

**PRESS RELEASE**

**OFFICE OF THE COMPTROLLER AND AUDITOR GENERAL OF INDIA  
NEW DELHI**

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**21 December 2022**

**CAG's Audit Report on Derailment in Indian Railways tabled in  
Parliament**

Audit Report No 22 of 2022 of Comptroller and Auditor General of India on Union Government (Railways) on "Derailment in Indian Railways" was tabled in Parliament here today.

This report presents the results of the audit on "Derailment in Indian Railways". The report covers issues, such as, inspection and maintenance of track to prevent derailments, investigations on derailments/collisions and implementation of the preventive recommendations, utilisation of Rashtriya Rail Sanraksha Kosh (RRSK) fund for ensuring safety of track etc.

Audit observed that -

- There were shortfalls ranging from 30-100 *per cent* in inspections by Track Recording Cars. Track machines remained idle for want of required traffic blocks by the Operating Department, blocks not planned by Divisions, operational problems etc. **Para 2.2 and 2.4.1**
- Analysis of 'Inquiry Reports' of derailment accidents revealed that 24 factors were mainly responsible for derailments. The total damages/loss of assets in these cases was reported as ` 32.96 crore. **Para 3.2.2**
- 'Engineering Department', 'Operating Department' and 'Mechanical Department' accounted for 422, 275 and 182 derailments respectively. The major factors responsible for derailments were 'maintenance of track', 'deviation of track parameters beyond permissible limits incorrect setting of points', 'wheel diameter variation and defects in coaches/wagons etc. **Para 3.3.1**
- In 540 cases (63 *per cent*), the 'inquiry reports' were not submitted to the accepting authority within the prescribed time schedule. There was also delay in the acceptance of the reports by accepting authorities in 421 cases (49 *per cent*) **Para 3.4.1**
- The allotment of funds for Track Renewal works and the expenditure on high priority works from RRSK showed a declining trend during 2017-20. The

funds allocated to track renewal works were also not fully utilized. There was incorrect booking of expenditure to RRSK to the tune of ` 48.21 crore. Out of 1127 derailments during 2017-21, 289 derailments (26 *per cent*) were linked to track renewals.

**Para 4.3 and 4.4**

- The Standing Committee on Railways (2016-17) observed that the track should be maintained in a safe and fit condition. The Committee also observed that the target kept for track renewals were not commensurate with the actual requirement on ground. Audit observed that the target for complete track renewal were not achieved during 2017-2020. In regard to comment of the Standing Committee on increasing trend of accidents due to failure on the part of Railway Staff, Audit noted that there were 128 SPAD (Signal Passing at Danger) cases during 2017-21.

**Para 5.2 and 5.2.2**

- As per the information available, there were 20471 Manned Level Crossings (MLCs) in Indian Railways. Out of these, only 2908 MLCs (nine *per cent*) targeted for elimination during 2018-21. Audit observed that out of 2908 MLCs, 2059 MLCs (70 *per cent*) were eliminated.

**Para 6.3.1**