

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

RAJYA SABHA
UNSTARRED QUESTION NO. 272
ANSWERED ON 21.07.2023

CAG REPORT ON DERAILEMENTS OF TRAIN

272 SHRI A. D. SINGH:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether Comptroller and Auditor General (CAG) in its report on Derailments in Indian Railway has revealed multiple shortcomings and made several recommendations; if so, the details thereof;
- (b) number of recommendations that have been implemented by Government and the recommendations yet to be implemented;
- (c) the time frame Government will take to implement all recommendations;
- (d) whether CAG has recommended time frame for conducting and finding accident enquiries; and
- (e) if so, action taken by Government in this regard?

ANSWER

MINISTER OF RAILWAYS, COMMUNICATIONS AND
ELECTRONICS & INFORMATION TECHNOLOGY

(SHRI ASHWINI VAISHNAW)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF UNSTARRED QUESTION NO. 272 BY SHRI A. D. SINGH ANSWERED IN RAJYA SABHA ON 21.07.2023 REGARDING CAG REPORT ON DERAILMENTS OF TRAINS

(a) to (e): The summary of recommendations made by Comptroller and Auditor General (CAG) in its report on Derailment in Indian Railways and the remarks on them are given as follows:-

S. No.	Summary of Recommendations	Remarks
1.	IR should ensure strict adherence to the scheduled timelines for conducting and finalization of accident inquiries.	<p>The focus of the inquiry is to carry out a thorough analysis so as to arrive at the 'root cause' of the accident. As per complexity of an accident case, multiple witnesses are required to be examined, detailed investigation reports e.g. Metallurgical, Chemical test reports from Laboratories, RDSO, Forensic Examination report from state agencies and other external agencies are required by the Inquiry committee to arrive at the 'root cause' of the accident for taking corrective and preventive actions.</p> <p>For departmental inquiry of consequential train accidents, timeline has been set to D+30 days since December 2019, as detailed studies and investigations are to be carried out to determine the root cause of the accident.</p> <p>The progress of departmental inquiry for their early finalization is monitored at the highest level at Zonal Railway Headquarters as well as at Railway Board.</p>
2.	IR may develop a strong monitoring mechanism to ensure timely implementation of maintenance activities by adopting fully mechanized methods of track	<p>Indian Railway has a set system of inspection, maintenance and renewal of track. Condition of track is regularly monitored through running of Track Recording Car and Oscillation Monitoring system at prescribed frequencies.</p> <p>Indian Railway has already adopted a web enabled</p>

	maintenance and improved technologies.	Track Management System(TMS) to ensure monitoring of the track maintenance activities at various levels of Railway working. The position of the TMS has enabled the field engineers to plan and deploy the modern track machines efficiently.												
3.	Railway Administration must follow the ‘guiding principles for deployment of RRSK funds’ to avoid fund constraints in the area of Priority-I works.	<p>Prioritisation of works has been enshrined in MOF’s Guidelines for Operation of RRSK (OM No.35(06)/PF.II/2016 dated 5.7.2017). It was envisaged that Civil Engineering works shall be given highest priority. Accordingly, bulk of the expenditure from RRSK funds supported by GBS and other sources was on Engineering works.</p> <p>There was no shortfall on expenditure on Priority-I works.</p> <p>Against a corpus of Rs.1 lakh crore for RRSK works, IR made a gross expenditure of Rs.1,08,743 crore from 2017-18 to 2021-22.</p>												
4.	IR may prepare the ‘Detailed Outcome Framework’ for each item of safety work as per the indicative outcomes to gauge whether the benefits derived out of the RRSK funds are in the conformity with the objectives behind the creation of the Fund.	<p>Outcome indicator for track renewal works executed with funds under RRSK has been identified as “Reduction in rail/weld failures”. Due to assured funding under RRSK and thrust on track renewal works, reduction in number of rail/weld failures have been achieved as given below:</p> <table><tr><td>Type of failure</td><td>2017-18</td><td>2022-23</td><td>Reduction</td></tr><tr><td>Rail Fracture</td><td>1671</td><td>531</td><td>68.22%</td></tr><tr><td>Weld failure</td><td>2604</td><td>724</td><td>72.19%</td></tr></table>	Type of failure	2017-18	2022-23	Reduction	Rail Fracture	1671	531	68.22%	Weld failure	2604	724	72.19%
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