

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS

**RAJYA SABHA**  
**UNSTARRED QUESTION NO. 270**  
**ANSWERED ON 21.07.2023**

**CRS REPORT ON BALASORE TRAIN TRAGEDY**

270 DR. JOHN BRITTAS:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Commissioner of Railway Safety (CRS) has submitted the report regarding the triple train accident at Balasore in Odisha;
- (b) if so, the main findings in the report and the steps to be taken up;
- (c) whether Government has set any timelines for CBI enquiry;
- (d) total number of deaths, number of deceased passengers identified and passengers yet to be identified;
- (e) steps taken by Railways post Balasore accident to avert such tragic mishaps; and
- (f) number of signal failures which would have led to such untoward incidents during last three years; the details thereof?

**ANSWER**

MINISTER OF RAILWAYS, COMMUNICATIONS AND  
ELECTRONICS & INFORMATION TECHNOLOGY

(SHRI ASHWINI VAISHNAW)

(a) & (b): Yes, Sir. The Commissioner of Railway Safety has submitted its Inquiry Report and cause of the accident has been established as below:-

The rear-collision was due to the lapses in the signalling- circuit-alteration carried out at the North Signal Goomty (of the station) in the past, and during the execution of the signalling work related to replacement of Electric Lifting Barrier for level crossing gate no. 94 at the Station. These lapses resulted in wrong signalling to the Train No. 12841 wherein the UP Home Signal indicated Green aspect for run-through movement on the

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UP main line of the station, but the crossover connecting the UP main line to the UP loop line (crossover 17 A/B) was set to the UP loop line; the wrong signalling resulted in the Train No. 12841 traversing on the UP loop line, and eventual rear-collision with the Goods train (No. N/DDIP) standing there.

(c): CBI inquiry is proceeding as per law.

(d): In the unfortunate Balasore train accident on 02.06.2023, 295 passengers lost their lives. As on 18.07.2023, 254 deceased have been identified whereas 41 deceased are yet to be identified.

(e): On the basis of accident the following action has been taken for ensuring safety in train operation:-

1. Enforcing instruction to follow the protocol for any alteration works involving changes in existing system.

2. Concept of Rolling Block was introduced wherein work of maintenance/repair/replacement is planned for 2 weeks in advance on rolling basis and executed accordingly.

3. Special drive has been launched to ensure

(i) Double locking arrangement in Relay Room/Goomties at LC gates, IBH and auto Huts.

(ii) Data logging and generation of SMS alert for opening/closing of doors of these relay rooms/Goomties.

(iii) System of disconnection and reconnection for S&T equipment is being followed strictly as per laid down norms and guidelines.

4. Verification of indoor & outdoor wiring works details of Signalling gears at station.

(f): There have been signal failures but no such which would have led to Balasore – like incident.

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