

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO.2648
TO BE ANSWERED ON 04.12.2019**

RAIL ACCIDENTS

2648. SHRI SANJAY KAKA PATIL:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Ministry is considering any plan to scrap railway passenger subsidy of Indian Railways;**
- (b) the steps taken by the ministry of railways to minimize rail accidents; and**
- (c) the financial compensation schemes to rail accident victims and amount of compensation paid to victims during 2014-19 and the details thereof?**

ANSWER

MINISTER OF RAILWAYS AND COMMERCE & INDUSTRY

(SHRI PIYUSH GOYAL)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (c) OF UNSTARRED QUESTION NO. 2648 BY SHRI SANJAY KAKA PATIL TO BE ANSWERED IN LOK SABHA ON 04.12.2019 REGARDING RAIL ACCIDENTS

(a) Traditionally Indian Railway has kept the passenger fares lower, keeping in view the affordability for common man. It is a fact that coaching or passenger segment is incurring losses, as it does not recover the cost of service. This is due to continuous rise in input costs but not commensurate increase in fares. Last passenger fare revision was effected in 2014-15.

(b) 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. These include timely replacement of over-aged assets, adoption of suitable technologies for upgradation and maintenance of track, rolling stock, signaling 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/system 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 Sleeper, 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 are being used while carrying out primary track renewals. Further, it has been decided to lay Thick webs switches, Weldable Cast Manganese Steel crossings on indentified 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 on-going 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 level, etc. are regularly conducted to continuously monitor and improve safety aspects of the Indian Railways.

(c) Railway's liability for compensation for death or injury of railway passenger in train accident is laid down in Section 124 of Railway Act, 1989. Admissibility of compensation is decided by Railway Claims Tribunal (RCT) on the basis of a claim application filed by claimant before them. Railway Administration is liable to pay compensation to rail passenger only when a decree is awarded by Hon'ble RCT in favour of the claimant. Amount of compensation is ₹ 8 Lakhs in case of death and

₹ 64000 to ₹ 8 lakhs in case of injury, depending on the nature and type of injuries sustained.

The amount of compensation paid to the victims of train accidents/their dependants during 2014-2019 (upto Oct 2019) is as follows:-

| Year | Compensation paid (₹ in Lakhs) |
|---|---|
| 2014-15 | 127.48 |
| 2015-16 | 262.95 |
| 2016-17 | 303.17 |
| 2017-18 | 188.51 |
| 2018-19 | 641.15 |
| 2019-20 (Till 31st Oct 2019) | 347.72 |

Note : The compensation paid in a year need not necessarily relate to the accidents/casualties in that year alone. The amount paid in a year depends upon the number of cases finalized by the RCTs or other Courts of Law in a particular year irrespective of the year(s) in which the accident they pertain to, have occurred.
