

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO.2230
TO BE ANSWERED ON 15.03.2017**

TRAIN ACCIDENTS

**2230. SHRIMATI PRATIMA MONDAL:
SHRI N.K. PREMACHANDRAN:**

Will the Minister of RAILWAYS be pleased to state:

- (a) whether it has come to the notice of the Government that the train accidents are increasing due to the gaps and bad condition of railway tracks;**
- (b) if so, the details of train accidents during the last two years along with the reasons therefor;**
- (c) the expenditure incurred for the maintenance and replacement of railway tracks during the last two years;**
- (d) the details of the maintenance and replacement of railway tracks in Southern Railway during the last two years;**
- (e) the details of the expenditure for maintenance and replacement of railway tracks in Thiruvananthapuram division during the last two years; and**
- (f) the available mechanism for repair and replacement of damaged railway tracks in Thiruvananthapuram division?**

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI RAJEN GOHAIN)

(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.2230 BY SHRIMATI PRATIMA MONDAL AND SHRI N.K. PREMACHANDRAN TO BE ANSWERED IN LOK SABHA ON 15.03.2017 REGARDING TRAIN ACCIDENTS.

(a): Consequential train accidents have occurred due to various factors, one of them is track defect. In the current year i.e. 2016-17 from 1st April, 2016 to 28th February,2017, the number of consequential train accidents have decreased from 100 to 99 as compared to the corresponding period of the previous year. Consequential train accidents on account of track defects in the year 2015-16 were about 34% which has increased marginally by 06% in the current year 2016-17 which is to be accounted in accordance with increase in traffic density. Broad Causes of consequential train accidents during the last two years and current year are as under:-

| Causes | 2014-15 | 2015-16 | 2016-17 |
|--|----------------|----------------|----------------|
| Failure of railway staff | 60 | 55 | 64 |
| Failure of other than railway staff | 58 | 38 | 19 |
| Failure of Equipment | 04 | 02 | 01 |
| Sabotage | 03 | 01 | 02 |
| Combination of Factor | 0 | 01 | 03 |
| Incidental | 08 | 09 | 07 |
| Could not be established/Non Held | 02 | 01 | 0 |
| Under Investigation | 0 | 0 | 03 |
| Grand Total | 135 | 107 | 99 |

(b): During the last two years i.e. 2014-15, 2015-16 and the current year from 01.04.2016 to 28.02.2017, the number of consequential train accidents on account of track defects are given as under:-

| Year | Total Number of Consequential train accidents | No. of accidents on account of track defect (where engineering department is responsible) | No. of train accidents where one of the reasons was track defect. (where engineering department is responsible for track defect along with other departments) | Total |
|--------------|--|--|--|--------------|
| 2014- | 135 | 24 | 8 | 32 |
| 2015- | 107 | 24 | 13 | 37 |
| 2016- | 99 | 35 | 5 | 40 |

Causes of the above consequential train accidents which are on account of engineering department are as under:-

| Causes | 2014-15 | 2015-16 | 2016-17 |
|--|----------------|----------------|----------------|
| Failure of railway staff | 28 | 33 | 39 |
| Failure of other than railway staff | - | - | - |
| Failure of Equipment | 04 | 04 | 01 |
| Sabotage | - | - | - |
| Combination of Factor | - | - | - |
| Incidental | - | - | - |
| Could not be established/Non Held | - | - | - |
| Under Investigation | - | - | - |
| Grand Total | 32 | 37 | 40 |

(c): Allocation for 'Repairs and Maintenance of Permanent Way and Works' is made under Revenue and 'Track Renewals' under Capital segment.

Gross expenditure incurred under these heads during the last two years for Indian Railways is given below:-

(₹ in crores)

| Year | Repairs & Maintenance of Permanent Way & Works | Track Renewal |
|----------------|---|----------------------|
| 2014-15 | 10281.66 | 5371.55 |
| 2015-16 | 10888.31 | 5586.03 |

(d): Maintenance of traffic is undertaken as per provisions of Indian Railway Permanent Way Manual. The progress of Track Renewal i.e. replacement of railway track over Southern Railway during last two years and current year is as under :

| Year | Achievement (in Km) |
|----------------|--|
| 2014-15 | 135 |
| 2015-16 | 187 |
| 2016-17 | 173 (up to Jan. 2017) |

Gross expenditure incurred for maintenance and replacement of railway tracks in Southern Railway during last two years is given below:-

(₹ in crores)

| Year | Repairs & Maintenance Permanent Way & Work | Track Renewal |
|----------------|---|----------------------|
| 2014-15 | 667.84 | 317.57 |
| 2015-16 | 739.96 | 398.23 |

(e): Details of the expenditure incurred for maintenance and replacement of railway tracks in Thiruvananthapuram Division of Southern Railway during last two years is given below:-

(₹ in crores)

| Year | Expenditure for Maintenance and Replacement of Railway Tracks in Thiruvananthapuram Division |
|----------------|---|
| 2014-15 | 54.75 |
| 2015-16 | 74.13 |

(f) Wear of track and generation of defects is a normal process due to passing of traffic. The systematic maintenance of track is done as per

system laid down in Indian Railway Permanent Way Manual utilizing the track machines and available man power.

Also, track renewal works are undertaken for repair and replacement of railway track as and when stretch of track becomes due for renewal on the basis of criteria laid down in Indian Railway Permanent Way Manual on age-cum-condition basis viz. traffic carried in terms of gross million tonnes and incidence of rail fracture/failure, wear of rails, and maintainability of track as per standards etc. Track Renewal works are planned in advance every year and execution is prioritized according to the condition of track and overall availability of funds ensuring all the time that track is in a sound condition for safe running of trains. Above mechanism is followed in Thiruananthapuram division also.
