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PRESS STATEMENT

29 May 2026

FOR IMMEDIATE RELEASE

“LRT DERAILMENT NEAR CHAN SOW LIN STATION – IEM CALLS FOR SYSTEMIC SAFETY AUDITS AND ROBUST SAFETY MANAGEMENT SYSTEMS (SMS)”

KUALA LUMPUR – The Institution of Engineers, Malaysia (IEM) notes with grave concern the Light Rail Transit (LRT) train derailment that occurred near the Chan Sow Lin station yesterday, affecting the Ampang and Sri Petaling lines. While we are thankful that all 25 passengers were safely evacuated without injury, this incident serves as a critical wake-up call regarding the safety margins of our urban rail infrastructure.

As an institution dedicated to the advancement of engineering and the preservation of public safety, IEM fully commends and supports the immediate establishment of a special task force by the Ministry of Transport. However, from a safety engineering perspective, our primary focus must extend beyond immediate mechanical fixes to evaluate the systemic safety safeguards embedded within the entire transit network.

IEM urges the investigation task force, the Land Public Transport Agency (APAD), and Prasarana Malaysia Bhd to prioritize the following critical safety dimensions:

1. Evaluation of Fail-Safe Design Principles

Rail safety depends entirely on fail-safe engineering: when a subsystem fails, the network must automatically revert to a safe state. This investigation must determine exactly why the system's automated safeguards failed to halt the train before it derailed. Moving forward, we must ensure that automated protection layers are robust enough to detect and isolate track anomalies instantly, preventing mechanical failures from escalating into critical incidents

2. Review of Emergency Response and Evacuation Safety

While the orderly evacuation of the 25 passengers is commendable and reflects the swift action of station personnel, it is imperative to subject the execution of the emergency response plan to a rigorous, transparent audit.

The upcoming investigation must scrutinize the exact timeline of the evacuation, the structural integrity of emergency egress walkways, the adequacy of trackside auxiliary

lighting, and the clarity of real-time communication between the Operations Control Center (OCC) and the stranded commuters. Emergency egress systems must be entirely foolproof. Our infrastructure must be designed to handle worst-case scenarios, ensuring rapid, safe evacuation even during peak congestion periods or within high-risk underground tunnel environments.

3. Stringent Application of Safety Management Systems (SMS)

Passenger safety depends entirely on a robust Safety Management System (SMS) that systematically governs policies, responsibilities, and procedures. IEM calls for a thorough review of the operator's SMS to evaluate how trackside risks are identified, analyzed, and mitigated. We must guarantee that risk levels across the entire network are strictly controlled, ensuring that minor technical anomalies do not escalate into critical system disruptions.

4. Independent Technical Safety Auditing

To rebuild public trust, the investigation must be clear and complete. IEM calls for regular, independent safety audits led by external rail engineering professionals completely separate from operational management. These audits should rigorously evaluate track-train stress, structural wear, and hidden system risks.

Our rail network has outgrown standard, scheduled maintenance. Relying solely on manual inspections and fixed intervals based on time or mileage cannot guarantee safety when running aging trains at high frequencies and peak capacities. Malaysia must rapidly adopt smart technology. The future of transit safety requires a shift to Predictive Maintenance by using real-time sensors to catch and repair infrastructure wear before it leads to system disruptions.

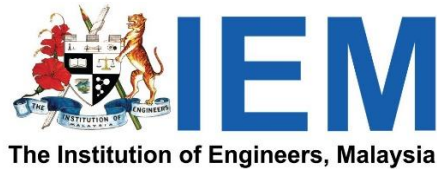
Public transport is the backbone of the Greater Kuala Lumpur infrastructure. The safety of commuters cannot be left to chance or narrow margins. IEM stands ready to mobilize its pool of experts and specialists to assist the Ministry of Transport's task force. IEM advocates for the continuous upskilling of local rail engineers in advanced predictive maintenance technologies and stands fully prepared to partner with industry stakeholders to drive this vital capacity-building initiative. We are fully committed to ensuring that our national transit systems achieve the highest benchmarks of engineering safety and reliability.

Ir. Yau Chau Fong

President

The Institution of Engineers, Malaysia (IEM)

***For further information on this Press Release or
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About the IEM

The Institution of Engineers of Malaysia (IEM) is a civil society organisation established to promote the science and profession of engineering in any of its disciplines and to facilitate the exchange of information and ideas related to engineering. Founded in 1959 and with a membership of over 40,000 today, IEM constitutes one of the largest professional organisations in the country. Amongst its many roles, the Institution plays an active part in supporting various sustainable socio-economic development of the country and in nation building. It represents the aspirations of its members, acts in the best interests of the public of whom its members serve whilst upholding the standing and image of the profession.