (Act.)	2022-23 (Act.)	2023-24 (Act.)	2024-25	2025-26
39,463	87,327	1,01,651	1,14,022	1,16,470

- 2. Electrical/Electronic Interlocking Systems with centralized operation of points and signals have been provided at 6,656 stations up to 31.10.2025 to reduce accident due to human failure.**
- 3. Interlocking of Level Crossing (LC) Gates has been provided at 10,098 Level Crossing Gates up to 31.10.2025 for enhancing safety at LC Gates.**
- 4. Complete Track Circuiting of stations to enhance safety by verification of track occupancy by electrical means has been provided at 6,661 stations up to 31.10.2025.**
- 5. Kavach is a highly technology intensive system, which requires safety certification of highest order. Kavach was adopted as a National ATP system in July 2020. Kavach is provided progressively in phased manner. Initially, Kavach Version 3.2 was deployed on 1465 RKm of South Central Railway and 80 RKm of North Central Railway. Kavach specification Version 4.0 was approved by RDSO on 16.07.2024.**

After extensive and elaborate trials, Kavach Version 4.0 has been successfully commissioned on Palwal–Mathura–Kota–Nagda section (633 Rkm) on Delhi–Mumbai route and on Howrah–Bardhaman section (105 RKm) on Delhi–Howrah route. Kavach implementation has been taken up in balance sections of Delhi–Mumbai and Delhi–Howrah route.

Further, Kavach implementation has been taken up on 15,512 RKm covering all GQ, GD, HDN and identified sections of Indian Railways.

- 6. Detailed instructions on issues related with safety of Signalling, e.g. mandatory correspondence check, alteration work protocol, preparation of completion drawing, etc. have been issued.**
- 7. System of disconnection and reconnection for S&T equipment as per protocol has been re-emphasized.**

- 8. All locomotives are equipped with Vigilance Control Devices (VCD) to improve alertness of Loco Pilots.**
- 9. Retro-reflective sigma boards are provided on the mast which is located two OHE masts prior to the signals in electrified territories to alert the crew about the signal ahead when visibility is low due to foggy weather.**
- 10. A GPS based Fog Safety Device (FSD) is provided to loco pilots in fog affected areas which enables loco pilots to know the distance of the approaching landmarks like signals, level crossing gates, etc.**
- 11. Modern track structure consisting of 60kg, 90 Ultimate Tensile Strength (UTS) rails, Prestressed Concrete Sleeper (PSC) Normal/Wide base sleepers with elastic fastening, fan shaped layout turnout on PSC sleepers, Steel Channel/H-beam Sleepers on girder bridges is used while carrying out primary track renewals.**
- 12. Mechanisation of track laying activity through use of track machines like PQRS, TRT, T-28 etc. to reduce human errors.**
- 13. Maximizing supply of 130m/260m long rail panels for increasing progress of rail renewal and avoiding welding of joints, thereby improving safety.**
- 14. Ultrasonic Flaw Detection (USFD) testing of rails to detect flaws and timely removal of defective rails.**
- 15. Laying of longer rails, minimizing the use of Alumino Thermic Welding and adoption of better welding technology for rails i.e., Flash Butt Welding.**
- 16. Monitoring of track geometry by OMS (Oscillation Monitoring System) and TRC (Track Recording Cars).**
- 17. Patrolling of railway tracks to look out for weld/rail fractures.**
- 18. The use of Thick Web Switches and Weldable CMS Crossing in turnout renewal works.**

- 19. Inspections at regular intervals are carried out to monitor and educate staff for observance of safe practices.**
- 20. Web based online monitoring system of track assets viz. Track database and decision support system has been adopted to decide rationalized maintenance requirement and optimize inputs.**
- 21. Detailed instructions on issues related with safety of Track, e.g. integrated block, corridor block, worksite safety, monsoon precautions, etc. have been issued.**
- 22. Preventive maintenance of railway assets (Coaches & Wagons) is undertaken to ensure safe train operations.**
- 23. Replacement of conventional ICF design coaches with LHB design coaches is being done.**
- 24. All unmanned level crossings (UMLCs) on Broad Gauge (BG) route have been eliminated by January 2019.**
- 25. Safety of Railway Bridges is ensured through regular inspection of Bridges. The requirement of repair/rehabilitation of Bridges is taken up based upon the conditions assessed during these inspections.**
- 26. Indian Railways has displayed Statutory “Fire Notices” for widespread passenger information in all coaches. Fire posters are provided in every coach so as to educate and alert passengers regarding various Do’s and Don’ts to prevent fire. These include messages regarding not carrying any inflammable material, explosives, prohibition of smoking inside the coaches, penalties etc.**
- 27. Production Units are providing Fire detection and suppression system in newly manufactured Power Cars and Pantry Cars, Fire and Smoke detection system in newly manufactured coaches. Progressive fitment of the same in existing coaches is also underway by Zonal Railways in a phased manner.**
- 28. Regular counselling and training of staff is undertaken.**

29. Concept of Rolling Block introduced in Indian Railways (Open Lines)

General Rules vide Gazette notification dated 30.11.2023, wherein work of integrated maintenance/ repair/replacement of assets is planned up to 52 weeks in advance on rolling basis and executed as per plan.

The details of the Safety related works related to better maintenance practices, Technological improvements, better infrastructure and rolling stock etc. undertaken by Railways are tabulated below:-

S.N.	Item	2004-05 to 2013-14	2014-15 to 2024-25	2014-25 Vs. 2004-14
	Technological Improvements			
1.	Use of high-quality rails (60 Kg) (Km)	57,450 Km	1.43 Lakh Km	More than 2 times
2.	Longer Rail Panels (260m) (Km)	9,917 Km	77,522 Km	Nearly 8 times
3.	Electronic Interlocking (Stations)	837 Stations	3,691 Stations	More than 4 times
4.	Fog Pass Safety Devices (Nos.)	As on 31.03.14: 90 Nos.	As on 31.03.25: 25,939 Nos.	288 times
5.	Thick Web Switches (Nos.)	Nil	28,301 Nos.	

	Better Maintenance Practices			
1.	Primary Rail Renewal (Track Km)	32,260 Km	49,941 Km	1.5 times
2.	USFD (Ultra Sonic Flaw detection) Testing of Welds (Nos.)	79.43 Lakh	2 Crore	More than 2 times
3.	Weld failures (Nos.)	In 2013-14: 3699 Nos.	In 2024-25: 370 Nos.	90 % reduction
4.	Rail fractures (Nos.)	In 2013-14: 2548 Nos.	In 2024-25: 289 Nos.	More than 88% reduction

	Better Infrastructure and Rolling Stock			
1.	New Track KM added (Track Km)	14,985 Km	34,428 Km	More than 2 times
2.	Flyovers (RoBs)/ Underpasses (RUBs) (Nos.)	4,148 Nos.	13,808 Nos.	More than 3 times
3.	Unmanned Level crossings (Nos.) on BG	As on 31.03.2014: 8,948	As on 31.03.2024: Nil (All eliminated by 31.01.2019)	Removed
4.	Manufacture of LHB Coaches (Nos.)	2,337 Nos.	42,677	More than 18 times

Implementation of Kavach

- **Kavach is an indigenously developed Automatic Train Protection (ATP) system. Kavach is a highly technology intensive system, which requires safety certification of highest order (SIL-4).**
- **Kavach aids the Loco Pilot in running of trains within specified speed limits by automatic application of brakes in case Loco Pilot fails to do so and also helps the trains to run safely during inclement weather.**
- **The first field trials on the passenger trains were started in February, 2016. Based on the experience gained and Independent Safety Assessment of the system by Independent Safety Assessor (ISA), three firms were approved in 2018-19, for supply of Kavach Version 3.2.**
- **Kavach was adopted as National ATP system in July, 2020.**
- **Implementation of Kavach System involves following Key Activities:**
 - a. **Installation of Station Kavach at each and every station, block section.**
 - b. **Installation of RFID Tags throughout the track length.**
 - c. **Installation of telecom Towers throughout the section.**
 - d. **Laying of Optical Fibre Cable along the track.**
 - e. **Provision of Loco Kavach on each and every Locomotive running on Indian Railways.**
- **Based on deployment of Kavach Version 3.2 on 1465 RKm on South Central Railway and experience gained, further improvements were made. Finally, Kavach specification Version 4.0 was approved by RDSO on 16.07.2024.**

- **Kavach version 4.0 covers all the major features required for the diverse railway network. This is a significant milestone in safety for Indian Railways. Within a short period, IR has developed, tested and started deploying Automatic Train Protection System.**
- **Major improvement in Version 4.0 includes increased Location Accuracy, Improved Information of Signal Aspects in bigger yards, Station to Station Kavach interface on OFC and Direct Interface to existing Electronic Interlocking System. With these improvements, Kavach Version 4.0 is planned for large scale deployment over Indian Railways.**
- **After extensive and elaborate trials, Kavach Version 4.0 has been successfully commissioned on 738 Route km on Palwal–Mathura–Nagda section (633 Rkm) on Delhi–Mumbai route and Howrah–Bardhaman section (105 Rkm) Delhi–Howrah route. Kavach implementation has been taken up in balance sections of Delhi–Mumbai and Delhi–Howrah corridors.**
- **Progress of key items of Kavach on High density routes including Delhi– Mumbai & Delhi– Howrah corridors are as under:**

SN	Item	Progress
i	Laying of Optical Fibre Cable	7129 Km
ii	Installation of Telecom Towers	860 nos
iii	Provision of Kavach at Stations	549 nos
iv	Installation of Track side equipment	2674 RKm
v	Provision of Kavach on Locos	4,154

- **Further, track side Kavach implementation work has been taken up on 15,512 RKm covering all GQ, GD, HDN and identified sections of Indian Railways.**
- **Bids have been invited for equipping another 9,069 locomotives with Kavach version 4.0. Kavach is being provided progressively in a phased manner in locomotives.**
- **Specialized training programmes on Kavach are being conducted at centralized training institutes of Indian Railways to impart training to all concerned officials. By now more than 40,000 technicians, operators and engineers have been trained on Kavach technology. This includes 30,000 Loco Pilots and Assistant Loco Pilots. Courses have been designed in collaboration with IRISSET.**
- **The cost for provision of Track Side including Station equipment of Kavach is approximately Rs. 50 Lakhs/Km and cost for provision of Kavach equipment on locomotives is approximately Rs. 80 Lakh/Loco.**

The fund utilized on Kavach works so far up to October, 2025 is Rs. 2,354.36 crores. The allocation of funds during the year 2025-26 is Rs. 1673.19 crores. Requisite funds are made available as per the progress of works.

Security

Railways in coordination with Government Railway Police (GRP) is taking steps for safety and security of passengers in trains and at stations:

- **On vulnerable and identified routes/sections, trains are escorted by Railway Protection Force in addition to trains escorted by Government Railway Police of different States daily.**
- **For immediate assistance passengers can make complaint on Rail Madad Portal directly or through Helpline Number 139 [integrated with Emergency Response Support System (ERSS) No.112].**
- **Railways are in regular touch with passengers through various social media platforms like twitter and facebook etc. to enhance security of passengers and to address their security concern.**
- **Frequent announcements are made through Public Address System to educate passengers to take precautions against theft, snatching, drugging etc.**
- **Under 'Meri Saheli' initiative, focused attention has been provided for safety and security of lady passengers travelling alone by long distance trains for their entire journey i.e. from originating station to destination station.**
- **Zonal railways have been instructed for deployment of proper combined strength of male and female RPF/RPSF personnel in train escort parties, to the extent possible.**
- **State Level Security Committee of Railways (SLSCR) have been constituted for all State/Union Territories under the Chairmanship of respective Director General of Police/Commissioner of States/Union Territories for regular monitoring and review of security arrangements of the Railways.**
