

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

RAJYA SABHA
UNSTARRED QUESTION NO. 2354
ANSWERED ON 08.08.2025

**RAILWAY ACCIDENTS DUE TO LAXITY IN MAINTENANCE OF
RAILWAY TRACKS**

2354 # SHRI RAMJI LAL SUMAN:

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of the Report of Comptroller and Auditor General (CAG) for the year 2022, in which it was highlighted that poor quality of track maintenance was a significant contributing factor in railway accidents;
- (b) the actual situation of accidents in Railways amidst repeated claims of providing advanced technology;
- (c) the details of deficiencies found in quality of track during the investigation of Railway accidents in the last three years; and
- (d) the number of vacant posts related to Railway safety?

ANSWER

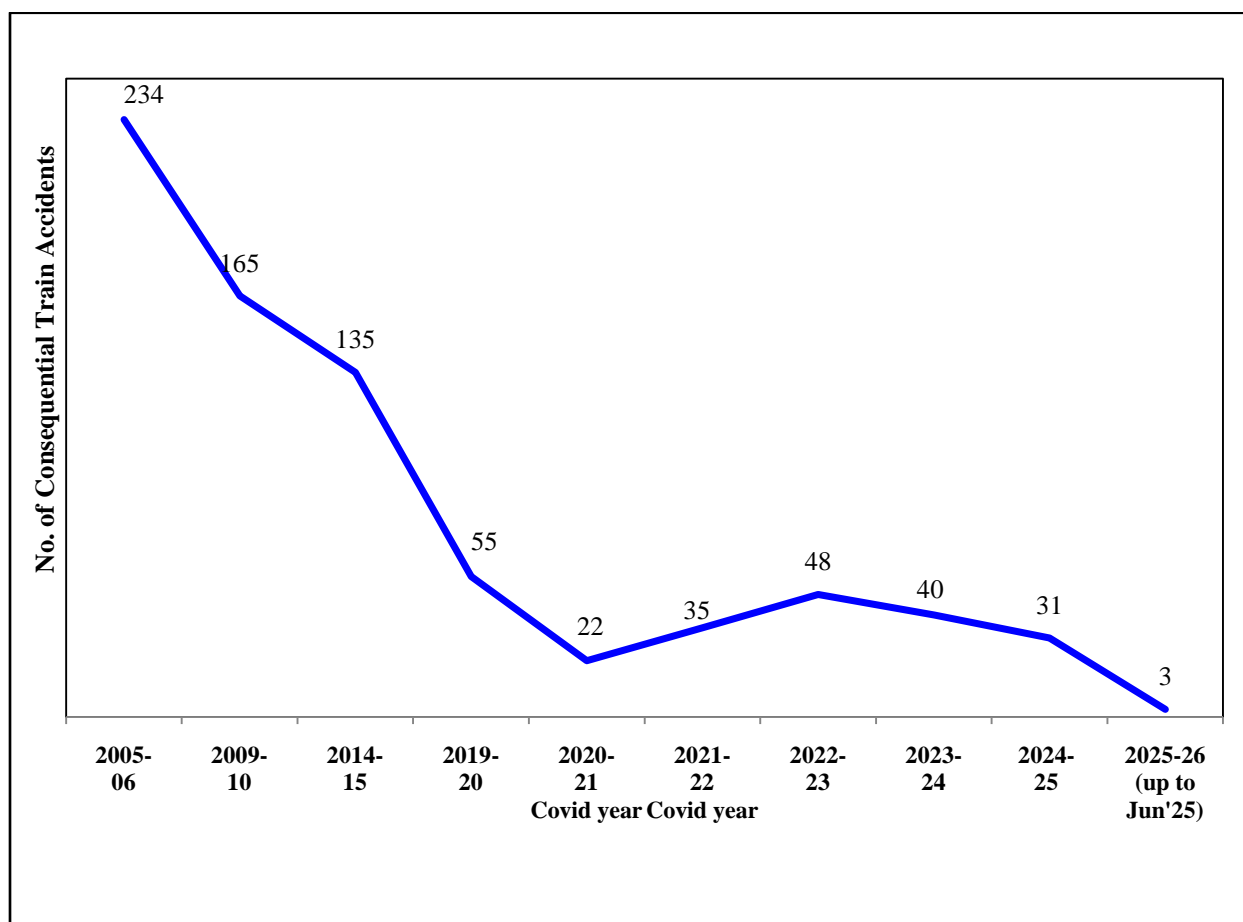
MINISTER OF RAILWAYS, INFORMATION & BROADCASTING AND
ELECTRONICS & INFORMATION TECHNOLOGY

(SHRI ASHWINI VAISHNAW)

(a) to (d): Safety is accorded the highest priority on Indian Railways. As a consequence of various safety measures taken over the years, there has been a steep decline in the number of accidents. Consequential Train Accidents have reduced from 135 in 2014-15 to 31 in 2024-25 as shown in the graph below.

It may be noted that the Consequential Train Accidents during the period 2004-14 was 1711 (average 171 per annum), which has declined to 31 in 2024-25 and further to 3 in 2025-26 (upto June, 2025).

Another important index showing improved safety in train operations is Accidents Per Million Train Kilometer (APMTKM) which has reduced from 0.11 in 2014-15 to 0.03 in 2024-25, indicating an improvement of approx. 73% during the said period.



The causes of the accidents that took place over Indian Railways broadly include track defects, loco/coach defects, equipment failures, human errors, etc. During the last three years a total of 119 consequential train accidents have occurred over Indian Railways. Out of these 119 accidents, 28 were attributed to track related issues.

Each and every train accident is inquired into either by the statutory body, the Commission of Railway Safety (CRS) under Ministry of Civil Aviation or Departmental Inquiry Committees of Railways as per laid down norms. The Inquiry Committees, after due deliberations, submit their findings and recommendations in various accidents. Appropriate

action is taken by the respective Railway administration for implementation of the recommendations by the committees in their report.

As regards the recommendations by CAG in its Report No. 22 of 2022 on “Derailment in Indian Railways” that “Indian Railways may develop a strong monitoring mechanism to ensure timely implementation of maintenance activities by adopting fully mechanized methods of track maintenance and improved technologies”, it is submitted that Indian Railways has already adopted a fully mechanized Track Management System (TMS) to ensure monitoring of the track maintenance activities.

The various safety measures that include track infrastructure also, taken to enhance safety in train operations are as under:-

1. On Indian Railways, the expenditure on Safety related activities has increased over the years as under:-

Expenditure on Safety related activities (Rs. in Cr.)					
	2013-14 (Act.)	2022-23 (Act.)	2023-24 (Act.)	RE 2024-25	BE 2025-26
Maintenance of Permanent Way & Works	9,172	18,115	20,322	21,800	23,316
Maintenance of Motive Power and Rolling Stock	14,796	27,086	30,864	31,540	30,666
Maintenance of Machines	5,406	9,828	10,772	12,112	12,880
Road Safety LCs and ROB/ RUBs	1,986	5,347	6,662	8,184	7,706
Track Renewals	4,985	16,326	17,850	22,669	22,800
Bridge Works	390	1,050	1,907	2,130	2,169
Signal & Telecom Works	905	2,456	3,751	6,006	6,800
Workshops Incl. PUs and Misc. expenditure on Safety	1,823	7,119	9,523	9,581	10,134
Total	39,463	87,327	1,01,651	1,14,022	1,16,470

2. Electrical/Electronic Interlocking Systems with centralized operation of points and signals have been provided at 6,635 stations up to 30.06.2025 to reduce accident due to human failure.
3. Interlocking of Level Crossing (LC) Gates has been provided at 11,096 level Crossing Gates up to 30.06.2025 for enhancing safety at LC gates.
4. Complete Track Circuiting of stations to enhance safety by verification of track occupancy by electrical means has been provided at 6,640 stations up to 30.06.2025.
5. Kavach is a highly technology intensive system, which requires safety certification of highest order. Kavach was adopted as a National ATP system in July 2020. Kavach is provided progressively in phased manner. Kavach has already been deployed on 1548 Rkm on South Central Railway and North Central Railway. Presently, the work is in progress on Delhi-Mumbai and Delhi-Howrah corridors (approximately 3000 Rkm). Kavach has been successfully commissioned over Kota–Mathura section (Delhi – Mumbai route) covering 324 Route Kilometers on 30.07.2025.
6. Detailed instructions on issues related with safety of Signalling, e.g. mandatory correspondence check, alteration work protocol, preparation of completion drawing, etc. have been issued.
7. System of disconnection and reconnection for S&T equipment as per protocol has been re-emphasized.
8. All locomotives are equipped with Vigilance Control Devices (VCD) to improve alertness of Loco Pilots.
9. Retro-reflective sigma boards are provided on the mast which is located two OHE masts prior to the signals in electrified territories to alert the crew about the signal ahead when visibility is low due to foggy weather.
10. A GPS based Fog Safety Device (FSD) is provided to loco pilots in fog affected areas which enables loco pilots to know the distance of the approaching landmarks like signals, level crossing gates, etc.
11. Modern track structure consisting of 60kg, 90 Ultimate Tensile Strength (UTS) rails, Prestressed Concrete Sleeper (PSC) Normal/Wide base sleepers with elastic fastening, fan shaped layout turnout on PSC sleepers, Steel Channel/H-beam Sleepers on girder bridges is used while carrying out primary track renewals.
12. Mechanisation of track laying activity through use of track machines like PQRS, TRT, T-28 etc. to reduce human errors.

13. Maximizing supply of 130m/260m long rail panels for increasing progress of rail renewal and avoiding welding of joints, thereby improving safety.
14. Ultrasonic Flaw Detection (USFD) testing of rails to detect flaws and timely removal of defective rails.
15. Laying of longer rails, minimizing the use of Alumino Thermic Welding and adoption of better welding technology for rails i.e., Flash Butt Welding.
16. Monitoring of track geometry by OMS (Oscillation Monitoring System) and TRC (Track Recording Cars).
17. Patrolling of railway tracks to look out for weld/rail fractures.
18. The use of Thick Web Switches and Weldable CMS Crossing in turnout renewal works.
19. Inspections at regular intervals are carried out to monitor and educate staff for observance of safe practices.
20. Web based online monitoring system of track assets viz. Track database and decision support system has been adopted to decide rationalized maintenance requirement and optimize inputs.
21. Detailed instructions on issues related with safety of Track, e.g. integrated block, corridor block, worksite safety, monsoon precautions, etc. have been issued.
22. Preventive maintenance of railway assets (Coaches & Wagons) is undertaken to ensure safe train operations.
23. Replacement of conventional ICF design coaches with LHB design coaches is being done.
24. All unmanned level crossings (UMLCs) on Broad Gauge (BG) route have been eliminated by January 2019.
25. 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.
26. Indian Railways has displayed Statutory “Fire Notices” for widespread passenger information in all coaches. Fire posters are provided in every coach so as to educate and alert passengers regarding various Do’s and Don’ts to prevent fire. These include messages regarding not carrying any inflammable material, explosives, prohibition of smoking inside the coaches, penalties etc.
27. Production Units are providing Fire detection and suppression system in newly manufactured Power Cars and Pantry Cars, Fire and Smoke detection system in newly

manufactured coaches. Progressive fitment of the same in existing coaches is also underway by Zonal Railways in a phased manner.

28. Regular counselling and training of staff is undertaken.
29. Concept of Rolling Block introduced in Indian Railways (Open Lines) General Rules vide Gazette notification dated 30.11.2023, wherein work of integrated maintenance/repair/replacement of assets is planned up to 52 weeks in advance on rolling basis and executed as per plan.

The details of the Safety related works related to better maintenance practices, Technological improvements, better infrastructure and rolling stock etc. undertaken by Railways are tabulated below:-

S. No.	Item	2004-05 to 2013-14	2014-15 to 2024-25 (till March 25)	2014-25 Vs. 2004-14
	Technological Improvements			
1.	Use of high-quality rails (60 Kg) (Km)	57,450 Km	1.43 Lakh Km	More than 2 times
2.	Longer Rail Panels (260m) (Km)	9,917 Km	77,522 Km	Nearly 8 times
3.	Electronic Interlocking (Stations)	837 Stations	3,691 Stations	More than 4 times
4.	Fog Pass Safety Devices (Nos.)	As on 31.03.14: 90 Nos.	As on 31.03.25: 25,939 Nos.	288 times
5.	Thick Web Switches (Nos.)	Nil	28,301 Nos.	
	Better Maintenance Practices			
1.	Primary Rail Renewal (Track Km)	32,260 Km	49,941 Km	1.5 times
2.	USFD (Ultra Sonic Flaw detection) Testing of Welds (Nos.)	79.43 Lakh	2 Crore	More than 2 times
3.	Weld failures (Nos.)	In 2013-14: 3699 Nos.	In 2024-25: 370 Nos.	90 % reduction
4.	Rail fractures (Nos.)	In 2013-14: 2548 Nos.	In 2024-25: 289 Nos.	More than 88% reduction

	Better Infrastructure and Rolling Stock			
1.	New Track KM added (Track km)	14,985 Km	34,428 Km	More than 2 times
2.	Flyovers (RoBs)/ Underpasses (RUBs) (Nos.)	4,148 Nos.	13,808 Nos.	More than 3 times
3.	Unmanned Level crossings (nos.) on BG	As on 31.03.14: 8948	As on 31.03.24: Nil (All eliminated by 31.01.19)	Removed
4.	Manufacture of LHB Coaches (Nos.)	2,337 Nos.	42,677	More than 18 times

Recruitment in Indian Railways

Occurrence and filling up of vacancies are continuous processes on Indian Railways considering its size, spatial distribution and criticality of operation. Adequate and suitable manpower is provided to cater to the regular operations, changes in technology, mechanizations and innovative practices. The vacancies are filled up primarily by placement of indents by Railways with Recruitment agencies as per operational and technological requirements.

Presently, recruitment of 1.08 Lakh vacancies has been taken up in Indian Railways. Details are as under:-

During January to December 2024, ten Centralized Employment Notifications (CENs) for 92116 vacancies have been notified for filling up of posts of Assistant Loco Pilots, Technicians, Sub-Inspectors, Constables in Railway Protection Force (RPF), Junior Engineers (JEs)/Depot Material Superintendent (DMS)/ Chemical & Metallurgical Assistant (CMA), Paramedical Categories, Non-Technical Popular Categories (Graduate), Non-Technical Popular Categories (Under-Graduate), Ministerial & Isolated Categories and Level-1.

First stage Computer Based Tests (CBTs) for 55197 posts have been completed in four phases. Details are as under:-

Exam	Candidates	Cities	Languages
1 st Stage CBT for the post of ALP (18,799 vacancies)	18,40,347	156	15

CBT for the post of Technician (14,298 vacancies)	26,99,892	139	15
1 st Stage CBT for the post of JE/DMS/CMA (7,951 vacancies)	11,01,266	146	15
CBT for the post of RPF-SI (452 vacancies)	15,35,635	143	15
CBT for the post of RPF-Constable (4208 vacancies)	45,30,288	147	15
CBT for Paramedical Categories(1376 vacancies)	7,08,321	143	15
1 st Stage CBT for Non-Technical Popular Category (Graduate) (8113 vacancies)	58,41,774	141	15

Results of CBTs for the posts of ALP (1st Stage), RPF-SI and Constable, JE/DMS/CMA (1st Stage) and Technicians have already been published. 2nd Stage CBTs for the posts of ALP and JE/DMS/CMA have also been completed. Details are as under:-

Exam	Candidates	Cities	Languages
2 nd Stage CBT for the post of ALP (18,799 vacancies)	2,66,363	112	15
2 nd Stage CBT for the post of JE/DMS/CMA (7,951 vacancies)	1,17,339	118	15

Results for 2nd Stage CBTs of ALPs & JE/DMS/CMA have been published.

Out of 14,298 vacancies of Technicians notified in 2024, panels of more than 9,000 selected candidates have already been provided by the RRBs.

In addition, as per Annual Calendar for the year 2025, following two Centralized Employment Notifications have also been issued:-

- Centralized Employment Notifications (CEN) No. 01/2025, for 9,970 vacancies of ALPs has also been notified in March 2025.
- Centralized Employment Notification (CEN) No. 02/2025, for 6,238 vacancies of Technician has been notified in June 2025.

The RRB examinations are quite technical in nature entailing large scale mobilization of men and resources and training of manpower. Railway overcame all these challenges and successfully conducted the recruitment in a transparent manner following all laid down guidelines. No instance of paper leakage or similar malpractice has occurred during the entire process.

Recruitment done in Indian Railways during 2004-2005 to 2013-2014 vis-à-vis during 2014-2015 to 2024-2025 is given as under:-

Period	Recruitments
2004-05 to 2013-14	4.11 Lakh
2014-15 to 2024-25	5.08 Lakh

Further, as a system improvement, the Ministry of Railways has introduced a system of publishing annual calendar from 2024 for recruitment to various categories of Group 'C' posts. The introduction of annual calendar will benefit the aspirants in the following manner:-

- More opportunities for candidates.
- Opportunities to those becoming eligible every year.
- Certainty of exams.
- Faster Recruitment process, Training and Appointments.
