

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
UNSTARRED QUESTION NO. 2966  
TO BE ANSWERED ON 06.08.2025**

**ACTION ON UNCLAIMED BODIES IN RAILWAY ACCIDENTS**

**2966. SHRI KALYAN BANERJEE:**

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

- (a) whether it is a fact that one third of those who have died on the railway lines/in accidents in the Country during last Fifteen years have remained unclaimed;**
- (b) if so, the details of number of such unclaimed bodies since 2019, State-wise;**
- (c) the action taken so far on unclaimed bodies; and**
- (d) the details of steps taken/to be taken to check the railway accidents during the last two years along with the detail of proposals received so far to avoid such accidents?**

**ANSWER**

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

**(a) to (d): ‘Police’ and ‘Public Order’ are State subjects under the Seventh Schedule to the Constitution of India and therefore, State Governments are responsible for prevention, detection, registration, and investigation of crime and maintenance of law and order on Railways through their law**

**enforcement agencies viz. Government Railway Police (GRP)/District Police. Railway Protection Force (RPF) supplements the efforts of GRP/ District Police to provide better protection and security to railway property, passenger area and passengers and for matters connected therewith.**

**The cases of unnatural death are registered and investigated by the state police as it is their constitutional responsibility. Accordingly, during investigation of the case, the dead bodies are handed over to the next of kin. In cases where the deceased are not identified, state police dispose such bodies as per the legal provisions.**

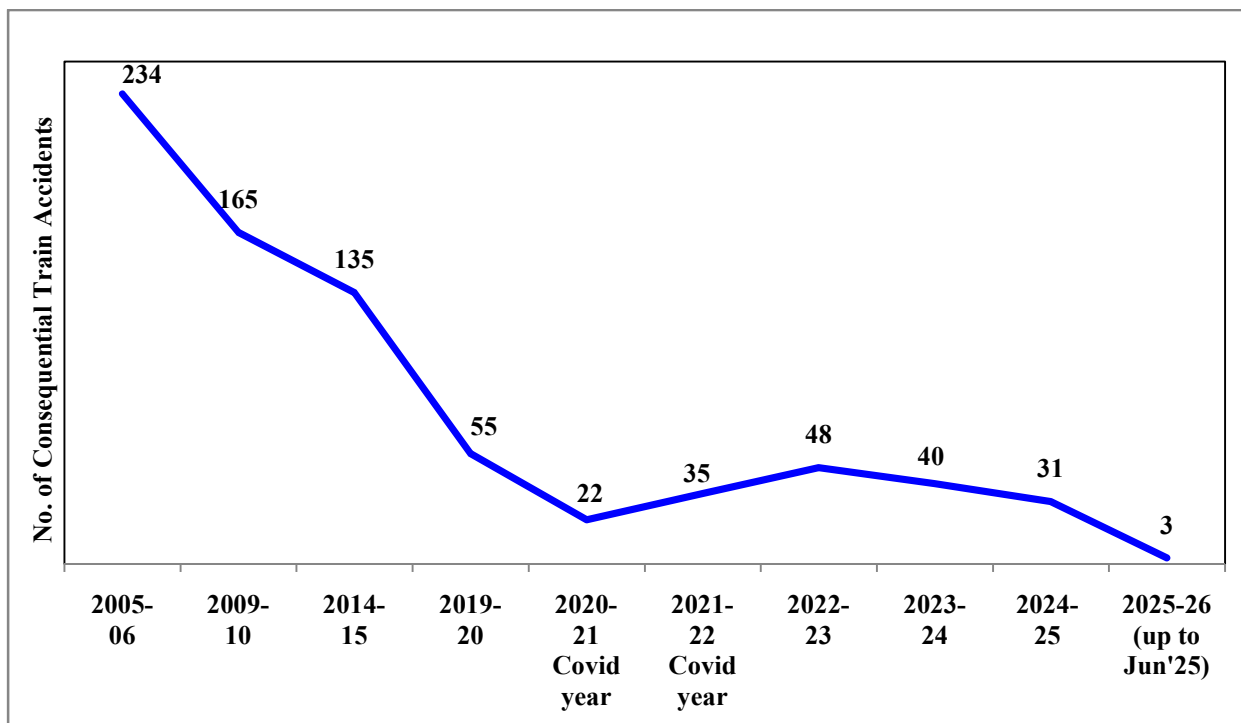
**The data related to unnatural deaths on railways is published by National Crime Record Bureau (NCRB) in Accidental Deaths & Suicides in India (ADSI). The data for the years 2023 & 2024 has not yet been published. However, the details of dead bodies which remained unclaimed / unidentified are not published separately by NCRB.**

**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).**

**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.**



- 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

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

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). Kavach has been successfully commissioned over Kota-Mathura section (Delhi – Mumbai route) covering 324 Route Kilometers on 30.07.2025.**

- 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:-**

<b>S.N</b>	<b>Item</b>	<b>2004-05 to 2013-14</b>	<b>2014-15 to 2024-25 (till March 25)</b>	<b>2014-25 Vs. 2004-14</b>
<b>Technological improvements</b>				
<b>1.</b>	<b>Use of high-quality rails (60 Kg) (Km)</b>	<b>57,450 Km</b>	<b>1.43 Lakh Km</b>	<b>More than 2 times</b>
<b>2.</b>	<b>Longer Rail Panels (260m) (Km)</b>	<b>9,917 Km</b>	<b>77,522 Km</b>	<b>Nearly 8 times</b>
<b>3.</b>	<b>Electronic Interlocking (Stations)</b>	<b>837 Stations</b>	<b>3,691 Stations</b>	<b>More than 4 times</b>
<b>4.</b>	<b>Fog Pass Safety Devices (Nos.)</b>	<b>As on 31.03.14: 90 Nos.</b>	<b>As on 31.03.25: 25,939</b>	<b>288 times</b>
<b>5.</b>	<b>Thick Web Switches (Nos.)</b>	<b>Nil</b>	<b>28,301 Nos.</b>	
<b>Better maintenance practices</b>				
<b>1.</b>	<b>Primary Rail Renewal (Track Km)</b>	<b>32,260 Km</b>	<b>49,941 Km</b>	<b>1.5 times</b>
<b>2.</b>	<b>USFD (Ultra Sonic Flaw detection) Testing of Welds (Nos.)</b>	<b>79.43 Lakh</b>	<b>2 Crore</b>	<b>More than 2 times</b>
<b>3.</b>	<b>Weld failures (Nos.)</b>	<b>In 2013-14: 3699 Nos.</b>	<b>In 2024-25: 370 Nos.</b>	<b>90 % reduction</b>
<b>4.</b>	<b>Rail fractures (Nos.)</b>	<b>In 2013-14: 2548 Nos.</b>	<b>In 2024-25: 289 Nos.</b>	<b>More than 88% reduction</b>
<b>Better infrastructure and Rolling stock</b>				
<b>1.</b>	<b>New Track KM added (Track km)</b>	<b>14,985 Nos.</b>	<b>34,428 Km</b>	<b>More than 2 times</b>



<b>2.</b>	<b>Flyovers (RoBs)/ Underpasses (RUBs) (Nos.)</b>	<b>4,148 Nos.</b>	<b>13,808 Nos.</b>	<b>More than 3 times</b>
<b>3.</b>	<b>Unmanned Level crossings (nos.) on BG</b>	<b>As on 31.03.14: 8948</b>	<b>As on 31.03.24: Nil (All eliminated by 31.01.19)</b>	<b>Removed</b>
<b>4.</b>	<b>Manufacture of LHB Coaches (Nos.)</b>	<b>2,337 Nos.</b>	<b>42,677</b>	<b>More than 18 times</b>

**The following steps are also being taken for Commuters safety over Indian Railways:-**

- 1. Various awareness and sensitization campaigns are conducted by railways using social media, digital & print media.**
- 2. Frequent announcement is made at railway stations using Loud Hailers as well as through Public Announcement systems cautioning passengers against crossing tracks, boarding moving trains and travelling on footboards.**
- 3. Short videos for passenger awareness are also displayed in Rail Display Network at railway station.**
- 4. Flex boards have been installed at vulnerable locations of trespassing to caution the passengers/public against crossing railway tracks.**
- 5. RPF staff is deployed at vulnerable locations to prevent trespassing and trespassers are prosecuted.**
- 6. Legal action is taken against persons travelling on train rooftops, footboards and other restricted places of the train formation.**