

**GOVERNMENT OF INDIA  
RAILWAYS  
LOK SABHA**

UNSTARRED QUESTION NO:527  
ANSWERED ON:20.02.2003  
RAIL ACCIDENTS  
AJAY CHAKRABORTY

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

- (a) the details of railway accidents took place during the last more than two years since January 2000 to January 2003;
- (b) the number of passengers killed/injured in each case and the compensation paid; and
- (c) the growth rate of accidents and the reason for each of these accidents and remedial action taken by the Government in this regard?

**Answer**

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA)

(a) to (c). A statement is attached

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (c) OF UNSTARRED QUESTION NO.527 ASKED BY SHRI AJ CHAKRABORTY AND SHRIMATI NATIS ENT OB E ANSWERED IN LOKSABHA ON 20.02.2003 REGARDING RAIL ACCIDENTS

(a) & (b). The following are the details of rail accidents that took place during the last two years since January, 2000 to January 2003, along with the details of the numbers killed, injured and the compensation paid:-

S. NO	PARTICULARS	JANUARY 2000 TO MARCH 2001)	2000-01 TO (April 2001)	2001-02 (April 2002)	2002-03# (April 2003)
1.	No. of accidents	114	473	414	304
2.	No. of passengers killed	26	55	85	152
3.	No. of passengers injured	44	286	565	484

# Provisional

Compensation amounting to Rs. 340.5 lakhs has been paid for death/injury of passengers in train accidents during the period 1.1.2000 to 1.1.2003.

(c) The total number of accidents declined by 12.5 % during 2001-02, as compared to 2000-01. The detailed causewise breakup of accidents from January 2000 to January 2003 is given below:-

Brief Causes	January 2000 to March 2001)	2000-2001 to (April 2001)	2001-2002 to (April 2002)	2002-2003# (April 2003)
	March 2000 to March 2001)	2000 to January 2001)	2001 to January 2002)	2002 to January 2003)

Failure of Railway Staff	64	293	248	180
Failure of Other Than Railway Staff	31	109	103	83
Equipment Failure	9	33	24	4
Sabotage	4	19	14	18
Combination of Factors		4		
Incidental	3	11	20	16
Could not be Established Under Investigation	3	4	5	2
Total	114	473	414	304

# Figures are provisional

Steps taken to prevent accidents on Indian Railways are as under :-

- (i) A non – lapsable Special Railway Safety Fund of Rs. 17,000/- crore. has been set up for renewal of over aged assets and for safety enhancement works.
- (ii) All the Production Units, majority of repair workshops and large number of Sheds/Depots have achieved ISO 9002 certification for their Quality maintenance system.
- (iii) Procurement of new generation diesel locomotives with enhanced safety features such as multi-re-setting vigilance control device, computer controlled brake system, extended dynamic brake and creep control to avoid wheel slipping.
- (iv) Odour-cum-fume type hot box detectors are under lab tests for timely detecting and detaching hot boxes thereby preventing breakage of axle/ journals on the run.
- (v) New wagons being inducted in to the system are equipped with more reliable Casnub Bogies and Air Brake System. Bogie Mounted Brake System on wagons has also been developed . The use of Composition Brake Blocks on wagons is being progressively increased.
- (vi) Improvement in rolling stock design to reduce the impact of accidents and resultant casualties.
- (vii) There has been progressive increase in use of Tie Tamping and Ballast Cleaning Machines for track maintenance. Track Renewal Trains are also being used.
- (viii) For monitoring track geometry and running characteristics of the track, sophisticated track recording cars, oscillograph cars and portable accelerometers are being used progressively .
- (ix) For detection of rail fractures/weld failures, adequate double rail Ultra Sonic Flaw Detectors have been procured. Self Propelled Ultrasonic Rail Testing Cars are being procured.
- (x) Training to Railway staff is provided immediately after their recruitment and thereafter their knowledge is refreshed periodically. Seminars /Workshops/field demon stations are also organized for permanent way staff from time to time to enhance /update their knowledge.
- (xi) The specifications of rail steel have been upgraded and are in conformity with the International Union of Railways ( UIC) specifications .

- (xii) To keep the track in good condition , track renewals are carried out whenever it becomes due subject to availability of funds.
- (xiii) Derailment prone four wheeler wagons(CRT wagons) are being phased out of service.
- (xiv) Procurement of new generation diesel locomotives with enhanced safety features such as multi-re-setting vigilance control device, computer controlled brake system, extended dynamic brake and creep control to avoid wheel slipping.
- (xv) Fitment of micro processor control speed recorders to monitor speed of the train.
  
- (xvi) Procurement of simulators as training aid to improve training of running staff.
- (xvii) Odour-cum-fume type hot box detectors are under lab tests for timely detecting and detaching hot boxes thereby preventing breakage of axle/ journals on the run.
- (xviii) New wagons being inducted in to the system are equipped with more reliable Casnub Bogies and Air Brake System. Bogie Mounted Brake System on wagons has also been developed . The use of Composition Brake Blocks on wagons is being progressively increased.
- (xix) Improvement in rolling stock design to reduce the impact of accidents and resultant casualties.
- (xx) Patrolling of railway track by gagmen is carried at vulnerable locations during monsoon /summer and winter.
- (xxi) Closer liaison is being maintained with State Police Departments, wherever required for prevention of crime on Railway tracks and bridges.
- (xxii) Stringent penalty to the extent of dismissal/removal from service is being imposed on officials causing serious accidents.