

(d) The Notification for operationalisation of the new Zone will be issued after submission of Detailed Project Report (DPR) by OSD/SCoR and its approval by the Competent Authority.

Maintenance of railway tracks and coaches

103. SHRI TIRUCHI SIVA: Will the Minister of RAILWAYS be pleased to state:

(a) the details of the number of railway accidents that have taken place over the last five years due to issues of maintenance of tracks and/or coaches, State-wise; and

(b) the steps being taken by Government to regularly monitor and maintain the tracks and coaches in order to reduce the incidence of railway accidents?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) Safety is accorded the highest priority by Indian Railways and all possible steps are undertaken on a continual basis to ensure safe running of trains. Indian Railways have taken several key measures, as a result of which the consequential train accidents have decreased from 135 in 2014-15 to 59 in 2018-19. These are lowest ever figures in the history of Indian Railways.

Indian Railways maintains accident data zone-wise. Accidents in railways are due to various reasons like tampering, human errors, condition of tracks and rolling stock, especially in view of historical neglect in investment in infrastructure, signaling errors, especially in view of old signaling system in the country and so on. Number of consequential train accidents due to track and coach defects during the last five years i.e. 2014-15 to 2018-19 zone-wise over Indian Railways are given below. As per final cause and findings of inquiry reports, these accidents took place purely on account of track and coach defects.

Zonal Railway	2014-15		2015-16		2016-17		2017-18		2018-19	
	Track	Coach	Track	Coach	Track	Coach	Track	Coach	Track	Coach
Number of consequential train accidents on account of:										
1	2	3	4	5	6	7	8	9	10	11
Central	5	0	2	0	6	0	2	1	0	0
Eastern	0	0	1	0	1	0	0	0	0	0
East Central	1	1	3	0	5	0	3	0	2	0
East Coast	2	0	1	0	1	0	0	0	2	0

1	2	3	4	5	6	7	8	9	10	11
Konkan	2	0	1	0	0	0	0	0	0	0
North Central	0	0	0	0	1	0	0	0	0	0
North Eastern	2	0	2	0	0	0	4	0	2	0
North East	0	0	0	0	1	0	1	0	2	0
Frontier										
North Western	0	0	1	0	1	0	0	0	0	0
Northern	1	2	1	0	6	1	4	1	3	0
South Central	0	0	1	0	0	0	0	1	1	0
South Eastern	2	0	0	0	0	0	0	0	1	0
South East	0	0	2	0	3	0	0	0	0	0
Central										
South Western	0	0	2	0	1	0	0	0	0	0
Southern	0	0	2	0	4	0	0	0	3	0
West Central	0	0	1	0	0	0	0	0	1	0
Western	1	0	0	1	4	1	1	0	0	0
Metro Kolkata	0	0	0	0	0	0	0	0	0	0
TOTAL	16	3	20	1	34	2	15	3	17	0

(b) Steps are being undertaken on continuing basis for upkeep of tracks to prevent accidents, which include replacement of over-aged assets, adoption of suitable technologies for up-gradation and maintenance of track. Safety drives and inspections at regular intervals are carried out to monitor and educate staff for observance of safe practices. All preventive and predictive maintenance of the Railways assets is being undertaken to ensure safe train operation. Special safety drives are undertaken from time-to-time.

Indian Railways has already adopted the technological upgradation in safety aspects of coaches and wagons by way of introducing Modified Centre Buffer Couplers, Bogie Mounted Air Brake System (BMBS), improved suspension design and provision of Automatic fire and smoke detection system in coaches. These modifications are being provided in newly manufactured coaches and wagons on a regular basis.

Adequate instructions and guidelines are available for maintenance of Rolling Stock. Zonal Railways have been advised to ensure compliance of maintenance instructions to ensure safe running of coaches.