

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 1927
TO BE ANSWERED ON 03.07.2019**

COMPENSATION TO RAIL ACCIDENT VICTIMS

1927. SHRI RAJESHBHAI CHUDASAMA:

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of rail accidents/ derailments that occurred in various Railway Zones during the last three years and the current year, year and zone-wise;**
- (b) the number of passengers who died/got injured in these accidents, year and zone-wise;**
- (c) the details of compensation paid to them; and**
- (d) the steps taken/being taken by the Government to avoid such accidents in future?**

ANSWER

MINISTER OF RAILWAYS AND COMMERCE & INDUSTRY

(SHRI PIYUSH GOYAL)

(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 1927 BY SHRI RAJESHBHAI CHUDASAMA TO BE ANSWERED IN LOK SABHA ON 03.07.2019 REGARDING COMPENSATION TO RAIL ACCIDENT VICTIMS

(a) & (b): Zone-wise and year-wise number of consequential train accidents (including accidents at unmanned level crossings caused due to negligence of road vehicle users) during the last three years i.e. 2016-17 to 2018-19 and the current year from (1st April, 2019 to 15th June, 2019) are given below:

Zonal Railway	Year	Type of Accidents						Total
		Collision	Deraiment	Fire in Trains	Manned Level Crossing	Unmanned Level Crossing	Misc.	
Central	2016-17	-	7	-	-	-	-	7
	2017-18	-	8	-	-	-	-	8
	2018-19	-	4	2	-	-	-	6
	2019-20*	-	-	1	-	-	-	1
Eastern	2016-17	1	5	-	-	1	-	7
	2017-18	-	1	1	-	-	-	2
	2018-19	-	-	-	-	-	-	-
	2019-20*	1	-	-	1	-	-	2
East Central	2016-17	-	13	-	-	4	-	17
	2017-18	-	6	1	-	2	-	9
	2018-19	-	6	-	-	1	1	8
	2019-20*	-	2	-	-	-	-	2
East Coast	2016-17	1	6	-	-	-	-	7
	2017-18	-	4	-	-	-	-	4
	2018-19	-	2	-	-	-	-	2
	2019-20*	-	-	-	-	-	-	-
North Central	2016-17	1	4	1	-	1	-	7
	2017-18	-	3	-	-	2	-	5
	2018-19	-	-	1	1	-	-	2
	2019-20*	-	3	1	-	-	-	4
North Eastern	2016-17	-	1	-	-	2	-	3
	2017-18	-	4	-	-	1	-	5
	2018-19	-	4	-	-	1	-	5

	2019-20*	-	-	-	-	-	-	-
Northeast Frontier	2016-17	-	5	-	-	3	-	8
	2017-18	-	1	-	1	-	-	2
	2018-19	-	4	1	1	-	-	6
	2019-20*	-	1	-	-	-	-	1
North Western	2016-17	-	2	-	-	2	-	4
	2017-18	2	2	-	-	1	-	5
	2018-19	-	4	-	-	-	-	4
	2019-20*	-	-	-	-	-	-	-
Northern	2016-17	-	10	-	-	4	-	14
	2017-18	-	10	1	2	3	-	16
	2018-19	-	10	-	-	-	-	10
	2019-20*	-	1	-	-	-	-	1
South Central	2016-17	-	1	-	-	-	-	1
	2017-18	-	3	-	-	-	-	3
	2018-19	-	1	1	-	-	-	2
	2019-20*	-	2	-	-	-	-	2
South Eastern	2016-17	1	-	-	-	1	-	2
	2017-18	1	2	-	-	-	-	3
	2018-19	-	3	-	-	-	-	3
	2019-20*	-	-	1	-	-	-	1
South East Central	2016-17	-	5	-	-	-	-	5
	2017-18	-	1	-	-	-	-	1
	2018-19	-	-	-	-	-	-	-
	2019-20*	-	-	-	-	-	-	-
South Western	2016-17	-	1	-	-	2	-	3
	2017-18	-	1	-	-	-	-	1
	2018-19	-	1	-	-	-	-	1
	2019-20*	-	-	-	-	-	-	-
Southern	2016-17	1	7	-	-	-	-	8
	2017-18	-	3	-	-	-	-	3
	2018-19	-	4	-	-	1	-	5
	2019-20*	-	-	-	-	-	-	-
West Central	2016-17	-	2	-	-	-	-	2
	2017-18	-	-	-	-	-	-	-
	2018-19	-	1	-	-	-	-	1
	2019-20*	-	1	-	-	-	-	1
Western	2016-17	-	8	-	-	-	-	8
	2017-18	-	4	-	-	1	-	5
	2018-19	-	2	-	1	-	-	3
	2019-20*	-	-	-	-	-	-	-
	2016-17	-	1	-	-	-	-	1

Konkan	2017-18	-	1	-	-	-	-	1
	2018-19	-	-	-	-	-	-	-
	2019-20*	-	-	1	-	-	-	1
Kolkata Metro	2016-17	-	-	-	-	-	-	-
	2017-18	-	-	-	-	-	-	-
	2018-19	-	-	1	-	-	-	1
	2019-20*	-	-	-	-	-	-	-

* Up to 15th June, 2019.

The number of consequential train accidents has shown a decreasing trend and has reduced from 118 in 2013-14 to 104 in 2016-17, to 73 in 2017-18 and further to 59 in 2018-19. These are the lowest ever figures in the history of Indian Railways.

Year-wise and Zone-wise number of passengers killed and injured in consequential train accidents during the last three years i.e. 2016-17 to 2018-19 and the current year from (1st April, 2019 to 15th June, 2019) are given below:

Zonal Railway	Year	Number of Passengers		Total
		Killed	Injured	
Central	2016-17	-	-	-
	2017-18	-	-	-
	2018-19	-	-	-
	2019-20*	-	-	-
Eastern	2016-17	-	-	-
	2017-18	-	-	-
	2018-19	-	-	-
	2019-20*	-	-	-
East Central	2016-17	-	-	-
	2017-18	-	2	2
	2018-19	7	32	39
	2019-20*	-	-	-
East Coast	2016-17	41	56	97
	2017-18	-	-	-
	2018-19	-	-	-
	2019-20*	-	-	-
North Central	2016-17	152	264	416
	2017-18	4	57	61
	2018-19	-	-	-

	2019-20*	-	5	5
North Eastern	2016-17	-	-	-
	2017-18	-	-	-
	2018-19	-	6	6
	2019-20*	-	-	-
Northeast Frontier	2016-17	2	7	9
	2017-18	-	-	-
	2018-19	2	-	2
	2019-20*	-	-	-
North Western	2016-17	-	6	6
	2017-18	-	-	-
	2018-19	-	-	-
	2019-20*	-	-	-
Northern	2016-17	-	6	6
	2017-18	24	117	141
	2018-19	7	36	43
	2019-20*	-	-	-
South Central	2016-17	-	-	-
	2017-18	-	-	-
	2018-19	-	-	-
	2019-20*	-	-	-
South Eastern	2016-17	-	-	-
	2017-18	-	-	-
	2018-19	-	-	-
	2019-20*	-	-	-
South East Central	2016-17	-	-	-
	2017-18	-	-	-
	2018-19	-	-	-
	2019-20*	-	-	-
South Western	2016-17	-	-	-
	2017-18	-	-	-
	2018-19	-	-	-
	2019-20*	-	-	-
Southern	2016-17	-	7	7
	2017-18	-	-	-
	2018-19	-	-	-
	2019-20*	-	-	-
West Central	2016-17	-	-	-
	2017-18	-	-	-
	2018-19	-	3	3
	2019-20*	-	-	-
	2016-17	-	-	-

Western	2017-18	-	6	6
	2018-19	-	-	-
	2019-20*	-	-	-
Konkan	2016-17	-	-	-
	2017-18	-	-	-
	2018-19	-	-	-
Kolkata Metro	2019-20*	-	-	-
	2016-17	-	-	-
	2017-18	-	-	-
	2018-19	-	9	9
	2019-20*	-	-	-

* Up to 15th June, 2019.

(c): The compensation paid by the Indian Railways to the next of kin of the dead and the injured persons due to consequential train accident/derailments during the last three years i.e. 2016-17 to 2018-19 and the current year from (1st April, 2019 to 31st May, 2019) are given below:

Year	Compensation paid by Indian Railways (₹ in lakhs)
2016-17	303.17
2017-18	188.51
2018-19	641.15
2019-20*	228.31

* Up to 31st May, 2019.

(Note: The compensation paid in a year does not necessarily relate to the accidents in that year. The amount of compensation depends upon the number of cases finalized by Railway Claims Tribunal in a particular year irrespective of the year(s) in which the accidents have occurred.)

(d): Safety is accorded the highest priority by Indian Railways and all possible steps are undertaken on a continuous basis to prevent

accidents and to enhance safety of passengers. Following steps/measures have been taken to prevent accidents:-

- 1. Rashtriya Rail Sanraksha Kosh (RRSK) has been introduced in 2017-18 for replacement/renewal/upgradation of critical safety assets, with a corpus of ₹ 1 lakh crore for five years, having annual outlay of ₹ 20000 crore.**
- 2. Indian Railways has already adopted the technological upgradation in safety aspects of coaches and wagons by way of introducing Modified Centre Buffer Couplers, Bogie Mounted Air Brake System (BMBS), improved suspension design and provision of Automatic fire & smoke detection system in coaches. These modifications are being provided in newly manufactured coaches and wagons on a regular basis.**
- 3. Conventional ICF design coaches being replaced with LHB design coaches of Mail/Express trains in phased manner.**
- 4. A GPS based Fog Pass device is being provided to loco pilots in fog affected areas which enables loco pilots to know the exact distance of the approaching landmarks like signals, level crossing gates etc.**
- 5. In order to improve safety, modern track structure consisting of Prestressed Concrete Sleeper (PSC), 60 KG, 90 or higher Ultimate Tensile Strength (UTS) rails, fanshaped layout turnout on PSC sleepers, Steel Channel Sleepers on girder bridges is used while carrying out primary track renewals.**
- 6. Long rail panels of 260 M/130M length are being manufactured at the steel plant to minimize number of Alumino Thermit joints in the track.**

- 7. Provision of Thick Web Switches (TWS) is planned for all important routes of IR. To expedite provision of TWS, procurement of Thick Web Switches has been decentralized to zonal railways.**
- 8. Ultrasonic Flaw Detection (USFD) testing of rails to detect flaws and timely removal of defective rails.**
- 9. Mechanization of track maintenance is being carried out to reduce human errors and track management system has been introduced on Indian Railways for development of database and decision support system and to decide rationalize maintenance requirement and optimize inputs.**
- 10. Electrical/Electronic Interlocking System with centralized operation of points and signals are being provided to eliminate accident due to human failure and to replace old mechanical systems. Track Circuiting of stations to enhance safety for verification of track occupancy by electrical means instead of human element. Axle Counter for Automatic clearance of Block Section (BPAC) to ensure complete arrival of train without manual intervention before granting line clear to the next train and to reduce human element.**
- 11. Train Protection and Warning System: Train Protection and Warning System (TPWS) based on European Technology ETCS Level-1, a proven Automatic Train Protection (ATP) System to avoid train accident /collision on account of human error of Signal Passing at Danger (SPAD) or over speeding, has been provided on (i) Noapara – Kavi Subhash section of Kolkata Metro (28 RKMs) (ii) Chennai - Gumidipundi suburban section of Southern Railway (50 RKMs), Basin Bridge – Arrakkonam section of Southern Railway (67 RKMs) (iii) Hazrat Nizamuddin – Agra section of Northern/North Central Railway (200 RKMs).**

- 12. Auxiliary Warning System (AWS): An ATP called Auxiliary Warning System (AWS) is presently functional on 413 RKMs in the Mumbai suburban section of Central Railway (289 RKMs) and Western Railway (124 RKMs).**
- 13. Train Collision Avoidance System (TCAS): TCAS is an Automatic Train Protection (ATP) System being developed in association with 3 Indian manufacturers. The system has been installed on Lingampalli – Vikarabad – Wadi, Vikarabad - Bidar section (250 RKMs) on South Central Railway. Extensive field trials and safety validation of the system to Safety Integrity Level 4 (SIL-4) by Independent Safety Assessors (ISA) has been completed. Product of all the 3 firms has been approved by RDSO for developmental order for speeds up to 110 Kmph in Absolute Block Sections.**
