

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
LOK SABHA
UNSTARRED QUESTION NO. 6194
TO BE ANSWERED ON 01.04.2026**

PASSENGER SAFETY IN TRAINS AND RAILWAY PREMISES

6194. SHRI JANARDAN SINGH SIGRIWAL:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government has taken note of incidents affecting the safety and security of passengers in trains and if so, the details thereof including the number of such incidents reported during the last three years;**
- (b) whether any new safety measures and technologies have been introduced in trains and railway premises to enhance passenger safety and if so, the present status of their implementation;**
- (c) whether the Government has strengthened coordination between the RPF, GRP and State authorities to ensure passenger safety and that joint initiatives are undertaken and if so, the details thereof;**
- (d) whether the Government proposes to introduce additional measures such as women's safety initiatives, helplines, mobile applications/emergency response systems in trains and if so, the details thereof along with the timeline for their implementation?**

ANSWER

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

(a) to (d): 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:-

Year	Consequential Accidents
2014-15	135
2025-26 (upto 25.03.2026)	15 (89% lesser)

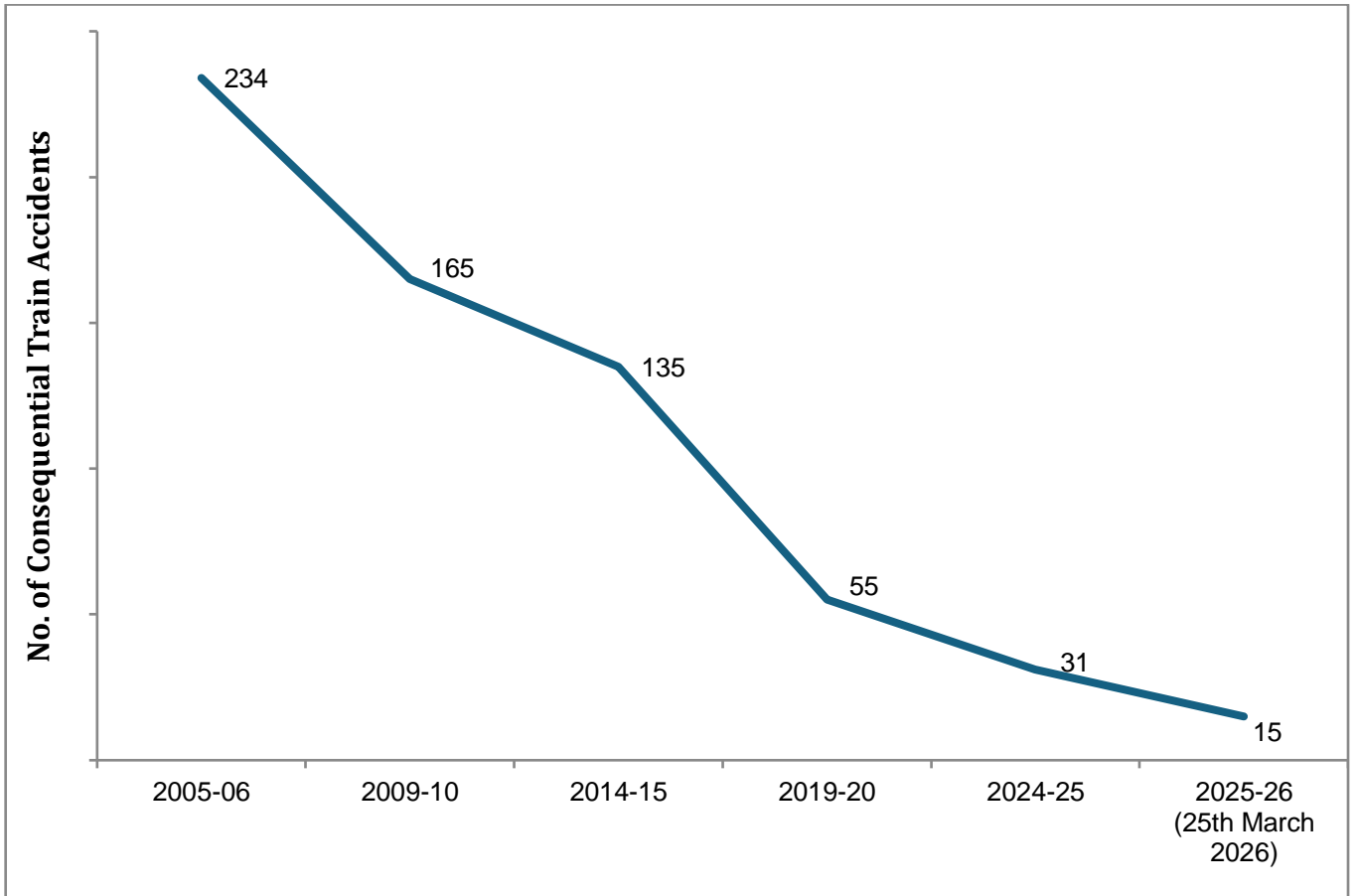
Another important index showing improvement in safety in train operations is Consequential Accident Index, the details of which are as under:-

Consequential Accident Index:-

Year	Accident Index
2014-15	0.11
2024-25	0.03 (73% lesser)
2025-26(upto February, 2026)	0.01

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

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

Year	Expenditure/Budget on Safety related activities (Rs. in Cr.)
2013-14	39,200
2022-23	87,336
2023-24	1,01,662
2024-25	1,14,022
2025-26	1,17,693
2026-27	1,20,389

2. **Electrical/Electronic Interlocking Systems with centralized operation of points and signals have been provided at 6,665 stations up to 28.02.2026 to reduce accidents due to human failure.**
3. **Interlocking of Level Crossing (LC) Gates has been provided at 10,153 Level Crossing Gates up to 28.02.2026 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 6,669 stations up to 28.02.2026.**
5. **Indian Railways has gone for implementation of indigenously developed Automatic Train Protection (ATP) system, which required safety certification of highest order (SIL 4). Kavach has been adopted as a National ATP system in July 2020. Based on deployment of Kavach version 3.2 on 1,465 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. After extensive and elaborate trials, Kavach Version 4.0 has been successfully commissioned on 1,638 Route Kilometres, covering the high density Delhi-Mumbai and Delhi-Howrah routes as below:**

S.No.	Section	Progress (Route Km)
(1)	Delhi–Mumbai route:	
i	Junction cabin – Palwal – Mathura – Nagda section	667
ii	Vadodara –Ahmedabad section	96
iii	Vadodara – Virar section	336
(2)	Delhi – Howrah route:	
i	Gaya Sarmatanr section	93
ii	Chota Ambana–Bardhaman – Howrah section	260

iii.	Subedarganj – Kanpur	186
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Further, track side Kavach implementation work has been taken up on 24,427 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:-

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	Nil	28,301 Nos.	

	(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

The design of rolling stock is done duly considering various safety provisions and passenger amenities etc in the coach. Further, modification and up gradation of coaches to enhance safety and amenities is a continuous and

ongoing process on Indian Railways (IR). Following measures have been taken with regard to improving safety in coaches:

- i. Provision of Minimum two Fire Extinguishers in all coaches over Indian Railways.**
- ii. Fire Detection & Suppression System has been provided in fire prone areas of Power cars and Pantry cars.**
- iii. Fire and smoke Detection system has been provided in coaches as per extant guidelines.**
- iv. Water mist type fire suppression system is being provided on pantry cars and power cars in phased manner.**
- v. Provision of emergency windows in coaches for evacuation in case of fire.**
- vi. Use of Fire-retardant material as per global fire-retardant norms in coaches for seats/berths, panels, flooring, insulation, toilets etc for improved fire safety.**
- vii. Use of fire retardant E-beam cable in coaches.**
- viii. Use of different level of protection in the form of fuses, Miniature Circuit breaker (MCBs) and Motor protection Circuit Breakers (MPCBs) in the electrical circuits to prevent the damage from electrical faults/surges.**
- ix. Provision of Aerosol based fire suppression system in electrical cabinets.**
- x. Further, up-gradation of material in line with global standards is regularly being carried out with fitment of new generation material in Amrit Bharat & Vande Bharat Sleeper trains.**
- xi. Display of "Fire Notices" for widespread information in all coaches to inform and alert passengers regarding various "Do's" and "Don'ts" to prevent fire. These include messages regarding not to carry any inflammable material, explosives, prohibition of smoking inside the coaches and penalties etc.**

xii. Prohibition of flame based cooking in coaches.

'Police' and 'Public Order' are State subjects under the Seventh Schedule to the Constitution of India. Therefore, State Governments are responsible for prevention, detection, registration and investigation of crime and maintenance of law and order on Railways.

State Governments maintain law & order through Government Railway Police (GRP) and 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 numbers of incidents reported of crime against passengers in Railways are published by National Crime Records Bureau (NCRB). This data is used for analysis and to formulate deployment plans in coordination with the GRP.

The following steps are being taken by the Railways in coordination with GRP/Local Police for safety and security of passengers(including women passengers) in trains and at stations:-

- i. RailMadad is Indian Railways grievance redressal mechanism that provides passengers an integrated platform for grievances, assistance and inquiry. In RailMadad, passengers can seek redressal through multiple channels such as Helpline number-139, RailMadad Web, App and SMS. RailMadad also allows passengers to share feedback on the resolution of their grievances.'**
- ii. Surveillance is kept through CCTV cameras provided in number of coaches and railway stations for enhanced security of passengers.**

- iii. Frequent announcements are made through Public Address System to educate passengers to educate passengers on precautionary measures for their safety and security.**
- iv. Railways are in regular touch with passengers through various social media platforms like. Twitter, Facebook, etc. to enhance security of passengers and to address their security concerns.**
- v. With a view to strengthening the surveillance mechanism at sensitive railway stations, an Integrated Security System (ISS) has been installed, comprising a Closed Circuit Television (CCTV) surveillance system with analytical features, access control, personal baggage screening systems, Hand Held Metal Detectors (HHMDs), Bomb detection systems, drone-based surveillance and vehicle scanning systems (UVSS). Sniffer dogs are also deployed across different Zonal Railways for detection of explosives.**
- vi. On vulnerable and identified routes/sections, trains are escorted by the Railway Protection Force (RPF) in addition to those escorted by the Government Railway Police (GRP) of various States. Zonal Railways have been instructed for deployment of an appropriate combined strength of male and female RPF/RPSF personnel in train escort parties, to the extent possible.**
- vii. The present strength of women personnel in RPF is 9.71 percent which is highest amongst the CAPFs in India.**
- viii. 'Meri Saheli' initiative has been launched with an objective to provide enhanced safety and security to lady passengers travelling alone in long distance trains for their entire journey i.e. from the originating station to destination station. Dedicated teams of lady RPF personnel have been formed for its implementation.**
- ix. Drives are conducted to restrict entry of male passengers into the compartments reserved for ladies and the offenders are prosecuted under relevant law.**

- x. A reservation quota of six berths in sleeper class in long distance Mail/Express trains and a reservation quota of six berths in 3AC class of Garib Rath/Rajdhani/Duronto/fully air-conditioned Express trains for female passengers irrespective of their age travelling alone or in a group of female passengers.**
- xi. A combined reservation quota of six to seven lower berths per coach in Sleeper class, four to five lower berths per coach each in Air Conditioned 3 tier (3AC) and three to four lower berths per coach in Air Conditioned 2 tier (2AC) classes (depending on the number of coaches of that class in the train) for senior citizens, female passengers 45 years of age and above and pregnant women.**
- xii. Second class accommodation for women in the second Class-cum Luggage-cum Guard's Coach (SLR) in most of the long distance Mail/Express trains.**
- xiii. Exclusive unreserved coaches/compartments for female passengers in EMU (Electrical Multiple Unit)/DMU (Diesel Multiple Unit)/MMTS(Multi Modal Transport System) trains & local passenger trains depending upon demand pattern as well as availability of accommodation.**
- xiv. State Level Security Committee of Railways (SLSCR) have been constituted for all State/Union Territories under the Chairmanship of respective Director General of Police/Commissioner of States/Union Territories for regular monitoring and review of security arrangements of the Railways.**
- xv. Biannual Conferences of GRP Chief with Ministry of Railways are conducted to enhance coordination between the Ministry of Railways and States.**
