

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA**

**STARRED QUESTION NO. 246  
TO BE ANSWERED ON 17.12.2025**

**TRAIN ACCIDENTS IN SOUTHERN RAILWAY ZONE**

**\*246. DR. KALANIDHI VEERASWAMY:**

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

- (a) whether there has been increase in the number of train accidents in the Southern Railway zone particularly in Tamil Nadu during the last three years;**
- (b) if so, the details of such accidents including the number of casualties, causes and affected routes;**
- (c) the reasons indentified for these accidents (e.g. human error, infrastructure failure, signal malfunction etc.);**
- (d) whether the Government has taken cognizance of the delay in the implementation of the Kavach train protection system in Tamil Nadu and nearby railway zones and if so, the details thereof; and**
- (e) the reasons for the delay and the timeline by which Kavach is expected to be fully implemented in the said zone?**

**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. 246 TO BE ANSWERED ON 17.12.2025.**

**(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.**

**Number of Consequential Train Accidents has reduced as shown in the table below:-**

| <b>Year</b>                | <b>Consequential Accidents</b> |
|----------------------------|--------------------------------|
| <b>2014-15</b>             | <b>135</b>                     |
| <b>2025-26 (Till date)</b> | <b>11 (90% lesser)</b>         |

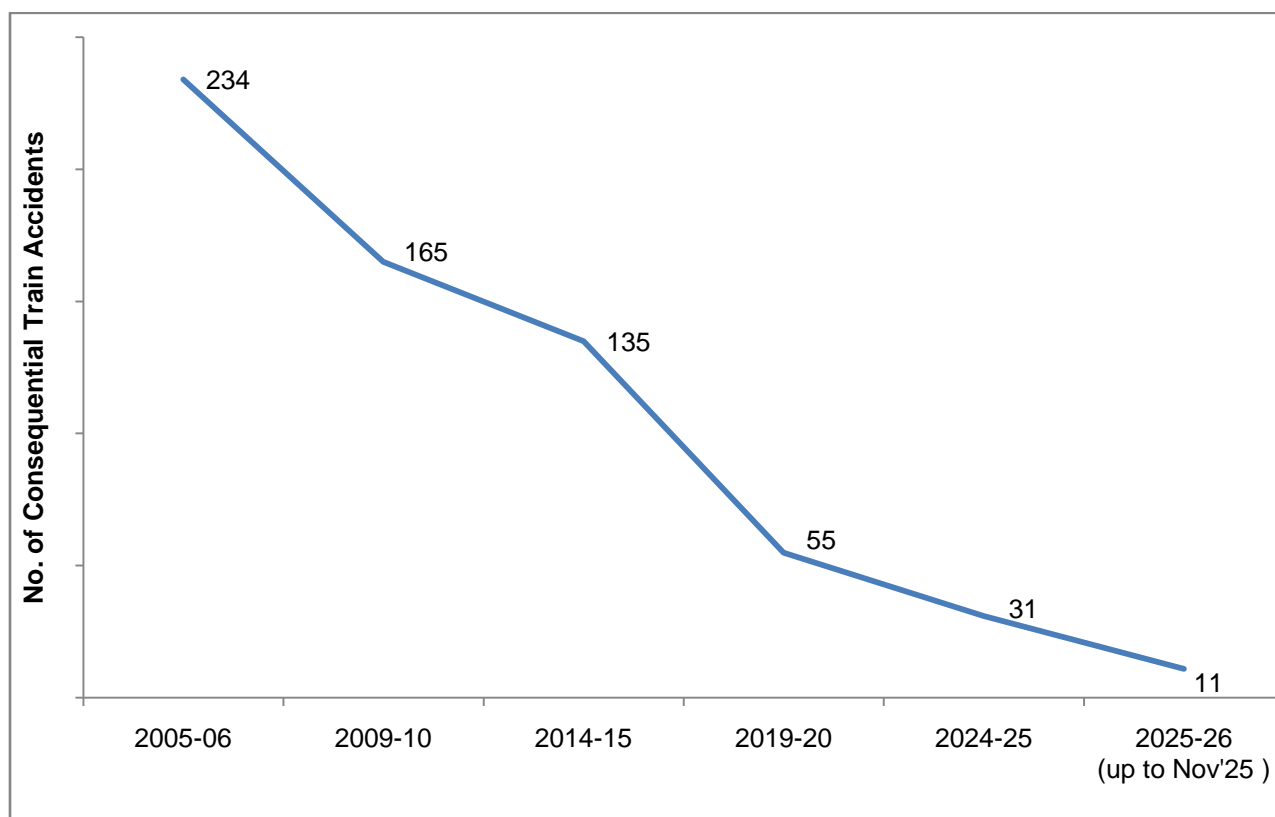
**Another important index showing improvement in safety in train operations is Consequential Accidents Index, the details of which are as under:-**

**Consequential Accident Index:-**

| <b>Year</b>    | <b>Accident Index</b>    |
|----------------|--------------------------|
| <b>2014-15</b> | <b>0.11</b>              |
| <b>2024-25</b> | <b>0.03 (73% lesser)</b> |

**This index measures number of consequential accidents as a ratio of total running Kilometers of all trains.**

$$\text{Accident Index} = \frac{\text{No. of consequential accidents}}{\text{No. of trains X million kilometers run}}$$



**The causes of the accidents that took place over Indian Railways broadly include track defects, loco/coach defects, equipment failures, human errors, etc.**

**During the last three years, 3 consequential train accidents have taken place over Southern Railway. No fatality took place in these 3 accidents. The year wise details are as under:-**

| Year    | Number of consequential accidents |
|---------|-----------------------------------|
| 2022-23 | 0                                 |
| 2023-24 | 2                                 |
| 2024-25 | 1                                 |
| Total   | 3                                 |

**The details of these accidents are as under:-**

| <b>S. No.</b> | <b>Brief Description of Accident</b>  | <b>Deaths</b> | <b>Injuries</b> |
|---------------|---|---------------|-----------------|
| <b>1.</b>     | <b>Derailment of 1 coach of Train No. 43217 (Chennai Central Suburban-Tiruvallur) Local EMU between Basin Bridge and Vyasarpadi stations on Chennai Division on 11.06.2023.</b> | <b>0</b>      | <b>0</b>        |
| <b>2.</b>     | <b>Derailment of Loco of Train No. 06464 (Nilambur Road-Palakkad Jn.) Express between Kulukkalur and Vallapuzha stations on Palghat Division on 15.11.2023.</b>                 | <b>0</b>      | <b>0</b>        |
| <b>3.</b>     | <b>Rear end collision between Passenger Train No. 12578 (Mysuru-Darbhanga) Express and Goods Train at Kavaraipettai station on Chennai Division on 11.10.2024.</b>              | <b>0</b>      | <b>9</b>        |

**Safety Measures:-**

**Various safety measures taken by Indian Railways 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:-**

| <b>Expenditure/Budget on Safety related activities (Rs. in Cr.)</b> |                           |                           |                 |                 |
|---|---------------------------|---------------------------|-----------------|-----------------|
| <b>2013-14<br/>(Act.)</b>   | <b>2022-23<br/>(Act.)</b> | <b>2023-24<br/>(Act.)</b> | <b>2024-25</b>  | <b>2025-26</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 6,656 stations up to 31.10.2025 to reduce accidents 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 4.0 has been successfully commissioned on Palwal-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.**

- 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.No.</b> | <b>Item</b>  | <b>2004-05 to<br/>2013-14</b>      | <b>2014-15 to<br/>2024-25</b>                               | <b>2014-25 Vs.<br/>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:<br/>90 Nos.</b> | <b>As on 31.03.25:<br/>25,939 Nos.</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:<br/>3,699 Nos.</b>  | <b>In 2024-25:<br/>370 Nos.</b>                             | <b>90 % reduction</b>          |
| <b>4.</b>    | <b>Rail fractures (Nos.)</b>                                     | <b>In 2013-14:<br/>2,548 Nos.</b>  | <b>In 2024-25:<br/>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 Km</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:<br/>8,948</b>   | <b>As on 31.03.24:<br/>Nil (All eliminated by 31.01.19)</b> | <b>Removed</b>                 |
| <b>4.</b>    | <b>Manufacture of LHB Coaches (Nos.)</b>                         | <b>2,337</b>                       | <b>42,677</b>   | <b>More than 18 times</b>      |

#### **Implementation of Kavach:-**

- Kavach is an indigenously developed Automatic Train Protection (ATP) system. Kavach is a highly technology intensive system, which requires safety certification of highest order (SIL-4).**



2. **Kavach aids the Loco Pilot in running of trains within specified speed limits by automatic application of brakes in case Loco Pilot fails to do so and also helps the trains to run safely during inclement weather.**
3. **The first field trials on the passenger trains were started in February 2016. Based on the experience gained and Independent Safety Assessment of the system by Independent Safety Assessor (ISA), three firms were approved in 2018-19, for supply of Kavach Ver 3.2.**
4. **Kavach was adopted as National ATP system in July 2020.**
5. **Implementation of Kavach system involves following key activities:-**
  - a. **Installation of Station Kavach at each and every station, block section.**
  - b. **Installation of RFID Tags throughout the track length.**
  - c. **Installation of telecom towers throughout the section.**
  - d. **Laying of Optical Fibre Cable along the track.**
  - e. **Provision of Loco Kavach on each and every Locomotive running on Indian Railways.**
6. **Based on deployment of Kavach version 3.2 on 1465 Rkm on South Central Railway and experience gained, further improvements were made. Finally, Kavach specification version 4.0 was approved by RDSO on 16.07.2024.**
7. **Kavach version 4.0 covers all the major features required for the diverse railway network. This is a significant milestone in safety for Indian Railways. Within a short period, Indian Railways has developed, tested and started deploying Automatic Train Protection system.**
8. **Major improvement in Version 4.0 includes increased Location Accuracy, Improved Information of Signal Aspects in bigger yards, Station to Station Kavach interface on OFC and Direct Interface to existing Electronic Interlocking System. With these improvements, Kavach Ver.4.0. is planned for large scale deployment over Indian Railways.**
9. **After extensive and elaborate trials, Kavach Version 4.0 has been successfully commissioned on 738 Route Km on Palwal–Mathura-Nagda section (633 Rkm) on Delhi–Mumbai route and Howrah–Bardhaman section**

**(105 Rkm) on Delhi–Howrah route. Kavach implementation has been taken up in balance sections of Delhi–Mumbai & Delhi–Howrah corridors.**

- 10. Progress of key items of Kavach on High density routes including Delhi–Mumbai & Delhi–Howrah corridors are as under:-**

| <b>S.No.</b> | <b>Item</b>                                 | <b>Progress</b>     |
|--------------|---|---------------------|
| <b>I.</b>    | <b>Laying of Optical Fibre Cable</b>        | <b>7,129 Km</b>     |
| <b>II.</b>   | <b>Installation of Telecom Towers</b>       | <b>860 Nos.</b>     |
| <b>III.</b>  | <b>Station Data Centre</b>                  | <b>767 Stations</b> |
| <b>IV.</b>   | <b>Installation of Track side equipment</b> | <b>5,672 RKm</b>    |
| <b>V.</b>    | <b>Provision of Kavach on Locos</b>         | <b>4,154</b>        |

- 11. Further, track side Kavach implementation work has been taken up on 15,512 RKm covering all GQ, GD, HDN and identified sections of Indian Railways.**
- 12. The sections mentioned above also pass through State of Tamil Nadu.**
- 13. Bids have been invited for equipping another 9,069 locomotives with Kavach version 4.0. Kavach is being provided progressively in a phased manner in locomotives.**
- 14. Specialized training programmes on Kavach are being conducted at centralized training institutes of Indian Railways to impart training to all concerned officials. By now, more than 40,000 technicians, operators and engineers have been trained on Kavach technology. This includes 30,000 Loco Pilots & Assistant Loco Pilots. Courses have been designed in collaboration with IRISSET.**
- 15. The funds utilized on Kavach works so far up to Oct'25 are Rs. 2,354.36 Crore. The allocation of funds during the year 2025-26 is Rs. 1,673.19 Crore. Requisite funds are made available as per the progress of works.**

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