

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

STARRED QUESTION NO:47

ANSWERED ON:04.12.2003

TRAIN ACCIDENTS

JYOTIRADITYA MADHAVRAO SCINDIA;RAGHUNATH JHA

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of minor/major train accidents including those of goods trains reported since July, 2003 alongwith reasons, accident-wise;
- (b) the loss of railway property and the number of persons killed and injured alongwith the compensation paid to them, accident-wise;
- (c) the reasons for not sending the rescue team with adequate relief material at accident site on time;
- (d) the steps taken/to be taken by the Government to see that enough relief supplies reach the accidents site on time;
- (e) the details of the findings of the commissions of inquiry ordered into these accidents and action taken thereon;
- (f) the names of officials found guilty and the action taken/proposed to be taken against them, accident-wise; and
- (g) the remedial steps taken by the Government to check such accidents in future?

Answer

MINISTER OF RAILWAYS (SHRI NITISH KUMAR)

(a) to (g): A Statement is laid on the Table of the Sabha.

STATEMENT REFERRED TO IN REPLY TO PARTS (अ) (g) OF LOK SABHASTARRED QUESTION NO.47 ASKED BY S/SH JYOTIRADITYA M. SCINDIA AND RAGHUNATH JHA TO BE ANSWERED ON 04-12-2003 REGARDING TRAIN ACCIDENTS

(a): There have been 149# consequential train accidents during the period July, 2003 to November, 2003. Their break-up is as under :

Type of accidents	Involving Passenger trains	Involving Other (goods) trains	Total#
Collision	02	1	03
Derailment	53	45	98
Manned Level crossing accident	03	01	04
Unmanned Level crossing accidents	31	06	37
Fire/Explosion in Train	04	-	04
Miscellaneous	03	-	03
Total	96	53	149*

(# = Provisional)

Broad causes of the accidents, that occurred during the period July-November 2003, were as under :

Broad causes#	Number of accidents#
Failure of Railway staff	84
Failure of other than Railway staff	42
Failure of equipment	01
Sabotage	07
Combination of factors	-
Incidental	08

Not established	01
Under investigation	06
Total	149

(# = Provisional)

(b): The number of persons killed and injured in these accidents during the period July 2003 to November, 2003 are as under :

	Collisions	Derailments	Manned Level	Unmanned level	Fire/Explos	Misc.	Total#
	crossing accidents	crossing accidents	Trains				
Killed	04	29	03	53	01	-	90
Injured	21	58	02	59	18	45	203

(# = Figures are provisional)

The loss of railway property was approximately Rs.26.83 crores# in the accidents that occurred during the period July-November2003. The compensations payable to the victims of these accidents, are to be settled by the Railway Claims Tribunal. However, an amount of Rs 38.56 lakhs has been paid, as an ex gratia, to the injured and next to the kin of the deceased.

(# = Figures are provisional)

(c) & (d): Prompt relief and rescue arrangements were made in the accidents and no case of inadequacy has been reported during the period. However, a review of the system of disaster management has been done by a high level committee and the recommendations of the committee have been accepted. The accepted recommendations are at various stages of implementation.

(e): No Commission of Inquiry has been set up during the period July- November 2003. However, statutory inquiries into accidents by the Commissioner of Railway Safety were conducted in 14 accidents. Final Inquiry Reports have been received in 8 cases and the recommendations made therein mainly pertain to skills of driving crews, digital voice recorder, review of design of 'sand humps', blood test of drivers, supervision of work sites, etc,. The recommendations of the Commission of Railway safety are examined from various angles including feasibility, practicability and operational implications etc. Action on the accepted recommendations is a continuous process.

(f): Responsibilities are fixed on the officials as an outcome of accident inquiry proceedings and appropriate disciplinary action is taken against them. 92 officials have been held responsible for lapses leading to various accidents, the proceedings of which have been finalized during the period. Major penalties were imposed on 24 officials and 68 were taken up under Minor penalties. (These do not necessarily relate to the accidents occurring in the period)

(g) In order to prevent accidents the following measures are being taken: -

(i) A non lapsable Special Railway Safety Fund (SRSF) of Rs.17, 000 crores has been setup to wipe out the arrears of replacement of over-aged assets like track, bridges, rolling stock, and signalling gears within a fixed time frame of six years. The fund has been operational since October, 2001.

(ii) Extended field trials of prototype Anti Collision Device (ACD) have been successfully completed on Northern Railway. Works of provision of ACD covering about 3500 route kms on Northeast Frontier, Southern, South Central, South Western, and Northern Railway have been sanctioned. ACD survey for 10,000 route kms has also been sanctioned.

- (iii) Fouling Mark to Fouling Mark track circuiting on entire 'A', 'B', 'C', 'D' and 'D Spl.' routes, where maximum permissible speed is more than 75 kmph, has been completed.
- (iv) Auxiliary Warning System has been working on Mumbai suburban sections.
- (v) Last vehicle check by Axle Counter has been introduced on over 200 block sections and is being progressively added.
- (vi) To meet the situation arising out of track stresses and fatigue, upgradation of track structure, whenever called for, is undertaken on a planned basis by utilization of 60-kg rails on concrete sleepers. The specifications of rail steel have been upgraded and are in conformity with the International Union of Railways (UIC) specifications
- (vii) For improving maintenance and better asset reliability, Railways are continuing to eliminate fish-plated joints on tracks by welding rails to convert all single rails into long welded rails to the extent possible. During relaying/construction of new lines/gauge conversion, long welded rails are laid on concrete sleepers to the extent possible. Turnouts are also being improved systematically
- (viii) "Quality Management Systems" have been developed and implemented as per the ISO 9001 Quality standards in all the Production Units, majority of the Workshops and some of the sheds/depots. All other important manufacturing/repair units have also been advised to develop and implement Quality Management Systems. Ultrasonic testing equipment is being used for detection of flaws in the axles.
- (ix) There has been progressive increase in the use of Tie Tamping and ballast cleaning machines for track maintenance. Also, sophisticated Track Recording Cars, Ultrasonic Flaw Detectors, Self Propelled Ultrasonic Rail Testing Cars, Oscillograph Cars and Portable Accelerometers are being used progressively.
- (x) Track renewals are carried out whenever they become due for renewal.
- (xi) Modern bridge inspection and management system is being adopted, which will involve non-destructive testing techniques, under water inspections, fibre composite wrapping, mapping unknown foundations and integrity testing, etc.
- (xii) Intensive patrolling of railway track is carried out at vulnerable locations during monsoon, summer and winter.
- (xiii) Interlocking of level crossing gates and provision of telephones at manned level crossings are some of the other safety aids being installed.
- (xiv) New technological inputs like solid state interlocking, digital axle counter, high performance point machines are being progressively introduced for enhanced safety and reliability of signalling systems
- (xv) Walkie-talkie sets have been provided to Drivers and Guards of all trains for faster communication. Guards and Drivers are also being progressively provided with LED based electronic flashing lamps and hand signal lamps having better visibility than the conventional kerosene-lit signal lamps.
- (xvi) Training facilities for drivers, guards and staff connected with train operation have been modernised, including use of Simulators for training of drivers. Rs.73 crores have been provided under SRSF for upgradation of Training Institutes.
- (xvii) Performance of the staff connected with train operation is being constantly monitored and those found deficient, are sent for crash training courses.
- (xviii) Periodical Safety Audit of different divisions by multi-disciplinary teams has been introduced. Inter-Railway inspections and inspections by Railway Board teams have also been introduced.
- (xix) Drivers are given Breathalyzer tests to check for alcohol consumption, while signing on and surprise checks enroute are also undertaken to identify defaulters.
- (xx) Emphasis is given on surprise inspections and ambush checks. Night inspections are conducted regularly to eradicate adoption of short-cut methods and those found to be slack, are taken up.
- (xxi) With the revamping of Railway Recruitment Boards (RRBs), quality of staff being selected through RRBs has substantially improved.
- (xxii) Use of fire retardant materials for coach furnishings is adopted
- (xxiii) Fire resistant PVC flooring, interior paneling, ceiling, upholstery etc. is being used.
- (xxiv) Improvement in materials used in electrical fittings, fixtures such as MCB, light fittings, terminal boards, connectors etc. has been undertaken.

(xxv) Intensive publicity campaigns are undertaken to prevent the travelling public from carriage of inflammable goods.