

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

RAJYA SABHA
UNSTARRED QUESTION NO.316
ANSWERED ON 21.07.2023

BALASORE TRAIN ACCIDENT AND COMPENSATION TO THE DECEASED FAMILIES

316 # SHRI SANJAY SINGH:

Will the Minister of RAILWAYS be pleased to state:

- (a) the reason for Balasore train accident in the State of Odisha and details of the investigation thereupon;
- (b) whether the Principal Chief Operating Manager of South-Western Railway zone warned three months in advance through a letter about the defects in the electronic interlocking system;
- (c) if so, the action taken on the above warning; and
- (d) the total number of people who died in this accident and the number of dependent families of deceased who have been given compensation so far?

ANSWER

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

(a): The Commissioner of Railway Safety has submitted its Inquiry Report and cause of the accident as per the report is:

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 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.

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(b) & (c): 1. On 8 Feb 2023 the Signalling ESM was attending the Block Proving Axle Counter of UP main line at Hosadurga station of South Western Railway.

2. The ESM and his assistant did not follow the laid down procedure, due to which an unusual condition got created.

3. The train was to start from the common loop toward UP main line. The unusual condition was detected by the Loco Pilot who informed to the station master for corrective action. As a result, no untoward incident took place. However there was no flaw in the Signalling system.

4. Normally, the operating department brings any unusual situation to the notice of concerned Engineering department. In this case also, the Operating department officer (Principal Chief Operations Manager, South Western Railway) brought this unusual situation to the notice of Signalling and Telecom department officer (Principal Chief Signal and Telecommunication Engineer, South Western Railway).

5. Subsequently, other than taking up the staff under disciplinary rules:

a. Intensive Safety drive was carried out on staff counselling to adopt proper & laid down procedure while maintenance and attending signalling failures.

b. 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.

c. Intensive Safety drive for verification of all relay room and outdoor location particulars for correctness with site and drawings is under progress over and above the regular safety Inspections.

(d): In the unfortunate Balasore train accident on 02.06.2023, 295 passengers lost their lives.

A payment of enhanced ex-gratia @Rs.10 lakh each to the next of kin of the 238 deceased, has been made so far.

In addition to this, Railways pays compensation to the next of kin of deceased or victims depending upon nature and type of injuries sustained. Compensation is paid by the Railways as per decree passed by railway Claims Tribunal (RCT) on the compensation claims application filed by the victims or their dependents.
