

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS

**RAJYA SABHA**  
**UNSTARRED QUESTION NO. 1539**  
**ANSWERED ON 01.08.2025**

**STAMPEDE AT NEW DELHI RAILWAY STATION**

1539 # SHRI RAMJI LAL SUMAN:

Will the Minister of RAILWAYS be pleased to state:

- (a) the status of the report of the Committee constituted to investigate the stampede which took place on the night of 15 February, 2025 at New Delhi Railway Station;
- (b) the corrective steps taken for the maintenance of railway stations after the said incident;
- (c) the details of people killed in the said incident; and
- (d) the assistance given to the dependents of the people who died, the details thereof?

**ANSWER**

MINISTER OF RAILWAYS, INFORMATION & BROADCASTING AND  
ELECTRONICS & INFORMATION TECHNOLOGY

(SHRI ASHWINI VAISHNAW)

(a) to (d): A High-Level Inquiry Committee was constituted to examine the circumstances leading to this unfortunate incident. The Committee has since submitted its report for consideration.

As per the findings of the report, an unfortunate incident on 15.02.25 happened on Foot Over Bridge (FOB)-3 stairs connecting Platform 14/15 at New Delhi Railway Station. On the day of the incident, sufficient crowd management protocols were in place to handle the overall volume of passengers at the station. There was a gradual increase of passengers density on the FOB after 20.15 hrs. Many of the passengers were carrying big headloads affecting smooth movement on the FOB. There was a big headload falling from one of the passengers and the pressure was passed on to the stairs of PF 14/15 stairs resulting in the tripping of passengers on the stairs. This led to an incident at 20.48 hrs on FOB-3

which was limited to the stairs of FOB. Consequently, passengers fell on each other. In the incident, 18 people lost their lives and 15 others were injured.

Railways pays compensation for death/injury of railway passengers in train accidents and Untoward Incidents as defined under Section 124 and Section 124-A (read with Section 123) of the Railways Act, 1989, which is decided by Railway Claims Tribunal (RCT) on the basis of a claim application filed by the victims/their dependents before RCT and it disposes of the cases after following the due judicial process. Railway Administration pays compensation when a decree is awarded by Hon'ble RCT in favor of the claimant and Railways decide to implement the decree.

In the instant case, an ex-gratia amount of Rs. 10 lakhs to the Next of Kin of each deceased, amount of Rs. 2.5 lakhs each to the grievously injured and Rs. 1 lakh each to the simple injured has been paid. Accordingly, a total amount of Rs. 2.01 Crores has been paid to 33 victims and their family members.

Indian Railways has planned following actions to handle heavy rush of passengers at stations over the Indian Railways: -

1. Creation of Permanent holding areas at 73 identified stations:
  - a. During the festival season of 2024, holding areas were created outside stations. These waiting areas were able to hold large crowds at Surat, Udhna, Patna and New Delhi. Passengers were allowed to enter only when the train came to the platform.
  - b. Similar arrangements were made during Mahakumbh at nine stations of Prayag area.
  - c. Based on the experience of these stations, it has been decided to create permanent waiting areas outside stations at 73 stations across the country, which periodically faces heavy crowds. Crowd build up will be controlled within the waiting area. Passengers will be allowed to go to platforms only when the trains arrive at the platform. This will decongest the platforms.
  - d. Pilot projects have started at New Delhi, Anand Vihar, Varanasi, Ayodhya, and Ghaziabad stations.
2. Access control:
  - a. Complete access control will be initiated at the 73 identified stations.
  - b. Passengers with confirmed reserve tickets will be given direct access to the platforms.
  - c. Passengers without a ticket or with a waiting list ticket will wait in the outside waiting area.
  - d. All unauthorised entry points will be sealed.

3. Wider Foot-over-bridges (FOB):
  - a. Two new designs of 12 metre wide (40 feet) and 6 metre wide (20 feet) standard FOB have been developed. These wide FOBs with ramps were very effective in crowd management during Mahakumbh. These new standard wide FOBs will be installed in all the stations.
4. Cameras:
  - a. Cameras helped crowd management in a big way during Mahakumbh. CCTV cameras at Railway stations and adjoining areas will aid close monitoring and management of crowd at railway station.
5. War rooms:
  - a. War rooms at large stations will be developed. Officers of all departments will work in the war room during crowd situations.
6. New generation communication equipment:
  - a) Latest design digital communication equipment like walkie-talkies, announcement systems, calling systems will be installed on all heavy crowd stations.
7. New design ID card:
  - a) All staff and service persons will be given a new design ID card so that only authorised persons can enter the station.
8. New design uniform for staff:
  - a) All staff members will be given new design uniforms so that they can be easily identified during a crisis situation.
9. Upgradation of Station Director post:
  - a) All major stations will have a senior officer as Station Director. All other departments will report to the Station Director.
  - b) Station Director will get financial empowerment so that he can take on-the-spot decisions for improving the station.

10. Sale of tickets as per capacity:

- a) Station Director will be empowered to control the sale of tickets as per capacity of the station and the available trains.

Further, the following steps are being taken in coordination with other stakeholders to control the rush at stations:-

1. Coordination with GRP/State Police and concerned railway departments are made for ensuring crowd management.
2. Government Railway Police (GRP) & Railway Protection Force (RPF) staff are deployed at sensitive locations to regulate crowd smoothly during the heavy rush period and render real time assistance to passengers.
3. GRP & RPF staff are deployed at foot-over bridges to regulate crowd smoothly in order to avoid stampede like situation during the heavy rush period and render real time assistance to passengers.
4. Intelligence units (Crime Intelligence Branch (CIB)/Special Intelligence Branch (SIB)) and plain cloth staff is deployed for collection of information about rush and accordingly arrangements were made associating GRP/Police.

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