

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 3233
TO BE ANSWERED ON 22.03.2017**

INCIDENTS OF DERAILMENT

**3233. DR. K. KAMARAJ:
SHRI RAM CHARAN BOHRA:**

Will the Minister of RAILWAYS be pleased to state:

- (a) the number of incidents of derailment/accidents of freight trains during the last three years along with the loss to the Government as a result thereof;**
- (b) whether the reasons for the derailments/accidents have been investigated and if so, the outcome thereof;**
- (c) whether the said derailments/accidents have been caused by over-loading of wagons and if so, the details thereof;**
- (d) whether examination of rail tracks is done to judge their condition/usability and if so, the details thereof; and**
- (e) the steps taken/being taken by the Government to prevent the recurrence of such incidents and improve the track management mechanism?**

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI RAJEN GOHAIN)

(a) to (e): A Statement is laid on the Table of the House

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF UNSTARRED QUESTION NO 3233 BY DR. K. KAMARAJ AND SHRI RAM CHARAN BOHRA TO BE ANSWERED IN LOK SABHA ON 22.03.2017 REGARDING INCIDENTS OF DERAILMENT

(a) & (b): Number of consequential train accidents (including derailments) of freight trains during the last three years i.e. from 2013-14 to 2015-16 and in the current year i.e. 2016-17 (from 1st April, 2016 to 28th February, 2017) are given as under:-

Year	Number of consequential freight train accidents	Loss to Railway Property
2013-14	29	₹18.35 crore
2014-15	34	₹18.93 crore
2015-16	27	₹22.71 crore
2016-17	29	₹41.28 crore

All consequential train accidents on Indian Railways are inquired into either by Commissioner of Railway Safety (CRS) under the Ministry of Civil Aviation or Departmental Inquiry Committee of the Railway. Based on the findings as contained in accident inquiry reports (including prima-facie causes), causes of consequential train accidents of freight trains during the last three years i.e. from

2013-14 to 2015-16 and in the current year i.e. 2016-17 (from 1st April, 2016 to 28th February, 2017) are given as under:

Broad Causes	2013-14	2014-15	2015-16	2016-17	Total
Failure of railway staff	18	20	21	18	77
Failure of other than railway staff	8	9	6	5	28
Failure of Equipment	-	-	-	1	1
Sabotage	3	2	-	2	7
Combination of Factor	-	-	-	1	1
Incidental	-	1	-	2	3
Could not be established/Non held	-	2	-	-	2
Under Investigation	-	-	-	-	0
Grand Total	29	34	27	29	119

(c): No consequential train accident took place on account of over-loading of wagons during the last three years i.e. 2013-14, 2014-15 and 2015-16. In the current year i.e. 2016-17 (from 1st April, 2016 to 28th February, 2017), one consequential train derailment of Goods train No. BOSM-MTSS occurred over Delhi division of Northern Railway on 10.10.2016. Based on Inquiry Report/findings, the accident was caused due to 'breakage of rail on account of excess weight found in the wagons because of the loaded coal getting wet enroute'.

(d): Yes, Madam. Indian Railways have a system of scheduled inspections by Railway officials which, inter alia, includes daily inspection by Keyman, inspection/monitoring at predefined interval by various levels of inspecting officials and measurement/monitoring of track parameters by Track Recording Cars (TRCs) and Oscillation Monitoring Systems (OMS) for ensuring long life of railway tracks.

(e): Replacement of Railway tracks is sanctioned annually as and when a stretch of track becomes due for track renewal on age-cum-condition basis i.e. on the basis of traffic carried over the track and physical condition of track.

Improved track structure consisting of Pre-stressed Concrete Sleepers, 60/90kg or higher Ultimate Tensile Strength (UTS) rails, fanshaped layout turnout on Pre-stressed Concrete Sleepers (PSC), Steel Channel Sleepers on girder bridges is being used while carrying out primary track renewals. Further, it has been decided to lay Thick web switches, Weldable Cast Manganese Steel crossings on identified routes.

The Track Management System implemented on Indian Railways is utilised for monitoring track inspection, maintenance, track machine working and judging track degradation based on inputs from track recording cars and other inspections under prevailing operating conditions.
