

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 1571
TO BE ANSWERED ON 10.02.2021**

RAIL ACCIDENTS

1571. SHRI BHARTRUHARI MAHTAB:

Will the Minister of RAILWAYS be pleased to state:

- (a) the number of major and minor rail accidents reported in the country during each of the last three years and the current year;**
- (b) the details thereof, Zone-wise and the reasons therefor along with the number of passengers killed/injured in such accidents during the said period;**
- (c) the mechanism put in place by the Government to ensure that compensation is received within the stipulated time by the injured and the next of kin of the deceased after such accidents;**
- (d) whether the Government has conducted any enquiry in such accidents;**
- (e) if so, the details and outcome thereof and if not, the reasons therefor; and**
- (f) the other steps taken/being taken by the Government to keep a check on such accidents across the country?**

ANSWER

**MINISTER OF RAILWAYS, COMMERCE & INDUSTRY AND
CONSUMER AFFAIRS, FOOD & PUBLIC DISTRIBUTION**

(SHRI PIYUSH GOYAL)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (f) OF UNSTARRED QUESTION NO 1571 BY SHRI BHARTRUHARI MAHTAB TO BE ANSWERED IN LOK SABHA ON 10.02.2021 REGARDING RAIL ACCIDENTS

(a) and (b): The details of Zone-Wise number of consequential train accidents along with the number of passengers killed/injured during the last three years i.e. 2017-18 to 2019-20 and the current year 2020-21 (upto January, 2021) and causes of these consequential train accidents are as under:

Zonal Railway	2017-18			2018-19			2019-20			2020-21* (upto January, 2021)		
	Number of Accidents	Passengers Killed	Passengers Injured	Number of Accidents	Passengers Killed	Passengers Injured	Number of Accidents	Passengers Killed	Passengers Injured	Number of Accidents	Passengers Killed	Passengers Injured
Central	8	0	0	6	0	0	7	0	0	3	0	0
Eastern	2	0	0	0	0	0	5	0	0	0	0	0
East Central	9	0	2	8	7	32	4	0	0	1	0	0
East Coast	4	0	0	2	0	0	2	0	41	1	0	0
Konkan	1	0	0	0	0	0	1	0	0	1	0	0
North Central	5	4	58	2	0	0	7	0	12	2	0	0
North Eastern	5	0	0	5	0	6	0	0	0	0	0	0
Northeast Frontier	2	0	0	6	2	0	2	0	0	1	0	0
North Western	5	0	0	4	0	0	3	0	0	0	0	0
Northern	16	24	116	10	7	36	9	0	0	1	0	0
South Central	3	0	0	2	0	0	6	0	20	1	0	0

South Eastern	3	0	0	3	0	0	1	0	0	1	0	0
Southeast Central	1	0	0	0	0	0	0	0	0	0	0	0
South Western	1	0	0	1	0	0	2	0	0	1	0	0
Southern	3	0	0	5	0	0	1	0	0	1	0	0
West Central	0	0	0	1	0	3	2	0	0	1	0	0
Western	5	0	6	3	0	0	3	0	0	2	0	0
Kolkata Metro	0	0	0	1	0	13	0	0	0	0	0	0
Total	73	28	182	59	16	90	55	0	73	17	0	0

***Provisional data**

Failure of equipment, sabotage, failure of railway staff, failure of other than railway staff etc. were reasons of consequential train accidents that took place during the last three years i.e. 2017-18 to 2019-20 and the current year 2020-21 (upto January, 2021).

(c): Compensation for death/injury of railway passengers in train accidents as defined in Section 124 of the Railway Act, 1989, is decided by Railways Claims Tribunal (RCT) on the basis of a claim application filed before them. Railway Administration is liable to pay compensation only when a decree is awarded by Hon'ble RCT in favour of the claimant and Railways decide to implement the decree. The compensation is paid directly in the bank account of the applicant.

(d) and (e) : Each and every train accident is inquired into either by the Commission of Railway Safety (CRS) under the Ministry of Civil Aviation or by the Departmental Inquiry Committee of Railway.

In the Inquiry Report, if individual Indian Railway officials are held responsible for accident, then disciplinary action is taken against such officials. During the last 3 years viz 2017-18, 2018-19, 2019-20 and current year 2020-21 (upto December, 2020), major penalties were imposed on 255 and minor penalties were imposed on 310 such erring officials.

Further, the recommendations of Inquiry Reports for system improvement are also implemented to prevent recurrence of similar train accidents.

(f): 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 ₹20,000 crore.**
- 2. Electrical/Electronic Interlocking Systems with centralized operation of points and signals have been provided at 6138 stations upto 31.01.2021 to eliminate accident due to human failure.**
- 3. Block Proving Axle Counter (BPAC) to ensure complete arrival of train without manual intervention before granting line clear to the next train have been provided on 5,788 block sections up to 31.01.2021.**
- 4. Automatic Train Protection (ATP) System to prevent Signal Passing at Danger (SPAD) have been provided at 595 Route Km.**

- 5. Track Circuiting of stations to enhance safety for verification of track occupancy by electrical means instead of human element has been provided at 6180 stations as on 31.01.2021.**
- 6. Interlocking of Level Crossing (LC) Gates has been provided at 11745 level Crossing Gates up to 31.01.2021 for enhancing safety at LC gates.**
- 7. All electric locomotives are equipped with Vigilance Control Devices (VCD) to ensure alertness of Loco Pilots.**
- 8. Simulator based training is imparted for improving the driving skills and the reaction time of Loco Pilots.**
- 9. Regular special drives are launched to check the alertness of Loco Pilots and other safety parameters.**
- 10. Provision of Retro-reflective sigma boards is done on the mast which is located two OHE masts prior to the signals in electrified territories to warn the crew about signal ahead when visibility is low due to foggy weather.**
- 11. Provision of a GPS based Fog Pass device has been made for locomotive pilots in fog affected areas which enables loco pilot to know the exact distance of the approaching landmarks like signals, level crossing gates etc.**
- 12. In order to avoid technical snags, locomotives are regularly inspected during various maintenance schedules and obsolete/worn out/defective equipments are replaced/repared as per stipulated instructions and guidelines.**
- 13. 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.**

- 14. Patrolling of railway tracks is done to look out for weld/rail fractures.**
- 15. Ultrasonic Flaw Detection (USFD) testing of rails is done to detect flaws and timely remove defective rails.**
- 16. GPS trackers are provided to keyman and patrolmen to monitor their movement and to report any unsafe condition noticed by them instantaneously.**
- 17. Mechanization of track maintenance to reduce human errors.**
- 18. Track management system has been introduced on Indian Railways for development of database and decision support system and to rationalize maintenance requirement and optimize inputs.**
- 19. Inspections at regular intervals are carried out to monitor and educate staff for observance of safe practices.**
- 20. Preventive maintenance of the railway assets (Coaches & Wagons) is undertaken to ensure safe train operations and to keep a check on Rail Accidents across the country.**
- 21. 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 systems in coaches.**
- 22. Replacement of conventional ICF design coaches with LHB design coaches.**
- 23. Safety drives and inspections at regular intervals are carried out to monitor and educate staff for observance of safe practices.**
- 24. Intensive publicity campaigns are launched to prevent the travelling public from carrying inflammable goods.**
