

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
STARRED QUESTION NO. 82  
TO BE ANSWERED ON 26.07.2023**

**INCIDENTS OF RAILWAY ACCIDENTS**

**\*82. SHRI ARVIND GANPAT SAWANT:**

**Will the Minister of RAILWAYS be pleased to state:**

- (a) the total number of incidences of railway accidents that have occurred during the last nine years in the country;**
- (b) the total number of people who have lost their lives and got injured in such accidents;**
- (c) whether the Government has initiated any action to improve the base of Railway services such as tracks, signalling systems, engines etc. and if so, the details of budget provision made for the purpose;**
- (d) the total number of new services like Vande Bharat that have been launched during the last five years along with the details of expenditure incurred therein;**
- (e) whether the Government has implemented the old demand that there should be automatic doors to prevent accidents of passengers falling from local trains;**
- (f) if so, the details thereof; and**
- (g) whether it is true that there has been demand for increasing the height of platforms at railway stations for many years and if so, the details thereof?**

**ANSWER**

**MINISTER OF RAILWAYS, COMMUNICATIONS AND  
ELECTRONICS & INFORMATION TECHNOLOGY**

**(SHRI ASHWINI VAISHNAW)**

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

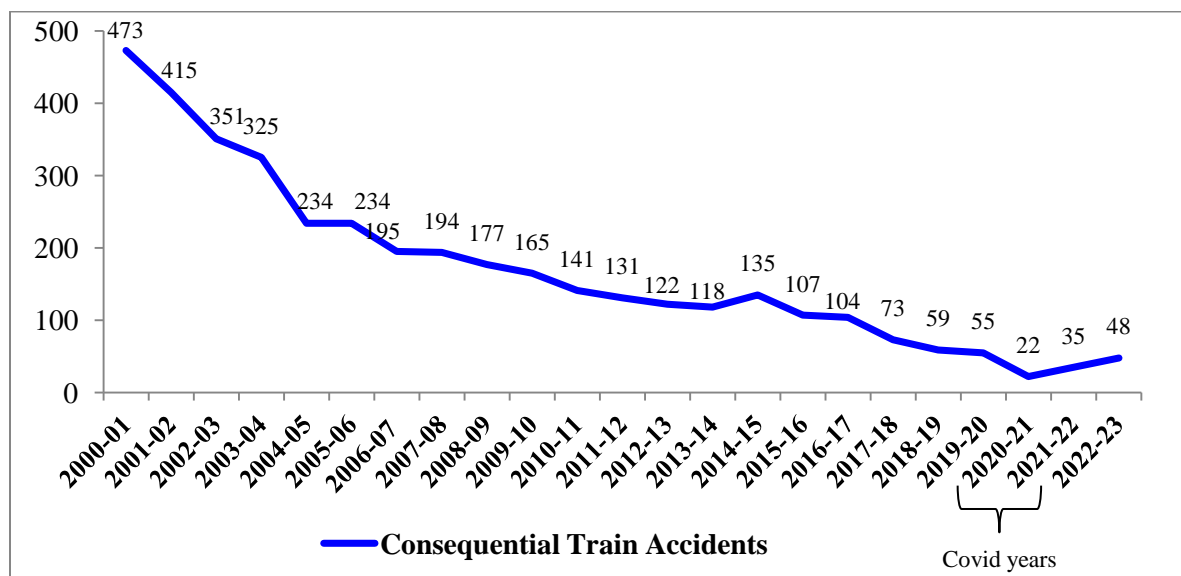
**\*\*\*\*\***

**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (g) OF STARRED QUESTION NO 82 BY SHRI ARVIND GANPAT SAWANT TO BE ANSWERED IN LOK SABHA ON 26.07.2023 REGARDING INCIDENTS OF RAILWAY ACCIDENTS**

**(a) to (c): The total number of consequential train accidents that have occurred in the country during the last nine years, are as follows:**

<b>Year</b>	<b>Number of consequential train accidents</b>
<b>2014-15</b>	<b>135</b>
<b>2015-16</b>	<b>107</b>
<b>2016-17</b>	<b>104</b>
<b>2017-18</b>	<b>73</b>
<b>2018-19</b>	<b>59</b>
<b>2019-20</b>	<b>55</b>
<b>2020-21</b>	<b>22 (Covid Year)</b>
<b>2021-22</b>	<b>35 (Covid Year)</b>
<b>2022-23</b>	<b>48</b>

**The trend of consequential train accidents from 2000-01 to 2022-23 is given below :-**



**It may be noted from the graph above, there is a steep decline in the number of consequential train accidents from 473 in 2000-01 to 48 in 2022-23.**

**The average number of consequential train accidents during the period, 2004-14 was 171 per annum, while the average number of consequential train accidents during the period, 2014-23 declined to 71 per annum.**

**The details of number of persons who lost their lives and sustained injuries in consequential train accidents, during the last nine years i.e. from 2014-15 to 2022-23 are given below:**

<b>Year</b>	<b>Number of persons who lost their lives</b>	<b>Number of persons injured</b>
<b>2014-15</b>	<b>292</b>	<b>457</b>
<b>2015-16</b>	<b>122</b>	<b>187</b>
<b>2016-17</b>	<b>238</b>	<b>369</b>
<b>2017-18</b>	<b>58</b>	<b>199</b>
<b>2018-19</b>	<b>37</b>	<b>112</b>
<b>2019-20</b>	<b>5</b>	<b>82</b>
<b>2020-21</b>	<b>4 (Covid Year)</b>	<b>11</b>
<b>2021-22</b>	<b>17 (Covid Year)</b>	<b>47</b>
<b>2022-23</b>	<b>8</b>	<b>81</b>

**The Government has taken the following measures to improve tracks, signaling systems, engines etc.:**

- 1. Rashtriya Rail Sanraksha Kosh (RRSK) has been introduced in 2017-18 for replacement/renewal/upgradation of critical safety assets, with a corpus of Rs. 1 lakh crore for five years. From 2017-18 till 2021-22 a Gross expenditure of Rs. 1.08 lakh crore was incurred on RRSK works.**

- 2. Electrical/Electronic Interlocking Systems with centralized operation of points and signals have been provided at 6427 stations upto 31.05.2023 to eliminate accident due to human failure.**
- 3. Interlocking of Level Crossing (LC) Gates has been provided at 11093 level Crossing Gates up to 31.05.2023 for enhancing safety at LC gates.**
- 4. Complete Track Circuiting of stations to enhance safety for verification of track occupancy by electrical means has been provided at 6377 stations upto 31.05.2023.**
- 5. 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.**
- 6. System of disconnection and reconnection for S&T equipment as per protocol has been re-emphasized.**
- 7. All locomotives are equipped with Vigilance Control Devices (VCD) to ensure alertness of Loco Pilots.**
- 8. Retro-reflective sigma boards are provided on the mast which is located two OHE masts prior to the signals in electrified territories to warn the crew about the signal ahead when visibility is low due to foggy weather.**
- 9. 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.**
- 10. Modern track structure consisting of 60kg, 90 Ultimate Tensile Strength (UTS) rails, Prestressed Concrete Sleeper (PSC) Normal/Wide base sleepers with elastic fastening, fanshaped**

**layout turnout on PSC sleepers, Steel Channel/H-beam Sleepers on girder bridges is used while carrying out primary track renewals.**

- 11. Mechanisation of track laying activity through use of track machines like PQRS, TRT, T-28 etc to reduce human errors.**
- 12. Maximizing supply of 130m/260m long rail panels for increasing progress of rail renewal and avoiding welding of joints, thereby ensuring safety.**
- 13. Laying of longer rails, minimizing the use of Alumino Thermic Welding and adoption of better welding technology for rails i.e. Flash Butt Welding.**
- 14. Monitoring of track geometry by OMS (Oscillation Monitoring System) and TRC (Track Recording Cars).**
- 15. Patrolling of railway tracks to look out for weld/rail fractures.**
- 16. The use of Thick Web Switches and Weldable CMS Crossing in turnout renewal works.**
- 17. Inspections at regular intervals are carried out to monitor and educate staff for observance of safe practices.**
- 18. 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.**
- 19. Detailed instructions on issues related with safety of Track e.g. integrated block, corridor block, worksite safety, monsoon precautions etc. have been issued.**
- 20. Preventive maintenance of railway assets (Coaches & Wagons) is undertaken to ensure safe train operations and to keep a check on Rail Accidents across the country.**
- 21. Replacement of conventional ICF design coaches with LHB design coaches is being done.**

- 22. All unmanned level crossings (UMLCs) on Broad Gauge (BG) route have been eliminated by January 2019.**
- 23. 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.**
- 24. Indian Railways has displayed Statutory “Fire Notices” for widespread passenger information in all coaches. Fire posters are provided in every coach so as to inform 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.**
- 25. Production Units are providing Fire detection and suppression system in newly manufactured Power Cars and Pantry Cars and 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.**
- 26. Regular counselling and training of staff is undertaken.**

**The overall Safety performance and investment is as below :**

SN	Item	Unit	During FY 2004-05 to 2013-14		During FY 2014-15 to 2022-23		Comparison of the period 2014-23 with the period 2004-14
			Cumulative for 10 years	Average Per Year	Cumulative for 9 years	Average Per Year	
<b>A.</b>	<b>Track Maintenance</b>						
<b>1.</b>	<b>Expenditure on Track Renewal</b>	<b>Rs. In Cr.</b>	<b>47,018</b>	<b>4,702</b>	<b>91,809</b>	<b>10,201</b>	<b>2.2 Times</b>
<b>2.</b>	<b>Rail Renewal Primary</b>	<b>TKM</b>	<b>32,260</b>	<b>3,226</b>	<b>37,284</b>	<b>4,143</b>	<b>1.3 Times</b>
<b>3.</b>	<b>Use of high</b>	<b>KM</b>	<b>57,450</b>	<b>5,745</b>	<b>1,23,717</b>	<b>13,746</b>	<b>2.4 Times</b>

	<b>quality rails (60 Kg)</b>						
4.	<b>Longer Rail Panels (260m)</b>	<b>KM</b>	<b>9,917</b>	<b>992</b>	<b>68,233</b>	<b>7,581</b>	<b>7.7 Times</b>
5.	<b>USFD (Ultra Sonic Flaw detection) Testing of Rails</b>	<b>TKM</b>	<b>20,19,630</b>	<b>2,01,963</b>	<b>26,52,291</b>	<b>2,94,699</b>	<b>1.5 Times</b>
6.	<b>USFD (Ultra Sonic Flaw detection) Testing of Welds</b>	<b>Nos.</b>	<b>79,43,940</b>	<b>7,94,394</b>	<b>1,73,06,046</b>	<b>19,22,894</b>	<b>2.4 Times</b>
7.	<b>Track KM added</b>	<b>TKM</b>	<b>14,985</b>	<b>1,499</b>	<b>25,871</b>	<b>2,875</b>	<b>1.9 Times</b>
8.	<b>Weld failures</b>	<b>Nos.</b>	<b>In 2013-14 : 3699</b>		<b>In 2022-23: 724</b>		<b>80% Reduction</b>
9.	<b>Rail fractures</b>	<b>Nos.</b>	<b>In 2013-14 : 2548</b>		<b>In 2022-23: 531</b>		<b>79% Reduction</b>
10	<b>Thick Web Switches</b>	<b>Nos.</b>	<b>Nil</b>	<b>Nil</b>	<b>15,146</b>	<b>1,683</b>	
11	<b>Track Machines</b>	<b>Nos.</b>	<b>As on 31.03.14 = 748</b>		<b>As on 31.03.23 = 1548</b>		<b>2.1 Times</b>
<b>B.</b>	<b>Level Crossing Gate Elimination</b>						
1.	<b>Elimination of Unmanned Level Crossing Gates</b>	<b>Nos.</b>	<b>As on 31.03.2014: 8948</b>		<b>As on 31.03.2023: Nil (All eliminated by 31.01.19)</b>		<b>100% Reduction</b>
2.	<b>Elimination of Manned Level Crossing Gates</b>	<b>Nos.</b>	<b>1,137</b>	<b>114</b>	<b>6,291</b>	<b>699</b>	<b>6.2 Times</b>
3.	<b>Construction of Road over Bridges (i.e. Flyovers)/ Road under Bridges ( i.e. Underpasses)</b>	<b>Nos.</b>	<b>4,148</b>	<b>415</b>	<b>10,867</b>	<b>1,207</b>	<b>2.9 Times</b>
4.	<b>Expenditure on LC Elimination</b>	<b>Rs. In Cr.</b>	<b>5,726</b>	<b>573</b>	<b>30,602</b>	<b>3,400</b>	<b>5.9 Times</b>
<b>C.</b>	<b>Bridge Rehabilitation</b>						
1.	<b>Expenditure on Bridge</b>	<b>Rs. In Cr.</b>	<b>3,919</b>	<b>392</b>	<b>6,380</b>	<b>709</b>	<b>1.8 Times</b>

	<b>Rehabilitation</b>						
<b>D.</b>	<b>Signalling Works</b>						
<b>1.</b>	<b>Electronic Interlocking</b>	<b>Stations</b>	<b>837</b>	<b>84</b>	<b>2,521</b>	<b>280</b>	<b>3.3 Times</b>
<b>2.</b>	<b>Automatic Block Signaling</b>	<b>Km</b>	<b>1,486</b>	<b>148.6</b>	<b>1,915</b>	<b>212.8</b>	<b>1.4 Times</b>
<b>3.</b>	<b>Fog Pass Safety Devices</b>	<b>Nos.</b>	<b>As on 31.03.14 : 90</b>		<b>As on 31.03.23 : 19,742</b>		<b>219 Times</b>
<b>E</b>	<b>Rolling Stock</b>						
<b>1.</b>	<b>Manufacture of LHB Coaches</b>	<b>No.</b>	<b>2,337</b>	<b>234</b>	<b>31,956</b>	<b>3,551</b>	<b>15.2 Times</b>
<b>2.</b>	<b>Provision of Fire and Smoke Detection System in coaches</b>	<b>Nos. of Coaches</b>	<b>0</b>	<b>0</b>	<b>12,711</b>	<b>1,412</b>	
<b>3.</b>	<b>Provision of Fire Detection and Suppression System in Pantry and Power Cars</b>	<b>Nos. of Coaches</b>	<b>0</b>	<b>0</b>	<b>2,635</b>	<b>293</b>	
<b>4.</b>	<b>Provision of Fire Extinguishers in Non -AC coaches</b>	<b>Nos. of Coaches</b>	<b>0</b>	<b>0</b>	<b>39,819</b>	<b>4,424</b>	
<b>F.</b>	<b>Gross Budgetary Support for Railway Investment (GBS FY 23-24 : Rs 2.4 Lakhs Cr.)</b>	<b>Rs. In Cr.</b>	<b>1,56,739</b>	<b>15,674</b>	<b>8,25,967 ( Incl. of BE 23-24)</b>	<b>82,597</b>	<b>5.3 Times</b>
<b>G.</b>	<b>Expenditure on safety related works</b>	<b>Rs. In Cr.</b>	<b>70,273</b>	<b>7,027</b>	<b>1,78,012 ( Incl. of BE 23-24)</b>	<b>17,801</b>	<b>2.5 Times</b>

**(d): During the period 2018-2023 (till 20.07.2023), 616 new train services (in single) have been introduced, which includes 50 Vande Bharat Express services. Once new train services are introduced, the**



**expenditure incurred on running them becomes part of overall revenue expenditure of the Indian Railways.**

**(e) & (f): Automatic Doors are provided in 6 air-conditioned EMU rakes, operated by Central Railway, and 8 air-conditioned EMU rakes operated by Western Railway, on Mumbai Suburban network.**

**(g): Proposals/representations/requests both formal and informal regarding increasing the height of platforms at railway stations are received from State Governments, Ministries of Central Government, Elected Representatives, Consultative Committees etc. by Railways at various levels including Railway Board, Zonal Railways, Division Office etc. As receipt of such proposals/suggestions/requests is a continuous and dynamic process, centralized compendium of such requests is not maintained. The representations/demands received from public representatives are examined with priority and action for implementation is taken based on techno-economic feasibility, justification, relative priority of similar works, availability of resources, etc.**

**\*\*\*\*\***