GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

LOK SABHA
STARRED QUESTION NO. 150
TO BE ANSWERED ON 10.12.2025

SAFETY AT RAILWAY TRACKS

***150. SHRI VIJAY KUMAR HANSDAK:**
SHRI BALWANT BASWANT WANKHADE:

Will the Minister of RAILWAYS be pleased to state:

(a) the number of deaths reported on Railway tracks and Railway unmanned crossings and number of death in train accidents during the last five years, year and zone-wise;

(b) the number of railway staff including track maintenance workers who lost their lives during the last five years, zone and year-wise;

(c) whether one of the reasons for these accidents is lack of manpower as backlog of vacant posts are not being fulfilled and if so, the details of vacant posts and recruitment done during the last ten years;

(d) the details of the measures taken/being taken by the Government to enhance track safety for passengers/staffs and towards clearing the backlog of vacant posts in Railways; and

(e) the details of percentage of the families who received financial compensation or any pendency thereof since 2020, year and zone-wise?

ANSWER

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

(SHRI ASHWINI VAISHNAW)

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

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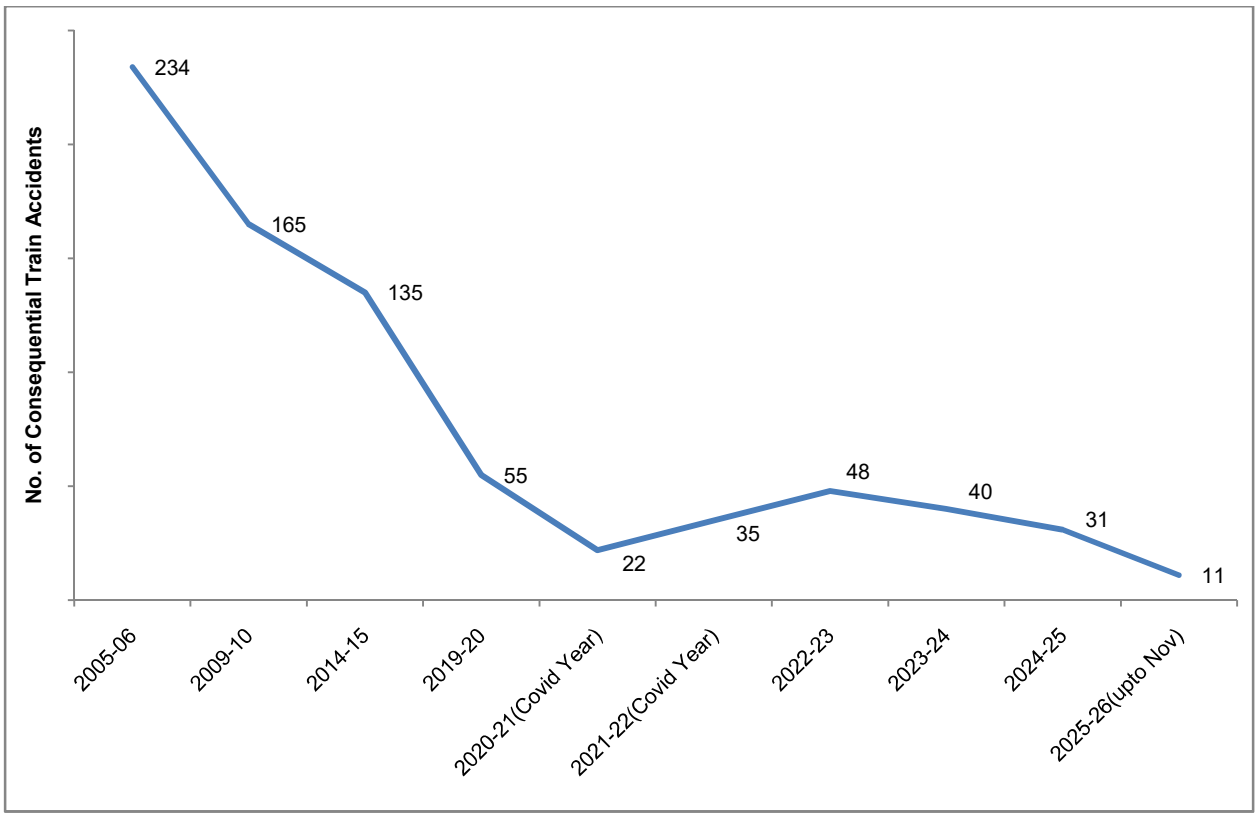
STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF LOK SABHA STARRED QUESTION NO. 150TO BE ANSWERED ON 10.12.2025

(a) to (e): 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 11 in 2025-26 (upto November, 2025).

The number of consequential train accidents during the last five years is depicted in the graph below:-



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
2024-25	31	18	92

The various safety measures taken to enhance safety in train operations are as under:-

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

Expenditure/Budget on Safety related activities (Rs. in Cr.)				
2013-14 (Act.)	2022-23 (Act.)	2023-24 (Act.)	2024-25	2025-26
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 6,656 stations up to 31.10.2025 to reduce accident due to human failure.
3. Interlocking of Level Crossing (LC) Gates has been provided at 10,098 Level Crossing Gates up to 31.10.2025 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 6,661 stations up to 31.10.2025.
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. Initially, Kavach Version 3.2 was deployed on 1465 RKm of South Central Railway and 80 RKm of North Central Railway. Kavach specification Version 4.0 was approved by RDSO on 16.07.2024. After extensive and elaborate trials, Kavach Version 4.0has been successfully commissioned onPalwal-Mathura-Kota- Nagda section (633 Rkm) on Delhi-Mumbai route and on Howrah-Bardhaman section (105 RKm) on Delhi-Howrah route. Kavach implementation has been taken up in balance sections of Delhi-Mumbai and Delhi-Howrah route. Further, Kavach implementation has been taken up on 15,512 RKm covering all GQ, GD, HDN and identified sections of Indian Railways.

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.

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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	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 Nos.	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 Km	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: 8,948	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

Policing is a state subject under the seventh schedule of the Constitution of India and accordingly, cases of unnatural deaths over Indian Railways are registered and investigated by the concerned police authorities, such as the Government Railway Police (GRP) or the district police based on their jurisdiction. Data on all unnatural deaths on Railway tracks, Railway unmanned crossings gate and in train accidents is published by National Crime Record Bureau (NCRB) in Accidental Deaths & Suicides in India (ADSI).

The following measures are taken by the Railways to prevent/minimise human deaths in untoward incidents on Railway track:

i. Zonal Railways have constituted 'Joint Committees' comprising officers of Safety, Security, Signal & Engineering departments to study the causes and suggest specific measures to minimise deaths due to untoward incidents including trespassing by humans. Accordingly, preventive and corrective measures are taken to improve and create infrastructure to minimise casualties.

ii. Regular announcements are made through Passenger Address System at Railway stations urging passengers to use foot over bridges (FOBs) and to avoid crossing of railway tracks.

iii. Various awareness campaigns are organized by Railways to sensitize passengers about the fatalities of crossing railway tracks, footboard/roof-top travelling, boarding/de-boarding running trains etc.

iv. Regular drives are conducted against trespassing, travelling on foot-board, steps, roof top of trains, boarding/de-boarding running trains and the persons apprehended are prosecuted under the relevant provisions of the Railways Act, 1989.

v. Railway Protection Force personnel are deployed on locations vulnerable for trespassing.

vi. Erection of boundary wall/fencing at identified locations, vulnerable to trespass.

vii. Warning sign boards are provided at conspicuous places for the awareness of passengers.

viii. Unauthorized trespassing on Railway premises including the Railway track is a punishable offence under section 147 of the Railways Act and action against the violators is taken accordingly.

Further, following measures have been taken for the safety and welfare of track maintenance employees:

i. **Track maintainers have been equipped with essential safety gears while working in hazardous environments. The major safety equipment like Retro Reflective Safety Jackets (Luminous Vests), Safety Shoes, Gloves, Safety Helmet with detachable miner's light, Tricolour Light Emitting Diode (LED) 3 cell Torch, Rain Coat, Winter Jacket etc. have been provided to them.**

ii. **In order to enhance efficiency and reduce physical strain of these employees, Light Weight Tools and equipment like Spanner, Hammer, Crowbar etc. have been provided. In addition, battery/**

hydraulic operated machines and automated systems have been devised for light maintenance tasks like extracting/ inserting fittings, tightening bolts, lubrication of rails joints etc. to minimize physical fatigue and improve productivity.

iii. Mechanized maintenance of tracks using various types of Track Machines have been introduced for all types of strenuous jobs such as tamping, ballast cleaning, lifting & aligning of track as well as grinding, cutting, drilling of rails etc. to reduce the manual efforts. Multi utility/ Rail borne vehicles have been provided for track maintenance to mobile gangs.

iv. To reinforce safety practices, regular counselling and medical examinations are carried out. Regular training sessions are conducted to raise awareness about potential hazards. The "Personal Safety First" programme with proper safety protocols is conducted through seminars and workshops, where these employees are trained on 'How to stay safe while working on or near the track'.

v. Regular training programs on track safety rules, use of machines/ tools, first-aid etc. are conducted through Zonal Training Centres (ZTC) with practical and visual training aids for better appreciation.

vi. As regard to welfare measures to employees, they have been provided Gang Tools cum Rest Room, Gang Huts, Toilet's facilities at manned level crossing, Water bottle (2 litre, heat insulated), family accommodation to take care of education and health of dependents. Further, Risk and Hardship Allowances has been provided according to nature of duty of the track maintainers.

vii. Flexibility in duty roaster as per climatic conditions and

requirements are permitted. Recognition and awards for exemplary performance in safety and maintenance of tracks are done for encouragement of track maintainers.

viii. VHF based Approaching Train Warning System gives an advance warning to staff through handheld VHF Receiver device on changing Advance Starter Signal to Green for coming train in block section. These devices are being provided to staff working on railway track of all routes for added safety in addition to normal protection precautions.

As a result of the above safety measures, there has been reduction in no. of deaths of railway staff during track maintenance work from 196 in 2013-14 to an average of 67 per year in the last 5 years, which is a reduction of about 66%.

Recruitment

Occurrence and filling up of vacancies are continuous process on Indian Railways considering its size, spatial distribution and criticality of operation. Adequate and suitable manpower is provided to cater to the regular operations, changes in technology, mechanizations and innovative practices. The vacancies are filled up primarily by placement of indents by Railways with Recruitment agencies as per operational and technological requirements.

In the Gazetted cadre, recruitments are made annually through UPSC for the ministry as a whole. Further, as compared to recruitment of 4988 number of officers during 2004-2013, 7,297 number of officers have been recruited in the Organised Services during 2014-2024.

Presently recruitment against 1,20,579 vacancies of non-gazetted personnel has been taken up on Indian Railways as per Annual Calendar 2024 and 2025.

During January to December 2024, ten Centralized Employment Notifications (CENs) for 92,116 vacancies were notified for filling up of posts of Assistant Loco Pilots (ALPs), Technicians, Sub-Inspectors, Constables in Railway Protection Force (RPF), Junior Engineers (JEs)/ Depot Material Superintendent (DMS)/ Chemical & Metallurgical Assistant (CMA), Paramedical Categories, Non-Technical Popular Categories (Graduate), Non-Technical Popular Categories (Under-Graduate), Ministerial & Isolated Categories and Level-1 categories such as Assistants, Track Maintainers and Pointsman.

First stage/Single stage Computer Based Tests (CBTs) for 59,678 posts has been completed. Details are as under:-

Exam	Candidates	Cities	Languages
1st Stage CBT for the post of ALP (18,799 vacancies)	18,40,347	156	15
CBT for the post of Technician (14,298 vacancies)	26,99,892	139	15
1st Stage CBT for the post of JE/DMS/CMA (7,951 vacancies)	11,01,266	146	15
CBT for the post of RPF-SI (452 vacancies)	15,35,635	143	15
CBT for the post of RPF-Constable (4,208 vacancies)	45,30,288	147	15
CBT for Paramedical Categories (1,376 vacancies)	7,08,321	143	15
1st Stage CBT for Non-Technical Popular Categories (Graduate) (8,113 vacancies)	58,41,774	141	15

1st Stage CBT for Non-Technical Popular Categories (Under Graduate) (3,445 vacancies)	63,27,473	157	15
CBT for Ministerial & Isolated categories (1,036 vacancies)	4,46,013	139	15
Total Candidates	2,50,31,009		

2nd stage CBTs for the posts of ALP, JE/DMS/CMA and Non-Technical Popular Categories (Graduate) has also been completed. Details are as under: -

Exam	Candidates	Cities	Languages
2nd Stage CBT for the post of ALP (18,799 vacancies)	2,66,363	112	15
2nd Stage CBT for the post of JE/DMS/CMA (7,951 vacancies)	1,17,339	118	15
2nd Stage CBT for Non-Technical Popular Categories (Graduate) (8,113 vacancies)	1,21,931	129	15
Total candidates	5,05,633		

Computer Based Aptitude Test (CBAT) for the post of ALP has also been completed. Details are as under:-

Exam	Candidates	Cities	Languages
CBAT for the post of ALP (18,799 vacancies)	1,32,044	84	2

CBT for 32,438 vacancies for level -1 categories has commenced from 27.11.2025 in 140 cities in 15 languages. Physical efficiency Test (PET) for 4,208 vacancies of Constable (RPF) has commenced from 13.11.2025.

Panels for more than 23,000 candidates for various posts including the

posts of Technicians, Junior Engineers, Paramedical Categories, Sub-Inspectors (RPF) and Assistant Loco Pilots have been finalised. Majority of them are in safety categories.

In addition, as per Annual Calendar for the year 2025, seven Centralized Employment Notifications (CENs) for 28,463 vacancies have also been issued. Details are as under:-

S. No.	CEN No.	Post Name	No. of Vacancies notified	Month of Notification
1	01/2025	Assistant Loco Pilots	9,970	March 2025
2	02/2025	Technicians	6,238	June 2025
3	03/2025	Para-Medical Categories	434	July 2025
4	04/2025	Section Controllers	368	August 2025
5	05/2025	Junior Engineers / Depot Material Superintendent	2,585	October 2025
6	06/2025	NTPC (Graduate)	5,810	October 2025
7	07/2025	NTPC (Under-Graduate)	3,058	October 2025

The RRB examinations are quite technical in nature entailing large scale mobilization of men and resources and training of manpower. Railway overcame all these challenges and successfully conducted the recruitment in a transparent manner following all laid down guidelines. No instance of paper leakage or similar malpractice has occurred during the entire process.

Recruitment done in Indian Railways during 2004-2005 to 2013-2014 vis-à-vis during 2014-2015 to 2024-2025 is given as under :-

Period	Recruitments*
2004-2005 to 2013-2014	4.11 lakh
2014-2015 to 2024-2025	5.08 lakh

*Including level-1 and Security related posts.

Further, as system improvement, the Ministry of Railways has introduced a system of publishing the annual calendar from 2024 for recruitment to various categories of Group 'C' posts. The introduction of the annual calendar is benefitting the aspirants in the following manner:

- More opportunities for candidates;
- Opportunities to those becoming eligible every year;
- Certainty of exams;
- Faster Recruitment process, Training and Appointments

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 individuals in train accidents during 01.01.2020 to 30.11.2025 is Rs. 32.72 Crore.

Compensation for death and 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 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 the deceased individuals in train accidents during 01.01.2020 to 30.11.2025 is Rs. 24.29 Crore.

Ex-gratia compensation is a financial assistance (Rs.25 lakhs w.e.f. 01.01.2016) paid by the Railways to the family/dependants of an employee in the event of death due to accidents while performing official duty etc.

Expeditious disbursement of ex gratia amount depends on several factors such as timely submission of required documents (viz. legal heir certificate), family disputes/rival claims, verification of the cause of deathetc. During last 5 years, in about 98% cases, ex-gratia compensation has already been paid by the respective Zonal Railways.

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