

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 5367
TO BE ANSWERED ON 28.03.2018**

SAFETY OF PASSENGERS

5367. SHRI G. HARI:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether it is true that 27 major railway accidents took place in the past three years and if so, the details thereof;**
- (b) whether it is also true that the Government has increased railway fares by 70 per cent during the last three years, but no concrete blueprint has been laid down to secure lives of passengers and if so, the reasons therefor;**
- (c) whether it is also a fact that the Railways has compromised the safety protocols and there were criminal negligence on its part which led to these major rail accidents; and**
- (d) if so, the details thereof?**

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI RAJEN GOHAIN)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF UNSTARRED QUESTION NO. 5367 BY SHRI G. HARI TO BE ANSWERED IN LOK SABHA ON 28.03.2018 REGARDING SAFETY OF PASSENGERS

(a): During the past three years i.e. 2014-15, 2015-16, 2016-17 and the current year 2017-18 (upto 15th March, 2018), there have been 14 major consequential train accidents over Indian Railways, where 10 or more persons lost their lives. Details are given below:

S. No.	Date	Type of Accident	Zonal Railway	Division	No. of persons killed
1.	20.11.2016	Derailment	North Central	Jhansi	152
2.	20.03.2015	Derailment	Northern	Lucknow	39
3.	21.01.2017	Derailment	East Coast	Waltair	39
4.	26.05.2014	Derailment	North Eastern	Lucknow Jn	29
5.	04.08.2015	Derailment	West Central	Bhopal	29
6.	19.08.2017	Derailment	Northern	Delhi	24
7.	04.05.2014	Derailment	Central	Mumbai	23
8.	18.08.2014	Manned Level Crossing accident	East Central	Samastipur	19
9.	24.07.2014	Unmanned Level Crossing (UMLC) accident	South Central	Hyderabad	18
10.	09.05.2014	UMLC accident	North Eastern	Varanasi	14
11.	07.12.2015	Misc. accident	East Central	Dhanbad	14

12.	30.09.2014	Collision	North Eastern	Lucknow JN	13
13.	26.01.2015	UMLC accident	Northern	Ambala	12
14.	07.06.2014	UMLC accident	East Central	Samastipur	10

(b) to (d): No, Madam. There has been no increase in passenger fares in the last three years since 25.06.2014. However, the minimum chargeable passenger fare for Second Class Non-suburban services has been increased from ₹5 to ₹10 to bring it at par with the rate of platform tickets from 22.11.2015.

Safety is accorded the highest priority by Indian Railways and all possible steps are undertaken on a continual basis to prevent accidents and to enhance safety. These include timely replacement of over-aged assets, adoption of suitable technologies for upgradation and maintenance of track, rolling stock, signalling and interlocking systems, safety drives, greater emphasis on training of officials and safety inspections at regular intervals to monitor and educate staff for observance of safe practices. Preventive and predictive maintenance of the Railway assets is undertaken to ensure safe train operation. Safety devices/systems being used to prevent accidents include Electronic Interlocking, track circuiting, provision of Block Proving Axle Counters, Colour Light LED Signals, Train Protection and Warning System, Vigilance Control Device, Fog Pass Device, usage of 52 kg/60 kg, 90 or higher UTS rails and Pre-stressed Concrete Sleepers, use of Ultrasonic Flaw Detection of rails and welds at predefined periodicity to detect internal flaws in rails/welds. Electronic monitoring of track geometry is carried out

to detect defects and plan maintenance. Steel Channel Sleepers on girder bridges is being used while carrying out primary track renewals. Further, it has been decided to lay Thick webs switches, Weldable Cast Maganese Steel crossings on identified routes. Progressive use of Linke Hofmann Busch Coaches, use of Centre Buffer Couplers with Integral Coach Factory Coaches, etc. Railway tracks are replaced on age cum condition basis through track renewal works which is an ongoing process. Other measures include training of loco pilots and other safety category staff, improvement of their working conditions including proper rest and periodic medical examination etc. Besides, patrolling of tracks, footplate inspections and safety reviews at various levels, etc. are regularly conducted to continuously monitor and improve safety aspects of the Indian Railways.
