

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 1596
TO BE ANSWERED ON 04.12.2024**

**NUMBER OF PEOPLE DIED AND INJURED IN TRAIN
ACCIDENTS IN THE COUNTRY**

†1596. SHRI VIRENDRA SINGH:

Will the Minister of RAILWAYS be pleased to state:

- (a) the measures being taken by the Government to stop the recurring train accidents in the country;**
- (b) the number of railway accidents happened during the entire year till now the number of people died and got injured in these accidents and the details of the compensation given to their families by the Government;**
- (c) whether any action has been taken against the officers responsible for this; and**
- (d) whether the Government has developed any technology for smooth running of the trains that gets disrupted due to fog during winter, if so, the details thereof?**

ANSWER

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

(SHRI ASHWINI VAISHNAW)

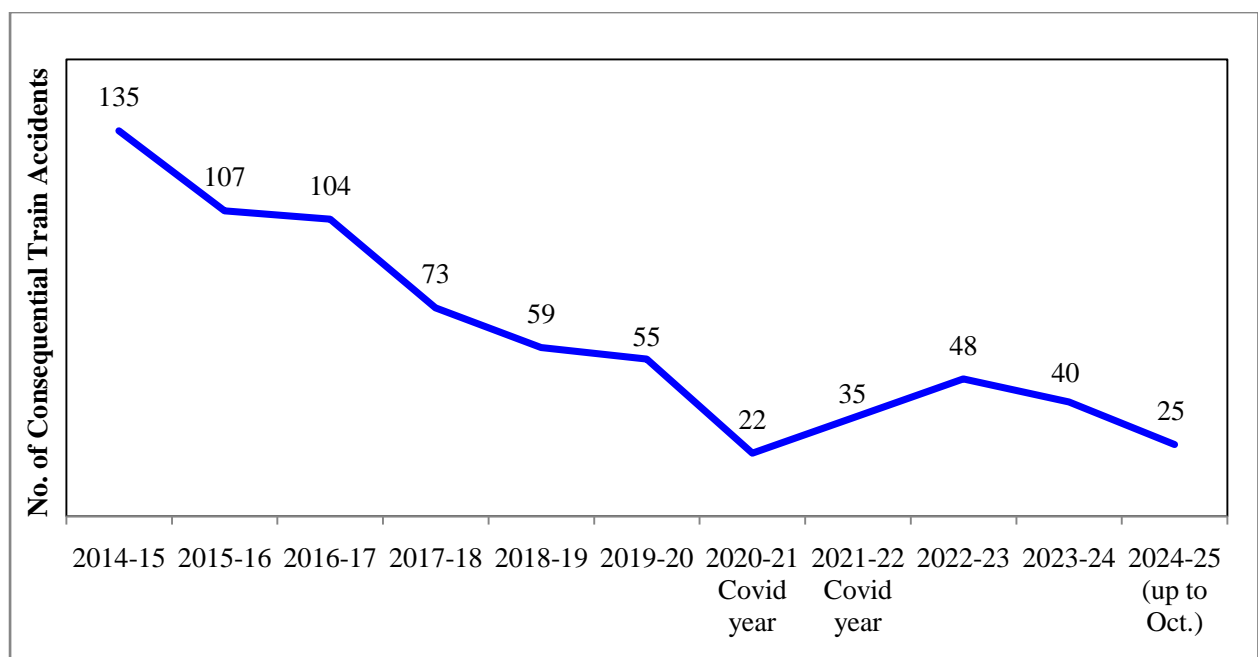
(a) to (d): A Statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF UNSTARRED QUESTION NO.1596 BY SHRI VIRENDRA SINGH TO BE ANSWERED IN LOK SABHA ON 04.12.2024 REGARDING NUMBER OF PEOPLE DIED AND INJURED IN TRAIN ACCIDENTS IN THE COUNTRY.

(a) to (d): As a consequence of various safety measures taken over the years, there has been a steep decline in the number of accidents. Consequential Train Accidents have reduced from 135 in 2014-15 to 40 in 2023-24 as shown in the graph below. The causes of these accidents broadly include track defects, loco/coach defects, equipment failures, human errors etc.

It may be noted that the consequential train accidents during the period 2004-14 was 1711 (average 171 per annum), which has declined to 678 during the period 2014-24 (average 68 per annum), i.e. reduction of 60 %.

Another important index showing improved safety in train operations is Accidents Per Million Train Kilometer (APMTKM) which has reduced from 0.11 in 2014-15 to 0.03 in 2023-24, indicating an improvement of approx. 73% during the said period.



Consequential Train Accidents on Indian Railways and casualties including railway staff therein are as follows:

Period	No. of Consequential Train Accidents	No. of Deaths	No. of Injuries
2004-05 to 2013-14	1711	904	3155
2014-15 to 2023-24	678	748	2087

During the Year 2024-25 (April to November), total 29 consequential train accidents have taken place over Indian Railways. In these accidents, 17 persons lost their lives and 81 sustained injurers.

Safety is accorded the highest priority on Indian Railways. The various safety measures taken to enhance safety in train operations are as under: -

- On Indian Railways, the expenditure on Safety related activities has increased over the years as under:**

Expenditure on Safety related activities				(Rs. in Cr.)		
	2022-23 (Act)	2023-24 (Act)	BE 2024-25			
Maintenance of Permanent Way & Works	18,115	20,322	21,386			
Maintenance of Motive Power and Rolling Stock	27,086	30,864	31,494			
Maintenance of Machines	9,828	10,772	11,864			
Road Safety LCs and ROB/ RUBs	5,347	6,662	9,980			
Track Renewals	16,326	17,850	17,652			
Bridge Works	1,050	1,907	2,137			
Signal & Telecom Works	2,456	3,751	4,647			
Workshops Incl. PUs and Misc. expenditure on Safety	7,119	9,523	9,615			
Total	87,327	1,01,651	1,08,776			

- 2. Electrical/Electronic Interlocking Systems with centralized operation of points and signals have been provided at 6,608 stations up to 31.10.2024 to eliminate accident due to human failure.**
- 3. Interlocking of Level Crossing (LC) Gates has been provided at 11,053 level Crossing Gates up to 31.10.2024 for enhancing safety at LC gates.**
- 4. Complete Track Circuiting of stations to enhance safety by verification of track occupancy by electrical means has been provided at 6,619 stations up to 31.10.2024.**
- 5. Kavach is a highly technology intensive system, which requires safety certification of highest order. Kavach was adopted as a National ATP system in July 2020. Kavach is provided progressively in phased manner. Kavach has already been deployed on 1548 RKm on South Central Railway and North Central Railway. Presently, the work is in progress on Delhi-Mumbai and Delhi-Howrah corridors (approximately 3000 Route Km). Track side works on these routes have been completed on about 1081 RKm(705RKm on Delhi-Mumbai section and 376 RKm on Delhi-Howrah section). Regular trials are being done on these sections.**
- 6. 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.**
- 7. System of disconnection and reconnection for S&T equipment as per protocol has been re-emphasized.**
- 8. All locomotives are equipped with Vigilance Control Devices (VCD) to improve alertness of Loco Pilots.**

- 9. Retro-reflective sigma boards are provided on the mast which is located two OHE masts prior to the signals in electrified territories to alert the crew about the signal ahead when visibility is low due to foggy weather.**
- 10. 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.**
- 11. 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.**
- 12. Mechanisation of track laying activity through use of track machines like PQRS, TRT, T-28 etc to reduce human errors.**
- 13. Maximizing supply of 130m/260m long rail panels for increasing progress of rail renewal and avoiding welding of joints, thereby improving safety.**
- 14. Ultrasonic Flaw Detection (USFD) testing of rails to detect flaws and timely removal of defective rails.**
- 15. Laying of longer rails, minimizing the use of Alumino Thermic Welding and adoption of better welding technology for rails i.e. Flash Butt Welding.**
- 16. Monitoring of track geometry by OMS (Oscillation Monitoring System) and TRC (Track Recording Cars).**
- 17. Patrolling of railway tracks to look out for weld/rail fractures.**
- 18. The use of Thick Web Switches and Weldable CMS Crossing in turnout renewal works.**

- 19. Inspections at regular intervals are carried out to monitor and educate staff for observance of safe practices.**
- 20. 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.**
- 21. Detailed instructions on issues related with safety of Track e.g. integrated block, corridor block, worksite safety, monsoon precautions etc. have been issued.**
- 22. Preventive maintenance of railway assets (Coaches & Wagons) is undertaken to ensure safe train operations.**
- 23. Replacement of conventional ICF design coaches with LHB design coaches is being done.**
- 24. All unmanned level crossings (UMLCs) on Broad Gauge (BG) route have been eliminated by January 2019.**
- 25. 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.**
- 26. Indian Railways has displayed Statutory "Fire Notices" for widespread passenger information in all coaches. Fire posters are provided in every coach so as to educate 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.**
- 27. Production Units are providing Fire detection and suppression system in newly manufactured Power Cars and Pantry Cars, 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.

28. Regular counselling and training of staff is undertaken.

29. Concept of Rolling Block introduced in Indian Railways (Open Lines) General Rules vide Gazette notification dated 30.11.2023, wherein work of integrated maintenance/ repair/ replacement of assets is planned up to 52 weeks in advance on rolling basis and executed as per plan.

The details of the Safety related works undertaken by Railways are tabulated below: -

SN	Item	2004-05 to 2013-14	2014-15 to 2023-24	2014-24 Vs. 2004-14
	Track Maintenance			
1.	Expenditure on Track Renewal (Rs. in Cr.)	47,038	1,09,577	2.33 times
2.	Rail Renewal Primary (Track Km)	32,260	43,335	1.34 times
3.	Use of high-quality rails (60 Kg) (Km)	57,450	1,23,717	2.15 times
4.	Longer Rail Panels (260m) (Km)	9,917	68,233	6.88 times
5.	USFD (Ultra Sonic Flaw detection) Testing of Rails (Track km)	20,19,630	26,52,291	1.31 times
6.	USFD (Ultra Sonic Flaw detection) Testing of Welds (Nos.)	79,43,940	1,73,06,046	2.17 times
7.	New Track KM added (Track km)	14,985	31,180	2.08 times
8.	Weld failures (Nos.)	In 2013-14: 3699	In 2023-24: 481	87% reduction
9.	Rail fractures (Nos.)	In 2013-14: 2548	In 2023-24: 383	85% reduction
10	Thick Web Switches (Nos.)	Nil	21,127	
11	Track Machines (Nos.)	As on 31.03.14 = 748	As on 31.03.24 = 1,661	122% increase

	Level Crossing Gate Elimination			
1.	Elimination of Unmanned Level Crossing Gates (Nos.)	As on 31.03.14: 8948	As on 31.03.24: Nil(All eliminated by 31.01.19)	100% reduction
2.	Elimination of Manned Level Crossing Gates (Nos.)	1,137	7,075	6.21 Times
3.	Road over Bridges (RoBs)/ Road under Bridges (RUBs) (Nos.)	4,148	11,945	2.88 Times
4.	Expenditure on LC Elimination (LC+ROB+RUB)	8,825	41,957	4.75 Times
	Bridge Rehabilitation			
1.	Expenditure on Bridge Rehabilitation (Rs. in Cr.)	3,924	8,255	2.10 Times
	Signalling Works			
1.	Electronic Interlocking (Stations)	837	2,964	3.52 times
2.	Automatic Block Signaling (Km)	1,486	2,497	1.67 times
3.	Fog Pass Safety Devices (Nos.)	As on 31.03.14: 90	As on 31.03.24: 19,742	219 times
	Rolling Stock			
1.	Manufacture of LHB Coaches (Nos.)	2,337	36,933	15.80 times
2.	Provision of Fire and Smoke Detection System in AC coaches (Nos. of Coaches)	0	19,271	
3.	Provision of Fire Detection and Suppression System in Pantry and Power Cars (Nos. of Coaches)	0	2,991	
4.	Provision of Fire Extinguishers in Non -AC coaches (Nos. of Coaches)	0	66,840	

Accident victims are paid ex-gratia relief soon after an accident or untoward incident.. Total amount of ex-gratia paid by the Railways to the next of kin of deceased and injured in train accidents in the current year 2024-25 (Apr-Nov) is Rs 2.89 Cr.

Compensation for death/injury of railway passengers in train accidents and untoward incidents as defined under Section 124 and Section 124-A (read with Section 123) of the Railways Act, 1989, is decided by Railway Claims Tribunal (RCT) on the basis of a claim application filed by the victims/their dependents before RCT and it disposes of the cases after following the due judicial process. Railway Administration pays compensation only when a decree is awarded by Hon'ble RCT in favour of the claimant and Railways decide to implement the decree. Compensation amount is over and above the ex-gratia amount. Total amount of compensation paid by the Railways to the next of kin of deceased and injured in train in the current year 2024-25 (Apr-Nov) is Rs 8.19 Cr.

It may be noted that 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 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.

Inquiries into the rail accidents are carried out by the statutory body, the Commission of Railway Safety under Ministry of Civil Aviation and Departmental Inquiry Committees as per laid down norms.

The agencies, after due deliberations, submit their findings and establish the responsibility of officers/staff leading to the rail accidents.

The officers/staff held responsible are taken up under "Railway Service (Disciplinary & Appeal) Rules" by the respective Zonal Railway.

A Global Positioning System (GPS) based portable 'Fog Pass Device' (FPD) is provided to Loco Pilots, which displays the name and distance of critical landmarks viz, approaching Signals, level crossing gates, permanent speed restrictions etc. in advance during poor visibility condition like fog. This device is used for safe train operation especially during winter season and to help reduce stress on Loco Pilots while running in poor visibility conditions.

As on 31.10.2024, 26,977 nos. of FPDs are available over Indian Railways.
