

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

RAJYA SABHA
UNSTARRED QUESTION NO. 1886
ANSWERED ON 04.08.2023

ACCIDENT DUE TO SPAD

1886. SHRI MOHAMMED NADIMUL HAQUE:

Will the Minister of RAILWAYS be pleased to state:

- (a) the number of railway accidents involving Collision and Signal Passing at Danger (SPAD) in the last five years, zone-wise;
- (b) whether Government has been able to identify the causes behind such SPAD accidents, if so, the details thereof;
- (c) if not, the reasons therefor;
- (d) the details of the number of training and sensitisation workshops organised for loco pilots;
- (e) whether Government is providing adequate technological support for loco pilots in order to minimise risk of accidents, if so, the details thereof; and
- (f) if not, the reasons therefor?

ANSWER

MINISTER OF RAILWAYS, COMMUNICATIONS AND
ELECTRONICS & INFORMATION TECHNOLOGY

(SHRI ASHWINI VAISHNAW)

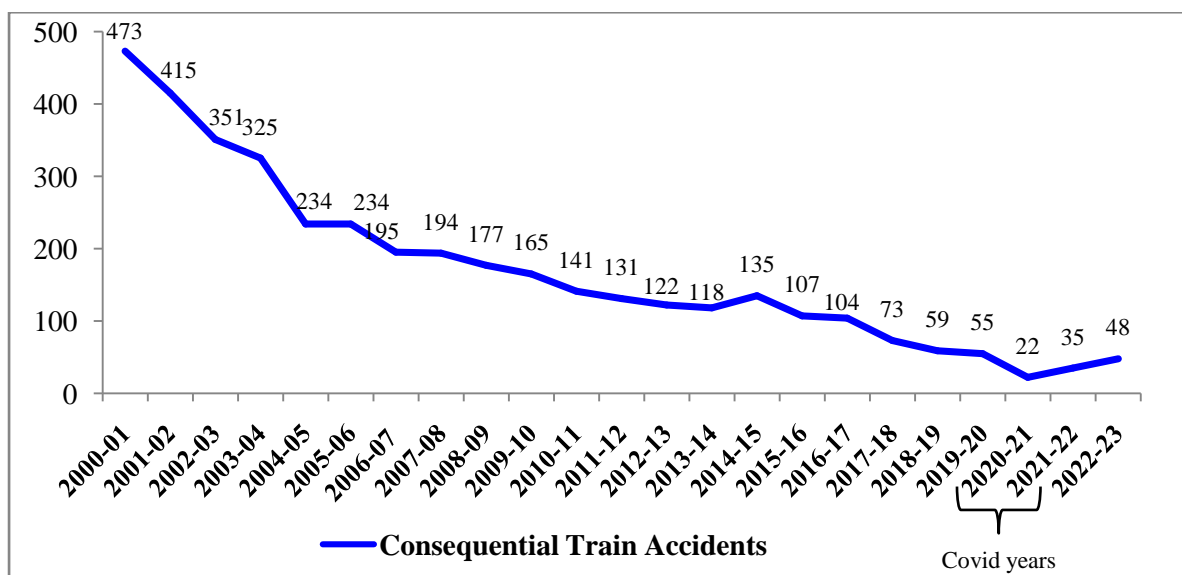
(a) to (f): A Statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (f) OF UNSTARRED QUESTION NO. 1886 BY SHRI MOHAMMED NADIMUL HAQUE ANSWERED IN RAJYA SABHA ON 04.08.2023 REGARDING ACCIDENT DUE TO SPAD

(a): Zone-wise details of the number of consequential train collisions and the number of consequential train accidents on account of Signal Passing at Danger (SPAD), during the last five years i.e. from 2018-19 to 2022-23, are given below:

Zonal Railway	Number of consequential train collisions	Number of Consequential train accidents on account of SPAD
Central Railway	1	1
Eastern Railway	2	2
East Central Railway	0	1
East Coast Railway	2	0
Konkan Railway	0	0
North Central Railway	1	0
North Eastern Railway	0	0
Northeast Frontier Railway	0	0
North Western Railway	0	0
Northern Railway	1	2
South Central Railway	1	1
South Eastern Railway	2	1
South East Central Railway	3	1
South Western Railway	0	0
Southern Railway	0	1
West Central Railway	1	0
Western Railway	0	0
Metro Kolkata	0	0
Total	14	10

The trend of consequential train accidents from 2000-01 to 2022-23 is given below :-



It may be noted from the graph above, that there is a steep decline in the number of consequential train accidents from 473 in 2000-01 to 48 in 2022-23.

The average number of consequential train accidents during the period, 2004-14 was 171 per annum, while the average number of consequential train accidents during the period, 2014-23 has declined to 71 per annum.

(b) & (c): Missing of sighting of signal by Loco Pilot/Assistant Loco Pilot or late application of brakes is the cause behind Signal Passing at Danger (SPAD).

(d): Periodical training like Refresher courses are imparted to Crew for train operations. Sensitization workshops for Loco Pilots are organized regularly at divisional and headquarter levels. In addition, safety seminars and drives are also organized/launched from time to time to counsel the crew on safety related issues. Besides, Loco Pilots are also regularly sensitized by nominated Loco Inspectors on various aspects of SPAD. The families of the running staff are also regularly counseled in family seminars regarding importance of proper rest at home before duty for safe train operation.

(e) & (f): The following technological support is provided to the Loco Pilots for safe train operation:

- i) All locomotives are equipped with Vigilance Control Devices (VCD) to monitor and ensure alertness of Loco Pilots.
- ii) A GPS based Fog Pass device is provided to loco pilots during fog (poor visibility) which facilitates loco pilots to know the distance of the approaching landmarks like signals, level crossing gates etc.
- iii) Retro-reflective sigma boards are 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.
