

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS

**RAJYA SABHA**  
**UNSTARRED QUESTION NO. 432**  
**ANSWERED ON 09.12.2022**

**RAILWAY ACCIDENTS**

432 SHRI ABDUL WAHAB:

Will the Minister of RAILWAYS be pleased to state:

- (a) the number of railway accidents in the last three years;
- (b) the details of number of death, injuries in Railways, State-wise and year-wise;
- (c) the compensation given to the passengers and railway employees on death, injuries and property loss in the last three years;
- (d) the loss incurred by Railways due to accidents, property damage in the last three years, year-wise; and
- (e) the measures taken by Railways to make railway journey safer for its passengers?

**ANSWER**

MINISTER OF RAILWAYS, COMMUNICATIONS AND  
ELECTRONICS & INFORMATION TECHNOLOGY

(SHRI ASHWINI VAISHNAW)

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

\*\*\*\*\*

**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF UNSTARRED QUESTION NO. 432 BY SHRI ABDUL WAHAB ANSWERED IN RAJYA SABHA ON 09.12.2022 REGARDING RAILWAY ACCIDENTS**

(a): The details of number of consequential train accidents during the last three years i.e. 2019-20 to 2021-22, are given below :-

Year	Number of consequential Train Accidents
2019-20	55
2020-21	22
2021-22	35

(b): Indian Railways maintains accident data zone-wise. The year-wise and zone-wise details of number of deaths and injuries in consequential train accidents, during the last three years i.e. 2019-20 to 2021-22, are given below:

Zonal Railway	Year	Number of deaths	Number of injuries
Central	2019-20	-	-
	2020-21	-	-
	2021-22	-	-
Eastern	2019-20	1	9
	2020-21	-	-
	2021-22	-	-
East Central	2019-20	-	-
	2020-21	-	-
	2021-22	3	1
East Coast	2019-20	3	41
	2020-21	-	-
	2021-22	-	-
	2019-20	-	12

North Central	2020-21	-	-
	2021-22	-	-
North Eastern	2019-20	-	-
	2020-21	-	-
	2021-22	-	-
Northeast Frontier	2019-20	-	-
	2020-21	-	-
	2021-22	9	45
North Western	2019-20	-	-
	2020-21	-	-
	2021-22	-	-
Northern	2019-20	-	-
	2020-21	-	-
	2021-22	5	1
South Central	2019-20	1	20
	2020-21	-	-
	2021-22	-	-
South Eastern	2019-20	-	-
	2020-21	-	2
	2021-22	-	-
South East Central	2019-20	-	-
	2020-21	-	-
	2021-22	-	-
South Western	2019-20	-	-
	2020-21	-	-
	2021-22	-	-
Southern	2019-20	-	-
	2020-21	-	-

	2021-22	-	-
West Central	2019-20	-	-
	2020-21	1	9
	2021-22	-	-
Western	2019-20	-	-
	2020-21	3	-
	2021-22	-	-
Konkan	2019-20	-	-
	2020-21	-	-
	2021-22	-	-
Kolkata Metro	2019-20	-	-
	2020-21	-	-
	2021-22	-	-
Total		26	140

(c) & (d): The compensation paid by the Indian Railways to the next of kin of the deceased, injured/victims of train accidents/derailments (u/s 124 of the Railways Act, 1989), and the loss incurred by Indian Railways due to damage to property, during the last three years i.e. 2019-20 to 2021-22, are given below:

Year	Compensation paid by Indian Railways (₹ in lakhs)		Loss due to damage to property (₹ in lakhs)	
	Death	Injury	Rolling stock	Permanent Way
2019-20	299.04	77.07	3232.97	566.87
2020-21	52.92	25.08	1765.85	477.52
2021-22	70.79	18.22	3915.15	472.01

(Note: The compensation paid in a year does not necessarily relate to the accidents/casualties in that year alone. The amount of compensation depends upon the number of cases finalized by the Railway Claims Tribunal or other Courts of Law in a particular year irrespective of the year(s) in which the accident they pertain to, have occurred.)

(e): The following measures have been taken by Indian Railways to make railway journey safer for its passengers:-

1. Rashtriya Rail Sanraksha Kosh (RRSK) has been introduced in 2017-18 for replacement/renewal/upgradation of critical safety assets, with a corpus of ₹1 lakh crore for five years, having an annual outlay of ₹20,000 crore. It has been further extended for a period of five years starting from the financial year 2022-23.
2. Electrical/Electronic Interlocking Systems with centralized operation of points and signals have been provided at 6430 stations upto 31.10.2022 to eliminate accident due to human failure.
3. Block Proving Axle Counter (BPAC) to ensure complete arrival of train without manual intervention before granting line clear to the next train have been provided on 6158 block sections up to 31.10.2022.
4. Interlocking of Level Crossing (LC) Gates has been provided at 10975 level Crossing Gates up to 31.10.2022 for enhancing safety at LC gates.
5. All locomotives are equipped with Vigilance Control Devices (VCD) to ensure alertness of Loco Pilots.
6. Retro-reflective sigma boards are being provided on the mast which is located two OHE masts prior to the signals in electrified territories to warn the crew about the signal ahead when visibility is low due to foggy weather.
7. A GPS based Fog Safety Device (FSD) is being provided 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.
8. Modern track structure consisting of 60kg, 90 Ultimate Tensile Strength (UTS) rails, Prestressed Concrete Sleeper (PSC) Normal/Wide base sleepers with elastic fastening, fanshaped layout turnout on PSC sleepers, Steel Channel/H-beam Sleepers on girder bridges is used, while carrying out primary track renewals.
9. Long rail panels of 260 M/130M length are being manufactured at the steel plant to minimize number of Alumino Thermit joints in the track.
10. Patrolling of railway tracks is done to look out for weld/rail fractures.
11. Ultrasonic Flaw Detection (USFD) testing of rails is done to detect flaws and timely removal of defective rails.
12. Mechanization of track maintenance is being carried out to reduce human errors.

13. Adoption of web based online monitoring system of track assets viz. Track database and decision support system and to decide rationalized maintenance requirement and optimize inputs.
14. Preventive maintenance of the railway assets (Coaches & Wagons) is undertaken to ensure safe train operations and to keep a check on Rail Accidents across the country.
15. Replacement of conventional ICF design coaches with LHB design coaches.
16. All unmanned level crossings (UMLCs) on Broad Gauge (BG) route have been eliminated by January 2019.
17. 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.
18. Inspections at regular intervals are carried out to monitor and educate staff for observance of safe practices.
19. Regular counseling and training of staff is undertaken.

\*\*\*\*\*