

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 663
TO BE ANSWERED ON 20.07.2022**

INCIDENTS OF DERAILMENTS

663. SHRI NAMA NAGESWARA RAO:

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of derailments that have occurred in Railways during the last three years including the current year, zone-wise;**
- (b) the steps taken by the Government to avoid such incidents;**
- (c) the total expenditure incurred by the Railways on the maintenance of tracks for the last three years including the current year;**
- (d) the details of the Railway land, illegally occupied by unscrupulous elements;**
- (e) the total cost of the Railway land occupied illegally; and**
- (f) the steps being taken by the Government to take back the possession of such encroached land?**

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(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 663 BY SHRI NAMA NAGESWARA RAO TO BE ANSWERED IN LOK SABHA ON 20.07.2022 REGARDING INCIDENTS OF DERAILMENTS

(a): Zone-wise details of number of consequential train derailments during the last three years i.e. 2019-20 to 2021-22 and the current year (from 1st April, 2022 to 11th July, 2022) are given below:-

Zonal Railway	2019-20	2020-21	2021-22	2022-23 (up to 11th July, 2022)
Central	6	4	3	1
Eastern	2	0	1	0
East Central	4	1	2	0
East Coast	0	1	4	0
Konkan Railway	0	1	1	0
Kolkata Metro	0	0	0	0
North Central	4	2	2	0
North Eastern	0	0	0	0
Northeast Frontier	2	1	4	0
North Western	3	1	2	0
Northern Railway	6	1	3	1
South Central	5	1	0	0
South Eastern	0	1	1	0

South East Central	0	0	1	1
South Western	2	1	3	0
Southern Railway	1	1	0	0
West Central	2	1	0	0
Western Railway	3	0	0	0
TOTAL	40	17	27	3

(b): The following steps have been taken by Indian Railways to avoid incidents of derailments and to improve safety:-

- 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 an annual outlay of ₹20,000 crore. It has been further extended for a period of five years starting from the financial year 2022-23.**
- 2. Electrical/Electronic Interlocking Systems with centralized operation of points and signals have been provided at 6261 stations upto 31.05.2022 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 6325 stations as on 31.05.2022.**
- 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 6036 block sections up to 31.05.2022.**

- 5. Interlocking of Level Crossing (LC) Gates has been provided at 10869 level Crossing Gates up to 31.05.2022 for enhancing safety at LC gates.**
- 6. Indian Railways have developed Indigenous Automatic Train Protection System 'KAVACH' to prevent collisions.**
- 7. All locomotives are equipped with Vigilance Control Devices (VCD) to ensure alertness of Loco Pilots.**
- 8. Provision of Retro-reflective sigma boards are being provided 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.**
- 9. A GPS based Fog Safety Device (FSD) 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.**
- 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. Long rail panels of 260M/130M length are being manufactured at the steel plant to minimize number of Alumino Thermit joints in the track.**
- 12. Patrolling of railway tracks is done to look out for weld/rail fractures.**
- 13. Ultrasonic Flaw Detection (USFD) testing of rails is done to detect flaws and timely removal defective rails.**

- 14. Mechanization of track maintenance is being carried out to reduce human errors.**
- 15. Adoption of web based online monitoring system of track assets viz. Track database and decision support system and to decide rationalize maintenance requirement and optimize inputs.**
- 16. 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.**
- 17. Replacement of conventional ICF design coaches with LHB design coaches.**
- 18. All unmanned level crossings (UMLCs) on Broad Gauge (BG) route have been eliminated by January 2019.**
- 19. 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.**
- 20. Inspections at regular intervals are carried out to monitor and educate staff for observance of safe practices.**
- 21. Regular counseling and training of staff.**

(c): The total expenditure incurred by the Indian Railways on the maintenance of tracks during the last three years i.e. 2019-20 to 2021-22 and the current year (from 1st April, 2022 to 30th June, 2022) is as under:-

Year	Total expenditure incurred on Maintenance of tracks (₹in crores)
2019-20	11369.56
2020-21	11604.75
2021-22 (Provisional)	12321.35
2022-23 (Upto 30th June, 2022)	3336.46

(d) to (f): As on 31.03.2022, out of about 4.86 lakh hectare land available with Indian Railways, approximately 782.81 hectare land (0.16%) is under encroachment. The Railways do not maintain market price of land as it is governed by various factors and keeps on fluctuating. Railways carry out regular surveys for identifying encroachments and take action for their removal. If the encroachments are of temporary nature (soft encroachments) in the shape of jhuggies, jhopris and squatters, the same are removed in consultation with and the assistance of Railway Protection Force and local civil authorities. For old encroachments, where party is not amenable to persuasion, action is taken under Public Premises (Eviction of Unauthorized Occupants) Act, 1971 (PPE Act, 1971), as amended from time to time. Actual eviction of unauthorized occupants is carried out with the assistance of the State Government and police. The removal of encroachments is a continuous process. During 2021-22, approximately 27.49 hectares of Railway land has been retrieved.
