

भारतसरकार GOVERNMENT OF INDIA  
रेलमंत्रालय MINISTRY OF RAILWAYS  
रेलवेबोर्ड RAILWAY BOARD

No. 2017/Transf.cell/ Inspections

New Delhi, dated: 27- 02- 2018

The General Manager, All Indian Railways/PUs, NF(Con), CORE  
The DG/RDSO/Lucknow, DG/NAIR/Vadodara

**SUB: Inspections in Indian Railways**

Quality inspections is the **sine qua non** for Railway working. It is incumbent on Railway Officials to perform this function in most effective and efficient manner, at a frequency laid down in codes manuals/ instructions. Along with the inspections, quality follow up, implementation with due resource allocations to ensure compliance on a sustained basis is equally important. Therefore a reasonable balance of time between inspections, consultations, planning, designing, tendering and monitoring is essential.

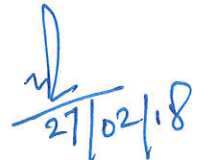
Instances of prescribing over- inspections on a prolonged basis have come to notice of Board, such over-inspections on a prolonged basis are bound to result into lack of attention in other crucial areas related to implementation and monitoring. Moreover in a recent study undertaken by Transformation cell, it was revealed that officials require excessive duty hours per month to undertake laid down codal inspections, which is quite an onerous task to be performed alongside other functions listed above.

*Needles to mention, para 2.11 of GR&SR which lays down responsibility on every Railway servant to take action as appropriate to ensure safety in Rail operations.*

**Without any dilution of the existing instructions, it should be ensured that inspection schedules already codified or as conveyed through manuals/special instructions are not increased on a regular/prolonged basis.**

**Also, it would be in fitness that officials other than general management/safety, concentrate on their respective domain rather than on other departments (barring items noticed requiring urgent action related to Safety, Security, Punctuality, Passenger Amenities and Revenue leakage), in order to focus on their respective domain expertise and also not to unduly generate voluminous inspection notes for the field officials of other departments.**

This issues with the approval of Chairman Railway Board.



(T. K. Pandey)

Executive Director, Transformation

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1. The Director, Indian Railway Institute of Civil Engineering, Pune.
2. The Director, Indian Railway Institute of Mechanical and Electrical Engineering, Jamalpur.
3. The Director, Indian Railway Institute of Signal Engineering and Telecommunications, Secunderabad.
4. The Director, Indian Railway Institute of Electrical Engineering, Nasik.
5. The Executive Director, Indian Railways Centre for Advanced Maintenance Technology, Gwalior.
6. The Director, Indian Railway Institute of Transport Management, Lucknow.
7. The Registrar, Railway Claims Tribunal, Delhi.
8. The General Secretary, IRCA, New Delhi.
9. The Chief Commissioner of Railway Safety, Lucknow.
10. The Secretary, Railway Rates Tribunal, Chennai.
11. The Chairman, Railway Recruitment Board, Ahmedabad, Ajmer, Allahabad, Bangalore, Bhopal, Bhubaneshwar, Chandigarh, Chennai, Gorakhpur, Guwahati, jammu & Srinagar, Kolkata, Malda, Mumbai, Muzaffarpur, Patna, Ranchi, Secunderabad and Trivandrum.
12. CMD/MD of all Railway PSUs
13. CAOs, DMW/Patiala, WPO/Patna, COFMOW/NDLS, RWP/Bela, CAO/IROAF

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2. CRB, FC, ME, MTR, MRS, MS, MT, SECY, DG(S&T), DG(RHS), DG(RPF), DG (Stores), DG (Pers)
3. Secretary, Railway Board
4. All AMs, Principal Executive Director & Executive Directors of Railway Board



(T. K. Pandey)

Executive Director, Transformation