GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

LOK SABHA
STARRED QUESTION NO. 247
TO BE ANSWERED ON 05.08.2026

ACCIDENT AT LEVEL CROSSING IN MURSHIDABAD DISTRICT, WEST BENGAL

***247. SHRI SELVAGANAPATHI T.M.:**

Will the Minister of RAILWAYS be pleased to state:

(a) whether accidents at level crossings have increased during the last several years and if so, the details thereof;

(b) the details of such incidents reported during the last three years, year-wise;

(c) whether it is a fact that recently four casualties were reported after a train rammed into a multi-utility vehicle at an open level crossing in Murshidabad district of West Bengal and if so, the details thereof; and

(d) whether it is a fact that the gate dashing at level crossings has become a serious issue and the Railway is yet to come up with a firm solution to address this issue and if so, the details thereof?

ANSWER

MINISTER OF RAILWAYS, INFORMATION & BROADCASTING AND ELECTRONICS & INFORMATION TECHNOLOGY

(SHRI ASHWINI VAISHNAW)

(a) to (d): A Statement is laid on the Table of the House.

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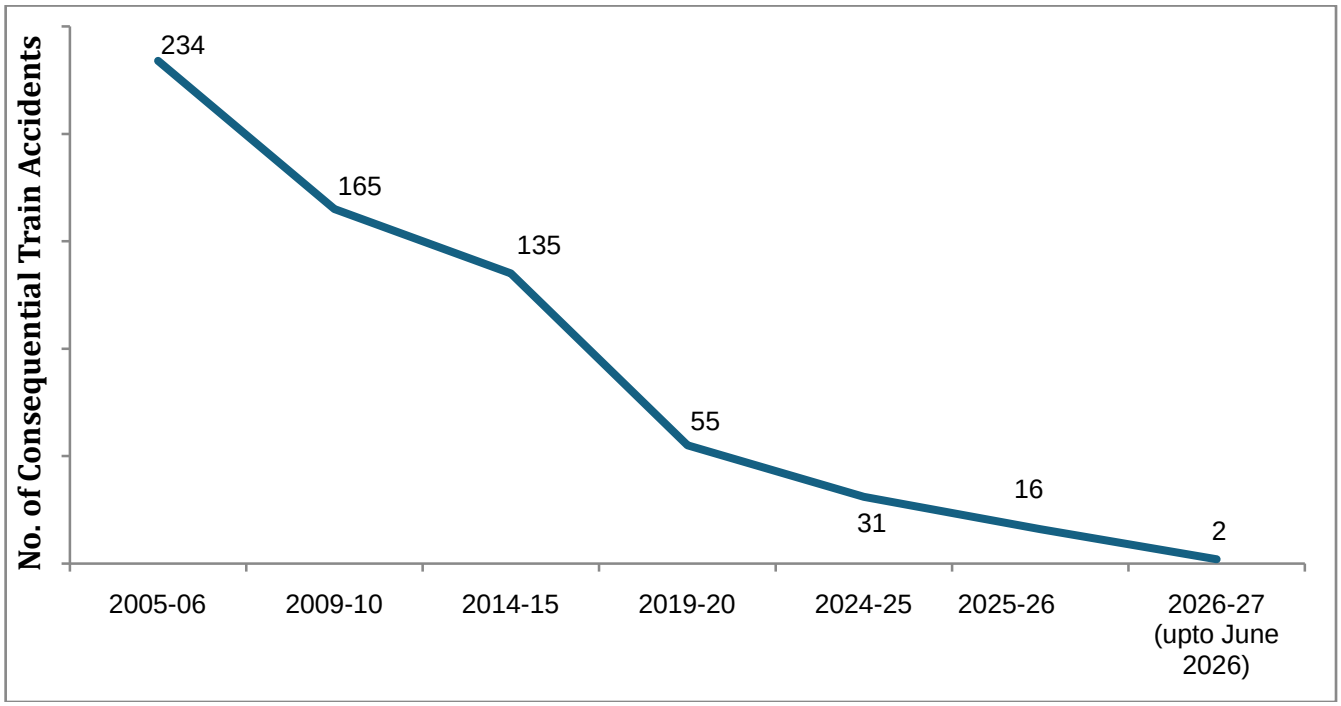
STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF STARRED QUESTION NO.247 TO BE ANSWERED ON 05.08.2026 IN LOK SABHA

(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	16 (88% lesser)
2026-27 (Up to June 2026)	2

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
2025-26	0.01 (91% lesser)

This index measures number of consequential accidents as a ratio of total running kilometers of all trains.

$$\text{Accident Index} = \frac{\text{No. of consequential accidents}}{\text{No. of trains X million kilometers run}}$$

During the last 3 years and the current year 2026-27 (up to 30.07.2026), there have been 3 consequential train accidents on manned level crossing gates over Indian Railways.

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

1. **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 6,671 stations up to 30.06.2026 to reduce accidents due to human failure.**
3. **Interlocking of Level Crossing (LC) Gates has been provided at 10,395 Level Crossing Gates up to 30.06.2026 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 6,671 stations up to 30.06.2026.
5. 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.
6. System of disconnection and reconnection for S&T equipment as per protocol has been re-emphasized.
7. All locomotives are equipped with Vigilance Control Devices (VCD) to improve alertness of Loco Pilots.
8. 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.
9. 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.
10. 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.
11. Mechanisation of track laying activity through use of track machines like PQRS, TRT, T-28 etc. to reduce human errors.
12. Maximizing supply of 130m/260m long rail panels for increasing progress of rail renewal and avoiding welding of joints, thereby improving safety.
13. Ultrasonic Flaw Detection (USFD) testing of rails to detect flaws and timely removal of defective rails.

14. Laying of longer rails, minimizing the use of Alumino Thermic Welding and adoption of better welding technology for rails i.e., Flash Butt Welding.
15. Monitoring of track geometry by OMS (Oscillation Monitoring System) and TRC (Track Recording Cars).
16. Patrolling of railway tracks to look out for weld/rail fractures.
17. The use of Thick Web Switches and Weldable CMS Crossing in turnout renewal works.
18. Inspections at regular intervals are carried out to monitor and educate staff for observance of safe practices.
19. 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.
20. Detailed instructions on issues related with safety of Track, e.g. integrated block, corridor block, worksite safety, monsoon precautions, etc. have been issued.
21. Preventive maintenance of railway assets (Coaches & Wagons) is undertaken to ensure safe train operations.
22. Replacement of conventional ICF design coaches with LHB design coaches is being done.
23. All unmanned level crossings (UMLCs) on Broad Gauge (BG) route have been eliminated by January 2019.
24. 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.
25. 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.

26. 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.

27. Regular counselling and training of staff is undertaken.

28. 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. No.	Item	2004-05 to 2013-14	2014-15 to 2025-26	2014-26 Vs. 2004-14
	Technological Improvements			
1.	Use of high-quality rails(60 Kg) (Km)	57,450 Km	1.63 Lakh Km	More than 2.8 times
2.	Longer Rail Panels (260m) (Km)	9,917 Km	87,219 Km	Nearly 9 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 31.03.26: 31,693 Nos.	352 times
5.	Thick Web Switches (Nos.)	Nil	35,971 Nos.	
	Better Maintenance Practices			
1.	Primary Rail Renewal (Track Km)	32,260 Km	57,583 Km	1.78 times

2.	USFD (Ultra Sonic Flaw detection) Testing of Welds (Nos.)	79.43 Lakh	2.25 Crore	More than 2.8 times
3.	Weld failures (Nos.)	In 2013-14: 3,699 Nos.	In 2025-26: 272 Nos.	93 % reduction
4.	Rail fractures (Nos.)	In 2013-14: 2,548 Nos.	In 2025-26: 208 Nos.	92% reduction
	Better Infrastructure and Rolling Stock			
1.	New Track KM added (Track Km)	14,985 Km	36,429 Km	Almost 2.5 times
2.	Flyovers (RoBs)/Underpasses (RUBs) (Nos.)	4,148 Nos.	14,362 Nos.	More than 3 times
3.	Unmanned Level crossings (Nos.) on BG	As on 31.03.14: 8,948	As on 31.03.26:Nil (All eliminated by 31.01.19)	Removed
4.	Manufacture of LHB Coaches (Nos.)	2,337 Nos.	49,366 Nos.	More than 21 times

Implementation of Kavach:-

1. Kavach is an indigenously developed Automatic Train Protection (ATP) system. Kavach is a highly technology intensive system, which requires safety certification of highest order (SIL-4).
2. Kavach aids the Loco Pilot in running of trains within specified speed limits by automatic application of brakes in case Loco Pilot fails to do so and also helps the trains to run safely during inclement weather.
3. The first field trials on the passenger trains were started in February 2016. Based on the experience gained and Independent Safety Assessment of the system by Independent Safety Assessor (ISA), three firms were approved in 2018-19, for supply of Kavach Ver 3.2.
4. Kavach was adopted as National ATP system in July, 2020.
5. Implementation of Kavach System involves following Key Activities:-
   a. Installation of Station Kavach at each and every station, block section.

b. Installation of RFID Tags throughout the track length.

c. Installation of telecom Towers throughout the section.

d. Laying of Optical Fibre Cable along the track.

e. Provision of Loco Kavach on each and every Locomotive running on Indian Railways.

6. Based on deployment of Kavach version 3.2 on 1465 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.

7. Kavach version 4.0 covers all the major features required for the diverse railway network. This is a significant milestone in safety for Indian Railways. Within a short period, IR has developed, tested and started deploying Automatic Train Protection System.

8. Major improvement in Version 4.0 includes increased Location Accuracy, Improved Information of Signal Aspects in bigger yards, Station to Station Kavach interface on OFC and Direct Interface to existing Electronic Interlocking System. With these improvements, Kavach Ver.4.0. is planned for large scale deployment over Indian Railways.

9. After extensive and elaborate trials, Kavach Version 4.0 has been successfully commissioned on 2,633 Route Kilometres as on 31.07.2026, covering the high density Delhi- Mumbai and Delhi-Howrah routes as below:-

S. No.	Section	Progress (Route Km)
(1)	Delhi– Mumbai route: 1,423 Rkm	
I	Tilak Bridge – Junction cabin – Palwal – Mathura – Kota – Nagda – Ratlam – Vadodra – Virar Section	1,327
ii	Vadodara – Ahmedabad Section	96

(2)	Delhi – Howrah route: 1,210 Rkm	
i.	Chipyana – Tundla – Kanpur – Subedarganj Section	563
ii.	Kanpur – Lucknow Section	71
iii.	Mirzapur – DDU (Excluding) Section	64
iv.	DDU(FOC) – Bhabua Road Section	50
v.	Sasaram – Pheser Section	43
vi.	Gaya – Sarmatarn – Nimiaghat Section	159
vii	Chota Ambana – Bardhaman – Howrah Section	260

10. In addition, track side Kavach implementation work is being taken up on 21,794 RKM covering all GQ,GD,HDN and identified sections of Indian Railways.

11. The total progress of key items of Kavach on Indian Railway sections are as under:-

S. No.	Item	Progress
i	Laying of Optical Fibre Cable	11,547 Km
ii	Installation of Telecom Towers	1,721 Nos.
iii	Station Data Centre	1,009 Station
iv	Installation of Track side equipment	7,726 RKm
v	Provision of Kavach in Loco	6,290 Nos.

12. In addition, work for installation of Kavach in 7,190 Locomotives and 1,200 EMU/MEMU has been taken up.

13. Specialized training programmes on Kavach are being conducted at centralized training institutes of Indian Railways to impart training to all concerned officials. By now more than 94,000 technicians, operators and engineers have been trained on Kavach technology. This

includes about 57,000 Loco Pilots & Assistant Loco Pilots. Courses have been designed in collaboration with IRISET.

14. **The cost for provision of Track Side including Station equipment of Kavach is approximately Rs. 50 Lakhs/Km and cost for provision of Kavach equipment on locomotives is approximately Rs. 80 Lakh/Loco.**
15. **The funds utilized on Kavach works so far up to Jun'26 are Rs. 3,875 Crore. The allocation of funds during the year 2026-27 is Rs. 2,066 Crore. Kavach work is going at good pace in the entire country. Requisite funds are made available as per the progress of works.**

The Murshidabad Incident:-

A collision incident of a school van (Tata Sumo) with the passenger train (53054 DN Nimtita – Katwa passenger) took place in the morning (at about 6:41 Hrs) of 17.07.2026 at the Manned Level Crossing (MLC) gate no 24 A/2 on the Azimganj – Katwa Section of Howrah Division of Eastern Railway. The details are as under:

Azimganj – Katwa section is a double line section. At about 06:41 Hrs on 17.07.2026, 53054 DN Nimtita – Katwa Passenger (going towards Katwa on Down line) reached Manned level crossing no. 24A/2 (situated between Khagraghat Road and Karna Subarana stations) and dashed with Tata Sumo which was crossing the railway tracks through level crossing. While the train was passing, level crossing gate was supposed to be closed but it was in open condition.

Just before this train, 13431 UP Nabadwip Express (going towards Azimganj on UP line) passed this level crossing at about 06:39 Hrs with level crossing gate in closed condition. However, the gate was opened by Gateman after this train passed before allowing 53054 DN Nimtita – Katwa Passenger train which was about to arrive.

Prima Facie cause of the accident was opening of gate after passing of UP train no. 13431 Nabadwip – Belurghat Express without passing 53054 DN Nimtita – Katwa Passenger.

FIR has been registered against the on duty Gateman by GRP/Azimganj and Gateman has been arrested. The concerned Permanent way supervisor has also been suspended. Further, a senior level departmental Inquiry is being conducted to ascertain why the gate was opened by the Gateman.

In the said incident, 5 persons lost their lives and 4 persons sustained injuries. Total amount of Rs 56 Lakhs has been paid by the Railways as ex-gratia payment to the next of kin of the deceased and injured individuals.

Construction of Road over Bridges/ Road under Bridges:-

Level Crossings (LCs) are eliminated either by providing Road over Bridges/ Road under Bridges (ROBs/ RUBs) in lieu of LCs or through direct closure (for low traffic LCs) or by diversion of road traffic to nearby ROB/RUB/LC depending upon the site conditions.

No. of ROBs/ RUBs constructed on Indian Railways during the period 2004-14 viz-a-viz 2014-26 (Upto May'26) is as under:-

Period	ROBs/ RUBs constructed
2004-14	4,148 Nos.
2014-26 (Upto May'26)	14,451 Nos. (547 Nos. in the State of West Bengal)

As on 01.06.2026, 4,993 Nos. ROBs/RUBs works are sanctioned at a cost of approx.₹ 1,17,492 Cr on Indian Railways which are at various stages of planning and execution.

Of these, 363 Nos. ROBs/ RUBs works at a cost of approx. ₹8,060 Cr are sanctioned in the state of West Bengal including 27 Nos. ROB/RUB works at

a cost of approx. ₹ 428 Cr in Murshidabad district which are at various stages of planning and execution.

Completion & commissioning of ROB/RUB works depends on various factors like cooperation of State Governments in giving consent for closure of LC, fixing of approach alignment, approval of General Arrangement Drawing (GAD), land acquisition, removal of encroachment, shifting of infringing utilities, statutory clearances from various authorities, law and order situation in the area of project / work sites, duration of working season in a year for the particular project / area due to climatic conditions etc. All these factors affect the completion time of the projects/works.

Further, Railways have taken following measures to expedite the progress of work:

i. **Joint survey with concerned State Govt./Road Owning Authority is done before finalizing the General Arrangement Drawing (GAD) to ensure smooth execution.**
ii. **Periodic meetings of Railway & State Government officials are done to resolve various issues related to ROB/RUB works.**
iii. **Standardization of superstructure and substructure drawings for various combinations of span, skewness and width of road on the Railway portion has been done to avoid delays during the design approval. This has been issued in the form of a compendium, which can be directly adopted for Road Over Bridge across Railway lines for expeditious planning.**

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