GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

LOK SABHA
STARRED QUESTION NO. 60
TO BE ANSWERED ON 23.07.2025

RAIL ACCIDENTS ON MUMBAI SUBURBAN RAILWAY NETWORK

***60. PROF. VARSHA EKNATH GAIKWAD:**
SHRI SANJAY DINA PATIL:

Will the Minister of RAILWAYS be pleased to state:

(a) the number of persons died and got injured in accidents while travelling in the Mumbai Suburban Railway network during each of the last five years and the current year along with the major causes of such accidents;

(b) whether families of the victims of the said rail accidents are being provided compensation or relief by the Railways;

(c) if so, the amount of compensation paid during the last five years and the process for claiming such compensation;

(d) whether the Government has taken any specific steps/measures to reduce the number of accidents and deaths on Mumbai Suburban network and if so, the details thereof;

(e) whether the Government has considered introducing modern safety technologies like AI-based crowd monitoring or platform screen doors and if so, the details thereof;

(f) whether Railway Protection Force (RPF) and Government Railway Police (GRP) have been adequately deployed in accident prone areas, if so, the details thereof; and

(g) whether the Government has also taken steps to improve platform infrastructure in Mumbai suburban stations to prevent accidents and if so, the details thereof?

ANSWER

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

(SHRI ASHWINI VAISHNAW)

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

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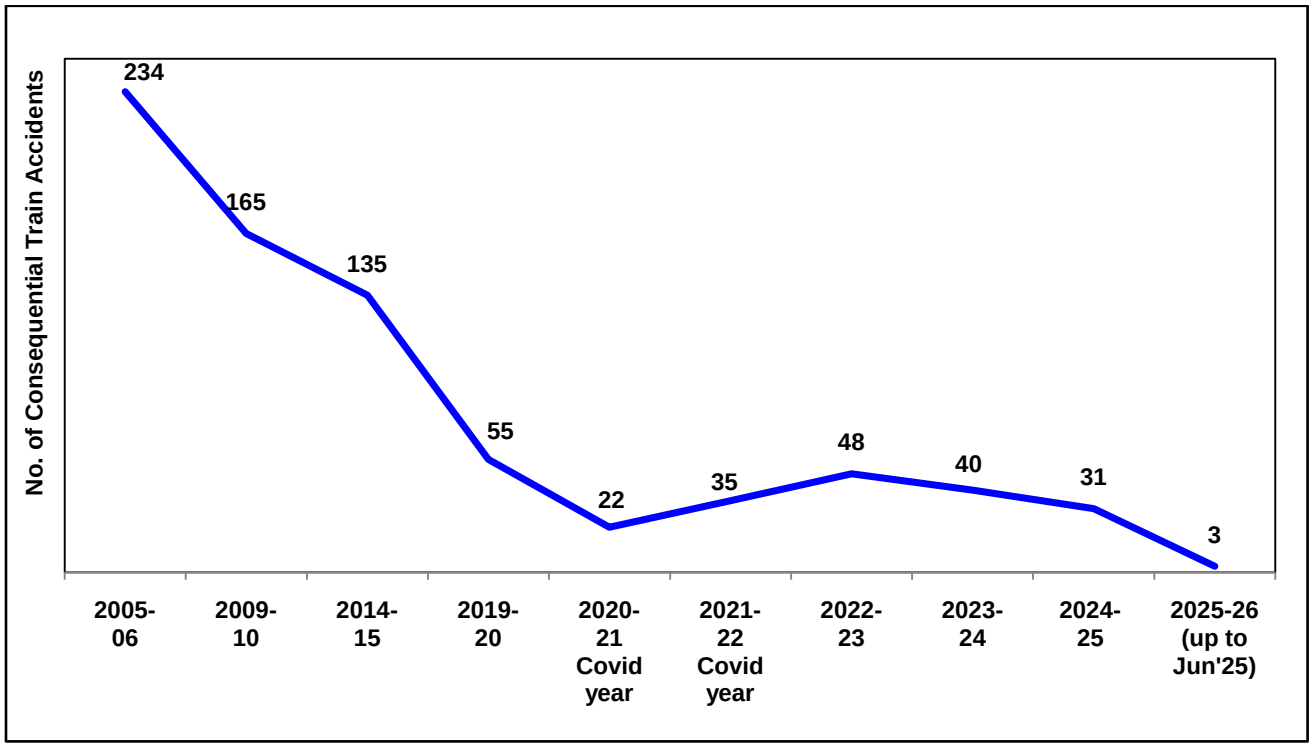
STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (g) OF LOK SABHA STARRED QUESTION NO. 60 TO BE ANSWERED ON 23.07.2025.

(a) to (g): 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 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, 2025).

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.



Consequential Train Accidents on Indian Railways and casualties (including railway passengers and railway personnel) therein are as follows:-

Period	No. of Consequential Train Accidents	No. of Deaths	No. of Injuries
2004-05 to 2013-14	1,711	904	3,155
2014-15 to 2023-24	678	748	2,087

As regards accidents on Mumbai Suburban Railway Network, during the last 5 years i.e., from 2020-21 to 2024-25 and in the current Financial Year 2025-26 (up to 30th June, 2025), total 5 consequential train accidents of suburban trains took place in the Mumbai Suburban Network over Central Railway and Western Railway.

On Central Railway, 5 consequential train accidents occurred whereas, on Western Railway, no consequential train accident occurred during the same period. In these accidents, no fatality or injury took place.

The causes of these accidents broadly include track defects, loco/coach defects, equipment failures, human errors, etc.

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 individuals in untoward incidents in Mumbai Suburban Railway Network during the period 2020-21 to 2024-25 is Rs. 34.55 Lakh.

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 in untoward incidents in Mumbai Suburban Railway Network during the period 2020-21 to 2024-25 is Rs. 216.87 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.

The various safety measures taken to enhance safety in train operations, that include the Suburban Train Operations as well, are as under:-

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

	Expenditure on Safety related activities (Rs. in Cr.)				
	2013-14 (Act.)	2022-23 (Act.)	2023-24 (Act.)	RE 2024-25	BE 2025-26
Maintenance of Permanent Way & Works	9,172	18,115	20,322	21,800	23,316

Maintenance of Motive Power and Rolling Stock	14,796	27,086	30,864	31,540	30,666
Maintenance of Machines	5,406	9,828	10,772	12,112	12,880
Road Safety LCs and ROBs/ RUBs	1,986	5,347	6,662	8,184	7,706
Track Renewals	4,985	16,326	17,850	22,669	22,800
Bridge Works	390	1,050	1,907	2,130	2,169
Signal & Telecom Works	905	2,456	3,751	6,006	6,800
Workshops Incl. PUs and Misc. expenditure on Safety	1,823	7,119	9,523	9,581	10,134
Total	39,463	87,327	1,01,651	1,14,022	1,16,470

2. Electrical/Electronic Interlocking Systems with centralized operation of points and signals have been provided at 6,635 stations up to 30.06.2025 to reduce accident due to human failure.

3. **Interlocking of Level Crossing (LC) Gates has been provided at 11,096 level Crossing Gates up to 30.06.2025 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 6,640 stations up to 30.06.2025.**

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 RKm). Track side works on these routes have been completed on about 2200 RKm as on 30.06.2025. 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, fan shaped 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 related to better maintenance practices, technological improvements, better infrastructure and rolling stock etc. undertaken by Railways are tabulated below:-

S.N.	Item	2004-05 to 2013-14	2014-15 to 2024-25 (till March 25)	2014-25 Vs. 2004-14
	Technological improvements			
1.	Use of high-quality rails (60 Kg) (Km)	57,450 Km	1.43 Lakh Km	More than 2 times
2.	Longer Rail Panels (260m) (Km)	9,917 Km	77,522 Km	Nearly 8 times
3.	Electronic Interlocking (Stations)	837 Stations	3,691 Stations	More than 4 times
4.	Fog Pass Safety Devices (Nos.)	As on 31.03.14: 90 Nos.	As on 31.03.25: 25,939	288 times
5.	Thick Web Switches (Nos.)	Nil	28,301 Nos.	

	Better maintenance practices			
1.	**Primary Rail Renewal (Track Km)**	**32,260 Km**	**49,941 Km**	**1.5 times**
2.	**USFD (Ultra Sonic Flaw detection) Testing of Welds (Nos.)**	**79.43 Lakh**	**2 Crore**	**More than 2 times**
3.	**Weld failures (Nos.)**	**In 2013-14: 3699 Nos.**	**In 2024-25: 370 Nos.**	**90 % reduction**
4.	**Rail fractures (Nos.)**	**In 2013-14: 2548 Nos.**	**In 2024-25: 289 Nos.**	**More than 88% reduction**
	Better infrastructure and Rolling stock			
1.	**New Track KM added (Track km)**	**14,985 Nos.**	**34,428 Km**	**More than 2 times**
2.	**Flyovers (RoBs)/ Underpasses (RUBs) (Nos.)**	**4,148 Nos.**	**13,808 Nos.**	**More than 3 times**
3.	**Unmanned Level crossings (nos.) on BG**	**As on 31.03.14: 8948**	**As on 31.03.24: Nil (All eliminated by 31.01.19)**	**Removed**
4.	**Manufacture of LHB Coaches (Nos.)**	**2,337 Nos.**	**42,677**	**More than 18 times**

Other safety measures adopted on Indian Railways including Mumbai Suburban Section, the following action plan has been drawn up:-

1. Creation of Permanent holding areas at 73 identified stations:

- **During the festival season of 2024, holding areas were created outside stations. These waiting areas were able to hold large crowds at Surat, Udhna, Patna and New Delhi. Passengers were allowed to enter only when the train came to the platform.**
- **Similar arrangements were made during Mahakumbh at nine stations of Prayag area.**
- **Based on the experience of these stations, it has been decided to create permanent waiting areas outside stations at 73 stations across the country, which periodically face heavy crowds. Crowd build up will be controlled within the waiting area. Passengers will be allowed to go to platforms only when the trains arrive at the platform. This will decongest the platforms.**
- **Pilot projects have started at New Delhi, Anand Vihar, Varanasi, Ayodhya, and Ghaziabad stations.**

2. Access control:

- **Complete access control will be initiated at the 73 identified stations.**
- **Passengers with confirmed reserve tickets will be given direct access to the platforms.**

- **Passengers without a ticket or with a waiting list ticket will wait in the outside waiting area.**
- **All unauthorised entry points will be sealed.**

3. **Wider foot-over-bridges (FOB):**
   - **Two new designs of 12 metre wide (40 feet) and 6 metre wide (20 feet) standard FOB have been developed. These wide FOBs with ramps were very effective in crowd management during Mahakumbh. These new standard wide FOBs will be installed in all the stations.**
4. **Cameras:**
   - **Cameras helped crowd management in a big way during Mahakumbh. CCTV cameras at Railway stations and adjoining areas will aid close monitoring and management of crowd at railway station.**
5. **War rooms:**
   - **War rooms at large stations will be developed. Officers of all departments will work in the war room during crowd situations.**
6. **New generation communication equipment:**
   - **Latest design digital communication equipment like walkie-talkies, announcement systems, calling systems will be installed on all heavy crowd stations.**
7. **New design ID card:**
   - **All staff and service persons will be given a new design ID card so that only authorised persons can enter the station.**

8. New design uniform for staff:

- **All staff members will be given new design uniforms so that they can be easily identified during a crisis situation.**

9. Upgradation of Station Director post:

- **All major stations will have a senior officer as Station Director. All other departments will report to the Station Director.**
- **Station Director will get financial empowerment so that he can take on-the-spot decisions for improving the station.**

10. Sale of tickets as per capacity:

- **Station Director will be empowered to control the sale of tickets as per capacity of the station and the available trains.**

  Further, the following steps are being taken in coordination with other stakeholders to control the rush at stations:-

- **Coordination with GRP/State Police and concerned railway departments are made for ensuring crowd management.**
- **GRP & RPF staff is deployed at sensitive locations to regulate crowd smoothly during the heavy rush period and render real time assistance to passengers.**
- **GRP & RPF staff is deployed at foot-over bridges to regulate crowd smoothly in order to avoid stampede like situation during the heavy rush period and render real time assistance to passengers.**
- **Intelligence units (CIB/SIB) and plain cloth staff are deployed for collection of information about rush and**

accordingly arrangements were made associating GRP/Police.

Railway Protection Force (RPF) staff is adequately deployed to work in coordination with the Government Railway Police (GRP)/District Police to strengthen the overall security and protection of passengers.

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