

PRESS RELEASE

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

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CAG's Audit report on Railways presented in Parliament

Audit Report No.19 of 2019 – 'Union Government (Railways) – Compliance Audit' was laid on the table of both Houses of Parliament here today.

The Audit Report consists of audit findings relating to compliance issues in respect of the Ministry of Railways and its various field units. The Audit Report includes five pan India paragraphs and 40 individual Paragraphs. These deficiencies/irregularities were noticed during the course of audit over Indian Railways during the year 2017-18.

The Private Freight Terminals (PFTs) policy was introduced (May 2010) to enhance Railways share in the overall transport chain through participation of private sector. Hon'ble Minister of Railways in his Budget speech 2016-17 had announced '*Mission Hundred*'. It was targeted that in the next two years (2016-18) at least 100 sidings (Private Terminals) would be commissioned to generate 100 Million Tonnes (MTs) of freight traffic. Out of 121 applications received for setting up of PFTs, only 58 PFTs could be set up during 2010-18. Proposals of 63 PFTs were pending/under process at various stages. The main reasons for pending cases were time consuming approval process and lack of pro-active approach on part of Railways in dealing with proposals. Further, as against the target generation of 100 Million Tonnes (MTs) of freight traffic, only 29.40 *per cent* (29.393 Million Tonnes) was achieved during this period. Audit also noticed absence of weighing facility at the PFTs which increases the risk of overloading and may cause damage to wagons and railway tracks.

(Para 2.1)

The Kumbh Mela, 2019 was held between 15 January 2019 and 4 March 2019 for 49 days. Railways had an integral role in ensuring smooth organisation of the event by actively coordinating with the State Government. Audit noted that issues such as running of special trains, works related to passenger amenities and safety, medical facilities to passengers, waste management at station premises were not adequately addressed by Railways. These caused inconvenience to passengers coming for the Kumbh Mela. Temporary fencing at vulnerable locations (track & station entry point) were not completed. This led to cases of free movement of cattle on tracks and passengers trespassing.

Railway estimated (September 2018) an evacuation of 33 lakh passengers, which was subsequently revised (December 2018) to 45.48 lakh. Railways intimated a figure of 73.66 lakh evacuation of passengers during Mela period. Railways planned 821 special trains. They, however, ran only 565 special trains. A significantly higher number of passengers, with fewer special trains resulted in large overcrowding of trains and caused much inconvenience to passengers. **(Para 7.3)**

Automatic Ticket Vending Machines (ATVMs) were introduced by Indian Railways in October 2007 to reduce congestion of unreserved class passengers and long queuing at the ticket counters. As on 31 March 2018, 3851 ATVMs and 459 Co-ATVMs¹ have been installed over 14 Zonal Railways against the sanction of 5514 ATVMs and 450 Co-ATVMs.

In ECR and NEFR, no ATVMs/ Co-ATVMs were installed. During 2015-18, the share of tickets sold through ATVMs/Co-ATVMs was only 16.90 per cent of the total sale of unreserved tickets at 271 stations selected in audit.

ATVM scheme suffered from frequent failure of machines (per machine failure rate during four months test check period by Audit was 57.64 hours for ATVMs and 189.73 hours for Co-ATVMs), lack of passenger awareness (In a survey conducted 32 *per cent* of the respondents were aware) and other shortcomings. Zonal Railways did not effectively take up the matter of rectification/repair of ATVMs/Co-ATVMs with the supplying firms. **(Para 2.2)**

Meeting Energy demand through Renewable sources. Indian Railways is the single largest consumer of electricity in India, consuming

¹ AVTMs are touch screen-based ticketing kiosks operated using Smart Cards and Co-AVTMs are cash/smart card operated ticket vending machine.

about 1.8 crore MWh per year. It has set for itself a target of meeting 10 *per cent* of its total energy demand through “Renewable” energy sources such as solar power and biomass by year 2020. As part of their Solar Mission, Railways have planned (2015-16) setting up of 1000 MW solar plants. Audit noticed that Railways have been able to implement projects only to extent of 22.453 MW out of 295 MW planned (about 8 *per cent*) till March 2018. No works of ground mounted solar plants were commissioned. **(Para 6.1)**

Southern Railway (SR) Administration decided to convert CONCOR Domestic Container Terminal (DCT) at Salem Market into Container Rail Terminal (CRT). This was done without ensuring the availability of container or cargo storage and stacking facility, which was critical for successful running of CRT. After conversion of DCT as CRT, there was no outward loading during 2016-17 and 2017-18. As a result, SR Administration lost the opportunity to earn the revenue on account of haulage charges and license fee from CONCOR. **(Para 2.4)**

Train Protection Warning System (TPWS) Safety measures on Indian Railways is a continuous process which envisage accident prevention and mitigation directed towards continuous reduction in risk level to its customers .TPWS has been introduced in two sections on pilot basis to prevent accidents due to over speeding and passing signal at danger. Nineteen years since its conceptualization and 12 years from issue of letter of acceptance in the original contract, TPWS (ETCS level I) in Delhi – Agra section continues to be in trial stage. There was expenditure of Rs. 136.53 crore incurred on Delhi - Agra and Chennai Central - Gummidipundi sections, which remained unfruitful. **(Para 5)**

BSC/SS/TT