

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
STARRED QUESTION NO. 154
TO BE ANSWERED ON 30.07.2025**

COLLISIONS OF TRAINS

***154. SHRI MATHESWARAN V S:
SHRI DURAI VAIKO:**

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of number of collisions occurred involving running train, vehicles or pedestrians at the railway gate crossings during the last three years and the current year including the recent one at Cuddalore, Southern Railway;**
- (b) whether it is a fact that the manned level crossing gate at the Semmankuppam location was open at the time of the collision of train with the school van;**
- (c) if so, whether human negligence and the absence of automatic interlocking systems were identified as causes of the accident, if so, the number of students died and got injured in the said collision;**
- (d) whether the Government has initiated a high-level inquiry to ascertain responsibility and identify systemic safety lapses at the said railway gate and taken action against officers responsible for the same and if so, the details thereof;**
- (e) the details of the total number of manned railway gates in Tamil Nadu;**
- (f) whether the Government will now expedite the automation of all manned railway crossings across Tamil Nadu especially those near schools and if so, the details thereof;**
- (g) the amount of compensation and support extended to the victims families and measures planned to prevent such avoidable tragedies in the future; and**

(h) the steps taken/being taken by the Government for expeditious construction of under-pass at the level crossing at Cuddalore?

ANSWER

**MINISTER OF RAILWAYS, INFORMATION & BROADCASTING AND
ELECTRONICS & INFORMATION TECHNOLOGY
(SHRI ASHWINI VAISHNAW)**

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

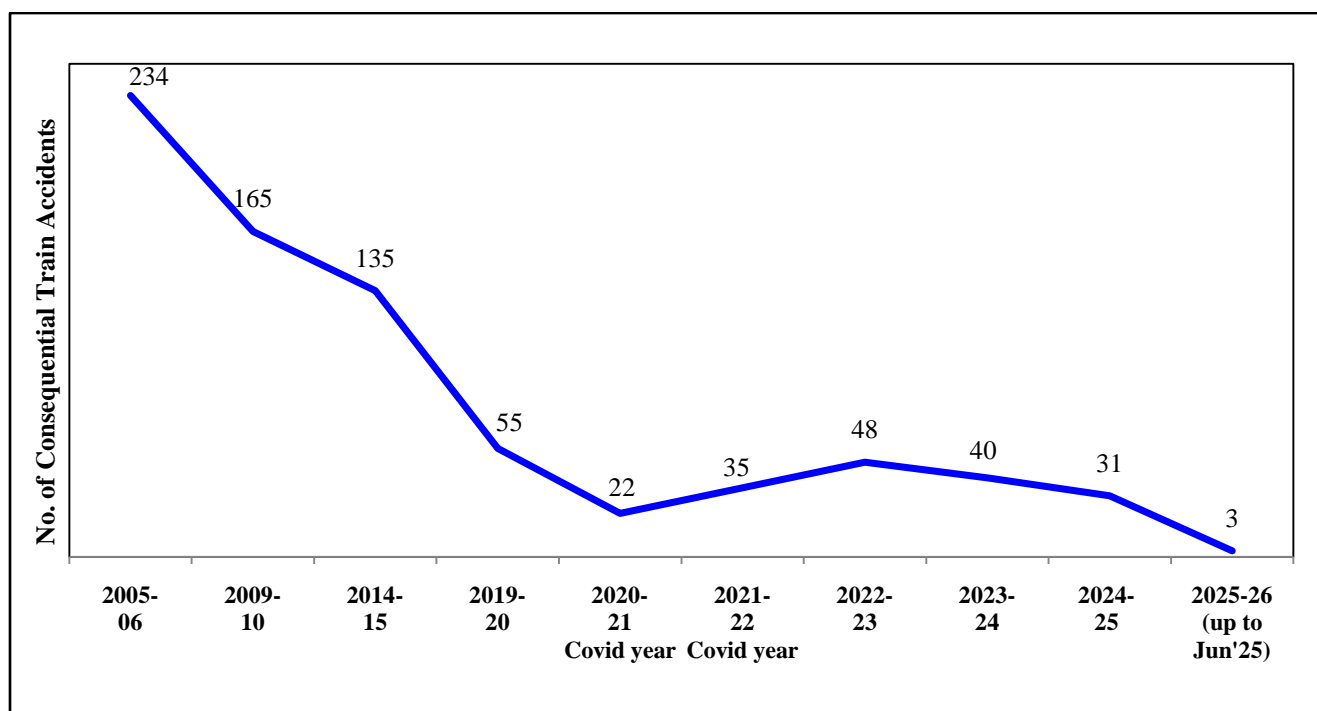
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STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (h) OF LOK SABHA STARRED QUESTION NO. 154 TO BE ANSWERED ON 30.07.2025.

(a) to (h): Safety is accorded the highest priority on Indian Railways. 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, which include collisions also, have reduced from 135 in 2014-15 to 31 in 2024-25 as shown in the graph below.

It may be noted that the Consequential Train Accidents during the period 2004-14 was 1711 (average 171 per annum), which has declined to 31 in 2024-25 and further to 3 in 2025-26 (upto June).

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 2024-25, indicating an improvement of approx. 73% during the said period.



During the last three years and the current year 2025-26 (upto 20th July 2025), total 3 consequential train accidents involving collision on Manned Level Crossings Gates took place on Indian Railways.

A Collision incident of a school bus with the passenger train (DN 56813 Passenger) took place in the morning of 08.07.2025 at the non-interlocked Manned Level Crossing (MLC) Gate no. 170 on the Villupuram - Mayiladuturai Section of Tiruchchirappalli Division of Southern Railway. In the said incident, 3 persons lost their lives and 3 persons sustained simple injuries. Inquiry has been set up to investigate the accident.

Accident victims are paid ex-gratia relief soon after an accident or untoward incident. The total amount of ex-gratia paid by the Railways to the next of kin of deceased and injured victims in train accidents involving accidents at level crossings during the last three years from 2022-23 to 2024-25 is Rs.16 Lakh. In the Cuddalore collision case, an ex-gratia amount of Rs. 11 Lakh has been paid to the next of kin of deceased and injured individuals.

Interlocking/Elimination of Level Crossings

Interlocking of level crossing gate is a mechanism which ensures that signals protecting LC Gate can only be displayed for a train to proceed when the route is clear and the level crossing gate is closed and locked. It ensures safe passage of trains and road traffic.

Interlocking of Level Crossing Gates is provided based on traffic density and various aspects of train operations as per provision of

Indian Railway Signal Engineering Manual (IRSEM). Interlocking of LC Gates is a continuous and ongoing process.

Presently 11,096 manned level crossing gates have been interlocked on Indian Railways. In Tamil Nadu, 1,053 manned level crossing gates have been interlocked so far out of total 1,255 manned level crossing gates in the State. Further, the interlocking work has been taken up at 72 manned level crossings in the State.

All Unmanned Level Crossings (UMLCs) on running lines of Broad Gauge (BG) network of Indian Railways have been eliminated by 31.01.2019.

Construction of Road over Bridges/Road under Bridges

Level Crossings (LCs) are eliminated either by providing Road over Bridges/ Road under Bridges (ROBs/ RUBs) in lieu of LCs or through direct closure (for low traffic LCs) or by diversion of road traffic to nearby ROB/RUB/LC depending upon the site conditions.

Sanctioning and execution of works of Road Over Bridges/ Road Under Bridges (ROBs/RUBs) in lieu of LCs is a continuous and ongoing process on Indian Railways. Such works are prioritized and taken up on the basis of its impact on safety and mobility in train operations and impact on road users.

Nos. of ROBs/ RUBs constructed on Indian Railways during the period 2004-14 vis-a-vis 2014-25 (June'25) is as under:

Period	ROBs/ RUBs constructed
2004-14	4,148 Nos.

2014-25 (June'25)	13,426 Nos. (including 747 Nos. in the State of Tamil Nadu)
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As on 01.04.2025, 4,402 Nos. ROBs/ RUBs are sanctioned at the cost of Rs. 1,00,860 Cr on Indian Railways including 235 Nos. Road Over Bridge (ROB)/Road Under Bridge (RUB) at the cost of Rs. 4,669 crore in the State of Tamil Nadu, which are at various stages of planning and execution.

There are 92 Nos. LCs in Cuddalore district, out of which 11 Nos. LCs were sanctioned for elimination by ROB/RUB. However, due to Non-receipt of consent for LC closure for construction of RUB from the Govt. of Tamil Nadu, 07 Nos. RUB works including RUB in lieu of LC No. 170 could not be taken up.

Nevertheless, State Govt is being continuously requested to grant the required consent for the closure of the aforesaid LC gates so that construction of ROB/RUBs in lieu of LC gates can be taken up.

Completion and commissioning of ROB/RUB works depend on various factors like cooperation of State Governments in giving consent for closure of LCs, fixing of approach alignment, approval of General Arrangement Drawing (GAD), land acquisition, removal of encroachments, shifting of infringing utilities, statutory clearances from various authorities, law and order situation in the area of project/work sites, duration of working season in a year for the particular project/area due to climatic conditions etc. All these factors affect the completion time of the projects /works.
