

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA**

**STARRED QUESTION NO. 7  
TO BE ANSWERED ON 24.02.2016**

**ACCIDENTS IN RAILWAY**

**\*7. SHRI VINAYAK BHAURAO RAUT:  
SHRI P. NAGARAJAN:**

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

- (a) the details of major and minor train accidents reported during the last three years and the current year in the country including goods trains;**
- (b) the number of persons killed/injured and the value of Government property damaged therein;**
- (c) the details of the compensation paid to the victims;**
- (d) whether the Government has conducted any inquiry into these accidents, if so, the details thereof and the outcome thereof; and**
- (e) the steps taken by the Government to prevent recurrence of rail accidents?**

**ANSWER**

**MINISTER OF RAILWAYS**

**(SHRI SURESH PRABHAKAR PRABHU)**

**(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 STARRED QUESTION NO. 7 BY SHRI VINAYAK BHAURAO RAUT AND SHRI P. NAGARAJAN TO BE ANSWERED IN LOK SABHA ON 24.02.2016 REGARDING ACCIDENTS IN RAILWAY**

**(a): Details of consequential train accidents (excluding incident at unmanned level crossings caused due to negligence of road vehicle users) during the last three years is 69 in 2012-13, 71 in 2013-14, 85 in 2014-15 and 67 in the current year up to January, 2016.**

**(b) & (c): Details of number of casualties, loss of railway property, including the amount of compensation paid by Railways for death/injury in Train Accidents during the last three years, i.e. 2012-13, 2013-14, 2014-15 and in the current year upto January, 2016 are provided as under:**

Year	Number of Accidents	Casualties		Loss suffered in terms of property by Indian Railways (Approx. ₹ in crore)	Compensation paid by Indian Railways (Approx. in ₹ )
		Killed	Injured		
<b>2012-13</b>	<b>69</b>	<b>81</b>	<b>276</b>	<b>54.23</b>	<b>3,18,84,776/-</b>
<b>2013-14</b>	<b>71</b>	<b>54</b>	<b>118</b>	<b>38.01</b>	<b>1,49,21,759/-</b>
<b>2014-15</b>	<b>85</b>	<b>162</b>	<b>372</b>	<b>72.07</b>	<b>1,27,48,008/-</b>
<b>2015-16</b>	<b>67</b>	<b>64</b>	<b>136</b>	<b>35.19*</b>	<b>1,66,69,696/-*</b>
<b>Upto January, 2016</b>					

**Note: Compensation paid in a year does not necessarily relate to the accidents in that year. The amount of compensation depends upon the number of cases finalized by Railway Claims Tribunal in a particular year irrespective of the year(s) in which the accidents have occurred.**

**\* Provisional figures**

**(d): Each and every train accidents on Indian Railways are inquired into either by Commissioner of Railway Safety (CRS) under the Ministry of**

**Civil Aviation or Departmental Inquiry Committee of the Railway. During the last three years, i.e. 2012-13, 2013-14, 2014-15 and in the current year upto 31<sup>st</sup> January, 2016, altogether 292 consequential train accidents (excluding incidents at unmanned level crossings caused due to negligence of road vehicle users) occurred on Indian Railways. Based on the findings as contained in accident inquiry reports and/or is currently available as prima-facie cause, 204 accidents were caused due to failure of Railway Staff, 32 due to failure on the part of other than Railway staff, 14 due to failure of equipments, 10 due to Sabotage, 01 due to combination of factors, 28 due to incidental factors and no one was held responsible in two cases. Departmental inquiry in one accident is underway.**

**(e): Safety is accorded the highest priority by Indian Railways and all possible steps are undertaken on a continual basis to prevent accidents and to enhance safety. These include timely replacement of over-aged assets, adoption of suitable technologies for upgradation and maintenance of track, rolling stock, signalling and interlocking systems, safety drives, greater emphasis on training of officials and inspections at regular intervals to monitor and educate staff for observance of safe practices. Safety devices/systems being used to prevent accidents include complete track circuiting, provision of Block Proving Axle Counters (BPAC), Auxiliary Warning System (AWS), Colour Light LED Signals, Vigilance Control Device (VCD), usage of 60kg rails and Pre-stressed Concrete Sleepers, long rail panels, better welding technology, progressive use of Linke Hofmann Busch (LHB) Coaches, Centre Buffer Couplers with Integral Coach Factory (ICF) Coaches, etc.**