

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
UNSTARRED QUESTION NO. 2469  
TO BE ANSWERED ON 16.03.2022**

**ACCIDENTS AT UNMANNED LEVEL CROSSINGS**

**†2469. SHRI GOPAL CHINNAYA SHETTY:**

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

- (a) the Zone-wise details of the accidents that occurred at un-manned level crossings during the last three years;**
- (b) the Zone-wise number of persons who died and were injured in these accidents;**
- (c) the total amount of compensation paid to the families of victims, Zone-wise; and**
- (d) the steps being taken by the Government to lower the number of rail accidents?**

**ANSWER**

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

**(SHRI ASHWINI VAISHNAW)**

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

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**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF UNSTARRED QUESTION NO 2469 BY SHRI GOPAL CHINNAYA SHETTY TO BE ANSWERED IN LOK SABHA ON 16.03.2022 REGARDING ACCIDENTS AT UNMANNED LEVEL CROSSINGS**

**(a) & (b): During the last three years i.e. 2018-19, 2019-20 and 2020-21, 03 consequential train accidents took place at Unmanned Level Crossings (UMLCs) on Indian Railways. All the said 03 accidents took place during the year 2018-19, with one accident each occurring on East Central Railway, North Eastern Railway and Southern Railway. There was no consequential train accident during the years 2019-20 and 2020-21, as all UMLCs on Broad Gauge routes were eliminated by 31.01.2019. The Zone-wise details of number of persons died and injured in the said 03 accidents, which took place during the year 2018-19, are as follows:-**

<b>Zonal Railway</b>	<b>Number of deaths</b>	<b>Number of injuries</b>
<b>East Central</b>	<b>1</b>	<b>0</b>
<b>North Eastern</b>	<b>13</b>	<b>5</b>
<b>Southern</b>	<b>2</b>	<b>2</b>
<b>Total</b>	<b>16</b>	<b>7</b>

**(c): There is no provision in the Railway Act, 1989 for grant of compensation to the victims of accidents at Unmanned Level Crossings (UMLCs). However, sometimes MACTs (Motor Accident Claims Tribunals), High Courts and Supreme Court grant compensation on claims cases filed by victims and then the Railways pay the compensation.**

**During the last three years i.e. 2018-19 to 2020-21, the Zone-wise details of compensation paid to the families of the victims of accidents that occurred at unmanned level crossings, is as follows:-**

	<b>Year-wise amount paid (in ₹)</b>		
<b>Zonal Railway</b>	<b>2018-19</b>	<b>2019-20</b>	<b>2020-21</b>
<b>Central</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>East Central</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>East Coast</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Eastern</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>North Central</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>North Eastern</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Northeast Frontier</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Northern</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>North Western</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>South Central</b>	<b>0</b>	<b>0</b>	<b>24,97,903*</b>
<b>South Eastern</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>South East Central</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Southern</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>South Western</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>West Central</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Western</b>	<b>0</b>	<b>0</b>	<b>0</b>

***\* South Central Railway has paid compensation of ₹24,97,903 in the year 2020-21 for the accidents which occurred at UMLCs during the years 2004 and 2011.***

***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 Railway Claims Tribunals (RCTs) or other Courts of Law in a particular year, irrespective of the year(s) in which the accident they pertain to, 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 lower the number of rail 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 6292 stations upto 31.01.2022 to eliminate accident due to human failure.**
- 3. Track Circuiting of stations to enhance safety for verification of track occupancy by electrical means instead of human element has been provided at 6273 stations as on 31.01.2022.**
- 4. 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 5958 block sections up to 31.01.2022.**
- 5. Interlocking of Level Crossing (LC) Gates has been provided at 10731 level Crossing Gates up to 31.01.2022 for enhancing safety at LC gates.**
- 6. All electric locomotives are equipped with Vigilance Control Devices (VCD) to ensure alertness of Loco Pilots.**
- 7. 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.**

- 8. 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.**
- 9. 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.**
- 10. Patrolling of railway tracks is done to look out for weld/rail fractures.**
- 11. Ultrasonic Flaw Detection (USFD) testing of rails is done to detect flaws and timely remove defective rails.**
- 12. GPS trackers are provided to keyman and patrolmen to monitor their movement and to report any unsafe condition noticed by them instantaneously.**
- 13. 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.**
- 14. 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.**
- 15. Replacement of conventional ICF design coaches with LHB design coaches.**

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